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RE: TROPICA RANCHO WAREHOUSE PROJECT TRAFFIC IMPACT ANALYSIS REPORT DATED  
AUGUST 23, 2017 RESPONSE TO COMMENTS

This response to comments is based on the City of Colton's Public Work Departments comments concerning a New Cumulative Project to be built in the City of Grand Terrace. The response to comments should be incorporated into this projects CEQA document and attached as an addendum to the Traffic Impact Analysis dated August 23, 2017 and subject to public and agency review and comments.

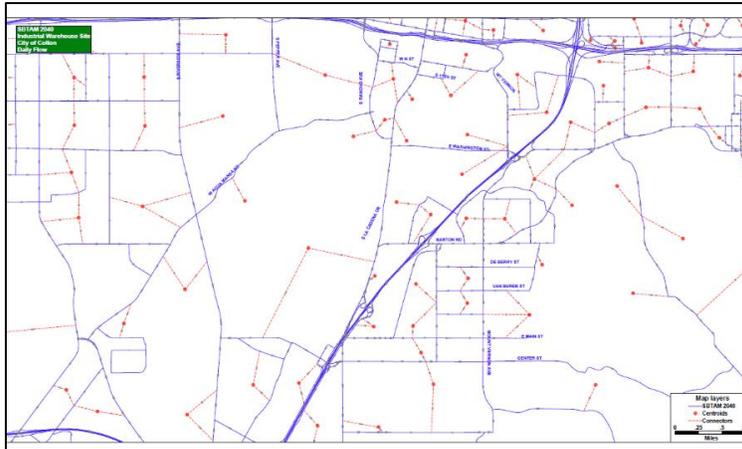
The traffic study prepared for the Tropica Warehouse was initiated in January of 2017 and completed and submitted to the City of Colton in August of 2017. Prior to submittal, a scoping memo was given to the City. The scoping memo provided an outline of all the components the City would require. This included a list of study locations, projects trip generation, trip distribution, scenarios to study and any special requests. The Cities Traffic Consultant, Minagar and Associates reviewed and provided comments for a final scoping submittal. The project, as a Warehouse is only expected to generate 794 daily pce trips with 59 AM peak and 64 PM peak pce trips from the site. As shown in Table 13 from the TIA the proposed project would generate 50 or more peak hour trips at one intersection; La Cadena Drive at Tropica Rancho Road. However, at the request of the City a total of 8 intersections were included in the analysis. To determine if project traffic would directly impact any of the 8 studied intersections a level of service analysis was prepared for Existing Conditions and Existing with Full Project trips. According to the San Bernardino County Congestion Management Program a transportation impact is deemed to be significant and mitigation is required if the LOS at an intersection drops below LOS E from an acceptable LOS D or above or if the current LOS is LOS F and delay increases by 10% or more. As shown in Table 10 in the TIA (Project Impacts using Existing Conditions as a Baseline) one intersection; La Cadena at Tropica Rancho will be impacted by

project traffic. Although Iowa at the 215 NB ramps operates at LOS F project traffic does not exceed an increase in delay of 10% or more.

Following City guidelines, a cumulative analysis was initiated for short term 2019 and long term 2040 conditions. The 2019 cumulative condition was derived by gathering trip generation and distribution assumptions from any known projects that were pending, approved, constructed but not occupied within a one to two mile radius from the project site as well as using a 2% per year ambient growth rate. Projects were obtained from City of Colton and the City of Grand Terrace. There were 13 known projects that were found when the project started the Traffic Impact Analysis. These projects along with an ambient growth rate were used in the short term cumulative 2019 analysis. Tables 4 and 5 presents the list of projects and the estimated trips generated by each of these projects. Baseline conditions for 2019 without and with project conditions were looked at to determine if project traffic would contribute or exceed significant thresholds. As shown in Table 11, of the TIA, project traffic will only significantly impact the intersection of La Cadena Drive and Tropica Rancho Road.

