



# City of Rialto

## Legislation Details (With Text)

**File #:** TC 21-0702    **Version:** 1    **Name:**  
**Type:** Agenda Item    **Status:** Agenda Ready  
**File created:** 9/30/2021    **In control:** Transportation Commission  
**On agenda:** 10/6/2021    **Final action:**  
**Title:** Traffic Impact Analysis - Angelus Block End of Fortuna Way near Industrial Drive and Riverside Avenue  
(ACTION ITEM)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. Attachment 1.pdf, 2. Attachment 2.pdf, 3. Attachment 3.pdf, 4. Attachment 4.pdf, 5. Attachment 5.pdf

Date	Ver.	Action By	Action	Result
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For Transportation Commission Meeting [October 6, 2021]

TO: Honorable Chairperson and Commission

APPROVAL: Michael Tahan, Interim Public works Director

FROM: Justin Schlaefli, Consultant Engineer, TKE Engineering

### Traffic Impact Analysis - Angelus Block End of Fortuna Way near Industrial Drive and Riverside Avenue

**(ACTION ITEM)**

#### **BACKGROUND:**

In April 2021, the Project Scoping Agreement for the Traffic Impact Analysis (TIA) was approved. The project is a proposed manufacturing plant consisting of 188,493 square feet. Access to the site is provided via a cul-de-sac at the end of Fortuna Way. There are two (2) one-way driveways spaced out within this cul-de-sac: one for entering and one for exiting. A secondary entrance is located at the end of Singleton Drive at the southern portion of the proposed site. This entrance is dedicated to construction vehicles and will not be used for daily operations once construction of the site is complete.

The first TIA was submitted on June 24, 2021, and it was reviewed with review comments prepared. On September 6, 2021, a revised second TIA was submitted and subsequently reviewed.

Consistent with City of Rialto Traffic Impact Analysis guidelines, study intersections were identified to include freeway interchanges within two (2) miles that were designated to take more than 40% of total traffic from the project & intersections which Project traffic contributed 50 or more peak hour trips. This included twelve (12) intersections as listed below:

1. S. Riverside Avenue at W Valley Boulevard
2. S. Riverside Avenue at I-10 WB ramps
3. S. Riverside Avenue at I-10 EB ramps
4. S. Riverside Avenue at Slover Avenue
5. S. Riverside Avenue at Santa Ana Avenue
6. S. Riverside Avenue at Industrial Drive
7. S. Riverside Avenue at Jurupa Avenue
8. S. Riverside Avenue at Resource Drive/Industrial Drive
9. S. Riverside Avenue at Singleton Drive
10. S. Riverside Avenue at Agua Mansa Road
11. Industrial Drive at Fortuna Way
12. Resource Drive at Enterprise Drive

This site appears to comply with zoning on the property.

The **site location** is shown on **Page 4 of the TIA**, which is included as **Attachment 1**, while the **site plan** is shown on **Page 6 of the TIA**, which is included as **Attachment 2**.

The Project is within the City of Rialto within one (1) mile of the City of Colton, City of Jurupa Valley and County of San Bernardino.

Truck Turn Templates are on **Appendix I of the TIA** which is included as **Attachment 3**. As shown on the figures, all driveways will be one-way only.

- Driveway 1 will be enter-only and provide access to the entire site. All vehicles will enter via Driveway 1.
- Driveway 2 will be exit-only.
- Driveways 1 and 2 will be 26' wide.

The trip generation rate for this land use was determined using the 10<sup>th</sup> edition of the ITE "Trip Generation" manual.

Trips are shown on **Page 21, Table 6 and 7 of the TIA**, which is included as **Attachment 4**. Project daily trips from this development are estimated at 1,270 passenger car equivalent (PCE) trips with the AM/PM peak hour being 196/213 trips.

Study intersection historical counts were collected in 2018 & 2019 due to the ongoing COVID-19 pandemic in conjunction with a 2% growth rate (compounded annually) to reflect 2021 conditions. The data was collectively normalized to include recent area studies.

The TIA identified three (3) intersections which the Project contributes to cumulative impacts:

- S. Riverside Avenue and I-10 EB Ramps
- S. Riverside Avenue and Slover Avenue
- S. Riverside Avenue and Santa Ana Avenue

**ANALYSIS/DISCUSSION:**

The TIA included cumulative impacts when added to other proposed projects in the area at three (3)

intersections. In addition, five (5) roadway segments on S. Riverside Avenue were found to operate at an excessive level of service on a daily basis. However, when evaluated on a peak hour basis, the segments were found to operate acceptably. The three (3) intersection impacts are considered significant based on City policy. These impacts require the payment of a fair share towards mitigation as shown on **page 47, Table 19** of the report. Table 19 has been labeled as **Attachment #5**

The resulting Fair Share Cost is \$724,397.81. The fair share will be allocated to mitigate impacts as specified and paid towards construction as the improvements become fully funded.

**VEHICLE MILES TRAVELED (VMT):**

A separate VMT analysis was produced and is summarized in the TIA. This analysis is summarized in Table 13 below excerpted from the TIA:

**Table 13:** VMT Analysis Results

Reduction Strategy		Range of Effectiveness	VMT Reduction	Combined VMT Reduction	Results
<b>Commute Trip Reduction (CAPCOA)</b>					
TRT-1	Implement Commute Trip Reduction Marketing	0.8 - 6.2%	4.16%	8.8%	-1.86
TRT-3	Provide Ride Sharing Program	1-15%	5.0%	8.8%	
TRT-8	Preferential Parking Permit Program	N/A	N/A	8.8%	
Baseline 2022 Conditions w/ Project					21.18
Baseline 2022 Conditions w/ Project (CAPCOA Reduction)					19.32
Local Hiring Reduction (25%)					2.32
Baseline 2022 Conditions w/ Project (Local Hiring and CAPCOA Strategies)					17.0

With mitigation measures, it is expected that the proposed project will have a less than significant impact on VMT meeting the current County Guidelines.

**Conclusion**

This project will be accessed by two (2) driveways on Fortuna Way.

Intersections studied are projected to operate consistent with City of Rialto guidelines with deficiencies noted at three (3) locations as noted in Table 15 of the TIA. As noted in Table 16 of the TIA, segments evaluated along S. Riverside Avenue are also expected to operate at a deficient level of service.

The TIA concludes that payment of fair share fees totals \$724,397.81 for future intersection and segment improvements at the locations noted.

In addition, the proposed project intends to implement four (4) VMT mitigation strategies including, Commute Trip Reduction Marketing, Ride Sharing, Preferential Parking Permits and 25% local hire provisions.

**RECOMMENDATIONS:**

Staff requests that the Transportation Commission:

- Provide recommendations related to approval.
- Recommend approval of a fair share contribution of \$724,397.81 and payment of any applicable development impact fees as adequate mitigation.
- Recommend Implementation of VMT Reduction Measures as described.
- Recommend approval to the Planning Commission.