



City of Rialto

Legislation Details (With Text)

File #: TC-1158 **Version:** 1 **Name:**
Type: Agenda Item **Status:** Agenda Ready
File created: 11/27/2018 **In control:** Transportation Commission old
On agenda: 12/5/2018 **Final action:**
Title: Focused Traffic Impact Analysis - Warehouse Development on the West Side of Alder Avenue South of Miro Way.
(ACTION ITEM)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Attachment 1-Site Location Map, 2. Attachment 2 - Preliminary Site Plan, 3. Attachment 3 - Truck Access, 4. Attachment 4 - Project Trip Generation, 5. Attachment 5 - EAPC Conditions, 6. Attachment 6 - Improvements, 7. Attachment 7 - Fair Share Contributions, 8. Attachment 8 - Response Letter & Scoping Agreement

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

For Special Transportation Commission Meeting [December 17, 2018]

TO: Honorable Chairperson and Commission

APPROVAL: Robert G. Eisenbeisz, P.E., Public Works Director/City Engineer

FROM: Azzam Jabsheh, P.E., Associate Civil Engineer

Focused Traffic Impact Analysis - Warehouse Development on the West Side of Alder Avenue South of Miro Way.

(ACTION ITEM)

BACKGROUND:

On July 3, 2018, the first scoping agreement was submitted for the proposed warehouse located on the west side of Alder Avenue approximately 240 feet south of Miro Way. The 1st TIA was submitted on September 26, 2018, it was reviewed and review comments were prepared. On November 13, 2018 a revised 2nd TIA was submitted. The proposed project is a warehouse development with a total of 78,680 square feet (83,635 sq. ft. used in the TIA). The anticipated completion is estimated to be in 2019.

The **site location** is shown on **Page 5 of the TIA in Exhibit 1-2**, which is included as **Attachment 1**, while the **site plan** is shown on **Page 2 in Exhibit 1-1 of the TIA**, which is included as **Attachment 2**.

The proposal is for two driveways onto Alder Avenue. The driveways onto Alder Avenue are proposed as right in/right out access only. The northerly driveway is not dimensioned but appears to be about 26 feet wide and intended for passenger vehicles only. The southerly driveway also not

dimensioned but appears to be approximately 115 feet wide along the curb line, 85 feet wide at the property line and 72 feet wide on site, and it is the primary truck entrance/exit and also serves passenger cars and visitors. The southerly driveway is shown with radius returns set on a substantial angle to allow trucks to enter/exit the site. Spacing of the driveways does not meet City Standards but are limited by the width of the parcel. The southerly driveway is approximately 375 feet south of the signalized intersection of Alder Avenue/Miro Way. **Details of the driveway** are shown on **Page 17 in Exhibit 1-5 of the TIA**, which is included as **Attachment 3**.

The trip impacts were estimated using data from ITE land use 150 - Warehouse - 9th Edition. **Trips** are shown on **Page 50 Table 4-1 of the TIA**, which is included as **Attachment 4**. Project daily trips from this development are estimated at 500 trips with the AM/PM peak hour being 48/50 PCE trips.

Traffic and intersection counts provided were collected in August 2018. This project has been to DRC on a preliminary basis on July 18, 2018, September 19, 2018 and October 10, 2018. It will receive conditions upon final review at DRC.

The project is in the Renaissance Specific Plan Area and appears to be consistent with the zoning and land use.

The TIA identified three (3) intersections operating at an unacceptable Level of Service (LOS) in 2019 with the project and cumulative projects. One roadway segment would exceed capacity in 2019 with cumulative traffic; however, it is noted that the TIA forecasts PCE traffic volumes along Alder Avenue from Baseline Road to SR-210 at LOS E or worse (over 33,000 ADT on a four lane arterial). This implies that Alder Avenue from Baseline Road to SR-210 should be upgraded in the future to a 6-lane facility because the 4-lane capacity will not be sufficient through build-out conditions.

ANALYSIS/DISCUSSION:

The TIA analysis used 9th Edition ITE trip rates for the anticipated land use. The TIA analyzed forecast peak hour intersection operations to determine potential impacts on peak hour level of service for the anticipated 2019 opening year.

The TIA included other proposed projects in the area and reflects impacts at intersections that would be considered significant based on City policy. The identified impacts can be mitigated by constructing identified improvements.