2040 future projections were made using the SBTAM regional model which looks at all vacant, developable land and potential redevelopment areas as locations where growth is forecast to occur. Current city-level general plans are analyzed to determine how much growth could potentially occur in these areas. The general plan data (land use type together with density factors) are collected from each jurisdiction and merged into a county-wide dataset with efforts to keep each jurisdiction's classifications as consistent as possible and to maintain the same density levels (often a range) as used by each jurisdiction for its residential land use categories. Each attractor and destination is shown as centroids with traffic analysis zones in the regional model. One question that came up as a comment to the TIA was that the City of Grand Terrace is currently completing a Master Plan for a large project called the Gateway and Homecoming project. This project was not included in the cumulative short term analysis. This project was submitted to Grand Terrace after the Traffic Impact Analysis for the Tropica Rancho Warehouse project was underway and completed, with the Notice of Preparation for a Draft Environmental Impact Report dated April 26, 2018. The TIA for this project is being completed by Feer and Peers but is not out for public review.

In response, this project is unlikely to be built and occupied by the short term analysis time frame of 2019. For the 2040 long-range scenario, the traffic forecasts were provided by SBCTA (formerly SANBAG) in the SBTAM model output. These forecasts included some development assumptions based on zoning and the developable area where the Gateway/Homecoming projects are now being proposed. The land use assumptions used for the SBCTA model might not be identical to the land uses that are currently being proposed, but model assumptions would have been based on information that was available at the time that the model was run. As shown in the Daily model output from SBTAM there are several centroids located in the area the Gateway project is to be constructed.



2040 future conditions without and with project conditions were also analyzed to determine if project traffic would contribute or exceed significant thresholds. As shown in Table 12, of the TIA, project traffic will only significantly impact the intersection of La Cadena Drive and Tropica Rancho Road. It should be noted that the I-215 Freeway, a rail line, and a canal run between the Tropica Rancho project site and the Gateway/Homecoming site. It was indicated that Barton Road and Main Street might be the main access points to the project. Project impacts from the Tropica Rancho Warehouse project are unlikely to change with any new information from the Gateway/Homecoming project however, cumulative impacts to the extent that our projects % of new trips may. The report has provided an assessment of our projects contribution to cumulative impacts at 4 other intersections that while not significantly impacted by project traffic are expected to operate at deficient levels of service under future 2040 conditions without and with project. Table 15 in the TIA shows the results of the project % of new traffic at each of these intersections. It should be noted that if traffic from the Gateway/Homecoming site adds additional traffic at these intersections than what was assumed for the Tropica Rancho Warehouse projects % of new traffic would be reduced.

In summary, it can be concluded that the Tropica Rancho Traffic Impact Analysis included all of the required components of a traffic analysis meeting City guidelines and requirements. The potential traffic generated by a new project located in the City of Grand Terrace was considered in the 2040 SBTAM Model data output that was used in forecasting future traffic in the area and will not change the locations that are considered to be significantly impacted by project traffic.

**TABLE 4:  
DEVELOPMENT PROJECTS FOR CUMULATIVE ANALYSIS**

<b>Project</b>	<b>Proposed Use/Description</b>
<b>CITY OF COLTON</b>	
1. Roquet Ranch Specific Plan	Single Family Dwelling Units, Condos, Active Adult, Shopping Center, Coffee Shop, Fast
2. Southwest Regional Operations Center	Office Building, Fuel Island, Truck Wash Service Facility, & Parking Lot
3. Agua Mansa Commerce Center	Warehouse Distribution Center
4. Wildrose Village	85 Residential Dwelling Unit Increase
5. 300 W Litton Ave - Litton Housing	89 Lots for Detached Single Unit Residential Development

<b>CITY OF GRAND TERRACE</b>	
6. Grand Terrace Town Square	Shopping Center, Units 3 & 4, Gas Station (Phase II)
7. 22394 and 22040 Van Buren Street	17 Two-Story Residential Homes
8. 12569 Michigan Street	Two, One-Story Residential Homes and Subdivision of a 0.50-acre Parcel into Two Single Family Lots
9. 11832 and 11834 Burns Avenue	Single Family Residence and Secondary Dwelling Unit on a 0.36-acre Lot
10. 22805 Barton Road	Medical Office/Outpatient Surgery Center, Residence, Take-out Coffee Shop
11. 22085 Commerce Way	Animal Clinic, Commercial Units
12. 11838 Burns Avenue	Re-establishment of a Two-story Single-family Residence with Attached Three Car Garage and RV Garage
13. 22881 Barton Road	Coffee Shop with Drive-thru Commercial Units

**TABLE 10:  
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE  
EXISTING CONDITIONS AS BASELINE**

Intersection	Delay Values and Levels of Service			
	Existing Conditions	Existing Plus Project	Change in Delay Value	Significant Impact?
AM PEAK HOUR				
La Cadena Dr at 7 <sup>th</sup> St/Maple St	14.5 – B	14.6 – B	+0.1	No
La Cadena Dr at Rancho Ave	42.4 – D	44.2 – D	+1.8	No
La Cadena Dr at Tropica Rancho Rd*	12.7 – B	38.3 – E	+25.6	Yes
La Cadena Dr at Litton Ave	6.1 – A	6.1 – A	0.0	No
La Cadena Dr at Barton Rd	11.0 – B	11.4 – B	+0.4	No
La Cadena Dr at Iowa Ave	8.0 – A	8.0 – A	0.0	No
Iowa Ave at I-215 SB Off-Ramp	10.7 – B	10.8 – B	+0.1	No
Iowa Ave at I-215 NB On/Off Ramps	73.1 – E	78.0 – E	+4.9 (6.7%)	No
Rancho Ave at Agua Mansa Rd	14.5 – B	14.5 – B	0.0	No
PM PEAK HOUR				
La Cadena Dr at 7 <sup>th</sup> St/Maple St	13.0 – B	13.0 – B	0.0	No
La Cadena Dr at Rancho Ave	42.5 – D	43.4 – D	+0.9	No
La Cadena Dr at Tropica Rancho Rd*	12.2 – B	47.8 – E	+35.6	Yes
La Cadena Dr at Litton Ave	6.8 – A	6.9 – A	+0.1	No
La Cadena Dr at Barton Rd	13.3 – B	13.9 – B	+0.6	No
La Cadena Dr at Iowa Ave	10.2 – B	10.3 – B	+0.1	No
Iowa Ave at I-215 SB Off-Ramp	12.6 – B	12.7 – B	+0.1	No
Iowa Ave at I-215 NB On/Off Ramps	169.1 – F	172.3 – F	+3.2 (1.9%)	No
Rancho Ave at Agua Mansa Rd	56.8 – E	56.9 – E	+0.1 (0.2%)	No

\* La Cadena/Tropica Rancho intersection is unsignalized.