The 2019 traffic plus Project condition indicates that three (3) intersections are impacted (LOS E or F) by this development when combined with cumulative growth and background traffic growth. These are shown on **page 73 in Exhibit 7-2 and page and page 74 Table 7-1** which are included as **Attachment 5**. **Beginning on page 75 and continuing through page 79** are the recommended **improvements**. These pages are included as **Attachment 6**. Mitigations listed are not entirely consistent with the Feasibility Study Report for the Alder Avenue/SR-210 interchange improvements.

Project traffic will use both ramps to SR-210. On **Pages 11 and 12 of the TIA in Table 1-3 and 1-4**, which are included as **Attachment 7**, are the estimated percentages of impact and estimated costs. Table 1-3 combines costs that are already included in other fee programs as fair share. It includes the additional lanes on Alder Avenue but fails to include the improvements at the SR-210 interchange. Within the TIA, an analysis was made to attempt to show that if the intersections on each end of a roadway segment are at an acceptable LOS, then the segment between must also be at an acceptable LOS. This is contrary to the Rialto Traffic Policy which states the segment is evaluated on volume and V/C ratio even if the intersections at both ends are acceptable LOS. This

project was not conditioned to study further than the intersection at Alder Avenue/Walnut Avenue or segments along Alder Avenue other than between Walnut Avenue and Renaissance Parkway. This was not required due to the Feasibility Study Report for the Alder Avenue/SR-210 interchange already establishing the costs.

The first and second TIA both recommend a dual eastbound left turn lane at Alder Avenue/Walnut Avenue to handle the truck traffic from this project. In the first TIA an exhibit was included that showed conflict between east and west bound left turns unless the signal was altered to lead/lag left turn phasing. There would also be a conflict in the dual left turn lanes for eastbound to northbound unless trucks always use the outside lane with the median island cut back to allow adequate room for the inside passenger vehicles to clear it. In the second TIA, this exhibit was changed to show only a single eastbound left turn lane although the text and support documents require a dual left turn lane. The TIA proposed mitigation of the impacts to be a payment of the fair share cost in the amount of \$34,710 and construction of adjacent street improvements. The improvements and fair share costs are shown on page 11 in Table 1-3 (**Attachment 7**).

Staff recommends that the fair share cost include the widening of Alder Avenue as well as the SR-210 interchange FSR costs. The FSR fair share cost is estimated at 2.2% of \$2,327,000, which is **\$51,194**. The estimated fair share cost for Alder Avenue widening is 1.83% of \$1,746,212 or \$31,955.68 plus the identified \$13,073 for the other intersection improvements resulting in a fair share amount of **\$45,029**. This results in a total fair share cost of **\$96,223**. The TIA identifies a fair share cost of only \$34,710; however, it neglects to consider the Alder widening and SR-210 FSR costs. The recommended fair share cost is in addition to the City's other Traffic Development Impact Fees.

Conclusion

Staff was provided the first version of the TIA for this Project on September 26, 2018. The second version of the TIA was submitted on November 13, 2018. This project is conditioned to complete roadway improvements adjacent to the project site. Intersections studied are projected to operate at LOS D or better with improvements. The TIA concludes that payment of fair share fees (estimated in the TIA at \$34,710) along with other traffic impact fees and construction of site adjacent roadway improvements are adequate mitigation measures. Staff arrived at different fair share contributions based on the Feasibility Study Report for the Alder Avenue/SR-210 interchange and estimated construction costs for creation of additional lanes on Alder Avenue (\$96,223).

The project is consistent with zoning for the Renaissance Specific Plan.

RECOMMENDATIONS:

Staff requests that the Transportation Commission:

- Set final conditions and recommendations related to approval.
- Accept nonstandard driveway size and spacing.
- Accept a fair share contribution of \$96,223 (staff estimate) for construction of site adjacent improvements and payment of applicable development impact fees as adequate mitigation for the intersections of Alder Avenue/Walnut Avenue, Alder Avenue/Miro Way, and Alder Avenue/Baseline Road as shown on page 11 in Table 1-3 (**Attachment 7**). Table 1-3 (**Attachment 7**) should be corrected to reflect restriping the eastbound approach on Walnut Avenue and Alder Avenue to accommodate dual eastbound left turn lanes.

- Recommend approval to the City Council.