**TABLE 11:  
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE  
YEAR 2019 AS BASELINE**

Intersection	Delay Values and Levels of Service			
	2019 Without Project	2019 With Project	Change in Delay Value	Significant Impact?
<b>AM PEAK HOUR</b>				
La Cadena Dr at 7 <sup>th</sup> St/Maple St	15.0 – B	15.0 – B	0.0	No
La Cadena Dr at Rancho Ave	68.8 – E	72.4 – E	+3.6 (5.2%)	No
La Cadena Dr at Tropica Rancho Rd*	13.5 – B	55.7 – F	+42.2	Yes
La Cadena Dr at Litton Ave	8.7 – A	8.7 – A	0.0	No
La Cadena Dr at Barton Rd	14.8 – B	15.2 – B	+0.4	No
La Cadena Dr at Iowa Ave	11.8 – B	11.8 – B	0.0	No
Iowa Ave at I-215 SB Off-Ramp	12.3 – B	12.3 – B	0.0	No
Iowa Ave at I-215 NB On/Off Ramps	238.2 – F	247.7 – F	+9.5 (4.0%)	No
Rancho Ave at Agua Mansa Rd	17.2 – B	17.3 – B	+0.1	No
<b>PM PEAK HOUR</b>				
La Cadena Dr at 7 <sup>th</sup> St/Maple St	13.3 – B	13.3 – B	0.0	No
La Cadena Dr at Rancho Ave	75.9 – E	78.5 – E	+2.6 (3.4%)	No
La Cadena Dr at Tropica Rancho Rd*	13.3 – B	82.7 – F	+69.4	Yes
La Cadena Dr at Litton Ave	10.9 – B	11.3 – B	+0.4	No
La Cadena Dr at Barton Rd	22.2 – C	23.9 – C	+1.7	No
La Cadena Dr at Iowa Ave	15.4 – B	15.5 – B	+0.1	No
Iowa Ave at I-215 SB Off-Ramp	15.8 – B	16.0 – B	+0.2	No
Iowa Ave at I-215 NB On/Off Ramps	256.6 – F	260.5 – F	+3.9 (1.5%)	No
Rancho Ave at Agua Mansa Rd	105.6 – F	105.7 – F	+0.1 (0.1%)	No

\* La Cadena/Tropica Rancho intersection is unsignalized.

**TABLE 12:  
PROJECT IMPACT ON INTERSECTION LEVELS OF SERVICE  
YEAR 2040 AS BASELINE**

Intersection	Delay Values and Levels of Service			
	2040 Without Project	2040 With Project	Change in Delay Value	Significant Impact?
<b>AM PEAK HOUR</b>				
La Cadena Dr at 7 <sup>th</sup> St/Maple St	16.8 – B	16.9 – B	+0.1	No
La Cadena Dr at Rancho Ave	177.7 – F	185.9 – F	+8.2 (4.6%)	No
La Cadena Dr at Tropica Rancho Rd*	13.7 – B	50.5 – F	+36.8	Yes
La Cadena Dr at Litton Ave	7.3 – A	7.3 – A	0.0	No
La Cadena Dr at Barton Rd	12.9 – B	13.5 – B	+0.6	No
La Cadena Dr at Iowa Ave	9.2 – A	9.2 – A	0.0	No
Iowa Ave at I-215 SB Off-Ramp	33.6 – C	35.5 – D	+1.9	No
Iowa Ave at I-215 NB On/Off Ramps	522.8 – F	531.5 – F	+8.7 (1.7%)	No
Rancho Ave at Agua Mansa Rd	15.2 – B	15.3 – B	+0.1	No
<b>PM PEAK HOUR</b>				
La Cadena Dr at 7 <sup>th</sup> St/Maple St	25.8 – C	27.1 – C	+1.3	No
La Cadena Dr at Rancho Ave	449.0 – F	452.6 – F	+3.6 (0.8%)	No
La Cadena Dr at Tropica Rancho Rd*	16.9 – C	574.9 – F	+558.0	Yes
La Cadena Dr at Litton Ave	13.3 – B	14.3 – B	+1.0	No
La Cadena Dr at Barton Rd	53.0 – D	54.8 – E	+1.8	No
La Cadena Dr at Iowa Ave	339.9 – F	343.7 – F	+3.8 (1.1%)	No
Iowa Ave at I-215 SB Off-Ramp	37.3 – D	38.2 – D	+0.9 (2.9%)	No
Iowa Ave at I-215 NB On/Off Ramps	542.9 – F	547.3 – F	+4.4 (0.8%)	No
Rancho Ave at Agua Mansa Rd	143.3 – F	143.5 – F	+0.2 (0.1%)	No

\*La Cadena/Tropica Rancho intersection is unsignalized.