



# City of Rialto

## Legislation Details (With Text)

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**Title:** Focused Traffic Impact Analysis - Construction of Expansion of Truck Parking for Old Dominion Trucking on Willow at the northwest Corner of Willow and Santa Ana Avenues. (ACTION ITEM)

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**Attachments:** 1. Attachment 1 - Project Location Map.pdf, 2. Attachment 2 - Site Plan.pdf, 3. Attachment 3 - Proposed Project Trip Generation.pdf

Date	Ver.	Action By	Action	Result
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For Transportation Commission Meeting [May 6, 2020]

TO: Honorable Chairperson and Commission

APPROVAL: Savat Khamphou, Public Works Director/City Engineer

FROM: Gene R. Klatt, Consultant Engineer, Lockwood Engineering

### **Focused Traffic Impact Analysis - Construction of Expansion of Truck Parking for Old Dominion Trucking on Willow at the northwest Corner of Willow and Santa Ana Avenues.**

**(ACTION ITEM)**

#### **BACKGROUND:**

On May 20, 2019, the first scoping agreement was submitted for the proposed expansion of the truck parking area south of the existing Old Dominion Trucking facility on the west side of Willow Avenue between Slover and Santa Ana Avenues. On October 7, 2019, the 1<sup>st</sup> TIA was submitted, reviewed and comments prepared. A 2<sup>nd</sup> TIA was submitted January 27, 2020. A 3<sup>rd</sup> TIA was submitted March 11, 2020. The project proposed is the construction of an expansion parking area with spaces for 324 truck trailers and 51 passenger car spaces on vacant land south of the existing warehouse.

The **site location** is shown on **Page 3 of the TIA in Figure 1**, which is included as **Attachment 1**, while the **site plan** is shown on **Page 4 in Figure 2 of the TIA**, which is included as **Attachment 2**. The site is at the northwest corner of Willow and Santa Ana Avenues south of the existing warehouse and parking lot.

The project is expanding into an undeveloped site south of the existing facility and will access Willow Avenue with a single driveway approximately 250 feet north of Santa Ana Avenue.

The trip impacts were estimated using data from the existing facility on a proportional basis. Trips per parking space were calculated on the existing facility and proportionally estimated based on the number of parking spaces in the proposed expansion. Trips are shown on **Page 18 Table 4 of the TIA**, which is included as **Attachment 3**. Total daily trips from this development are estimated at 1,062 PCE trips with the AM/PM peak hour being 60/55 trips. These numbers are for just the expansion lot.

Traffic and intersection counts provided were collected in May 2019. This project went to DRC for preliminary review on February 6, 2019, but only for security fencing around the site. Once submitted for review it will receive conditions upon final review and DRC Action.

This site appears to comply with zoning on the property.

The TIA concluded that four (4) of the four (4) intersections studied would be operating at an unacceptable LOS in 2020 with the project and cumulative projects. Intersections included in the study were:

1. Cactus Avenue at Slover Avenue
2. Riverside Avenue/EB I-10
3. Riverside Avenue/Slover Avenue
4. Riverside Avenue/Santa Ana Avenue

Additionally, the roadway segment along Riverside Avenue from Slover Avenue to Eastbound I-10 would exceed capacity in 2020 with cumulative traffic.

**ANALYSIS/DISCUSSION:**

The TIA analysis used trip impacts based on data from the existing facility on a proportional basis. Trips per parking space were calculated on the existing facility and proportionally estimated based on the number of parking spaces in the proposed expansion of truck parking. The TIA analyzed forecast peak hour intersection operations to determine potential impacts on peak hour level of service for the anticipated 2020 opening year.

The TIA did include other proposed projects in the area. Impacts did increase LOS to a level that required mitigation.

2020 traffic plus Project conditions indicates four (4) intersections will be operating at an unacceptable LOS. The TIA concludes that there will be significant impacts related to project traffic and concludes that the following improvements are recommended:

- Cactus Avenue (NS) at Slover Avenue (EW) #1
  - Add a traffic signal
- Riverside Avenue (NS) at I 10 Eastbound Ramps #4
  - Provide a dedicated northbound right turn lane
- Riverside Avenue (NS) at Slover Avenue (EW) #5
  - Add a third northbound through lane
  - Replace the southbound through right with a second through lane and a dedicated right turn lane
  - Replace the eastbound through lane with a through left lane

- Riverside Avenue (NS) at Santa Ana Avenue (EW) #7
  - Add a second northbound left turn lane
  - Add a second southbound left turn lane
  - Add a dedicated eastbound left turn lane

The TIA did conclude the project is responsible for 7.1% of the improvement costs for a traffic signal at Willow and Slover Avenues and elected to utilize the proposed local DIF fee of \$375.50 per trip to address the intersection and widening improvements along Riverside Avenue. The estimated dollar amount is \$31,300 for the signal at Willow/Slover Avenues and \$398,781.00 for improvements along Riverside Avenue for a total of **\$430,081.00.**

The unacceptable LOS along Riverside Avenue and at the intersections is not the result of this proposed project alone. Some of the recommended improvements require right of way to be dedicated on property remote from the project site and outside the control of the development. This means that no improvements beyond site adjacent improvements will be made at this time, but fair share funds will be collected for future improvements. Staff is also recommending that parking adjacent to the site on both Willow and Santa Ana Avenues be posted no parking due to the large number of trucks and trucking operations in the area.

### **Conclusion**

Staff was provided the first version of the TIA for this Project on October 7, 2019. A second TIA was submitted on January 27, 2020. This project has not yet been reviewed or conditioned by DRC. Intersections studied are projected to operate at LOS D or better with the proposed improvements, but the improvements will not be made at this time due to limitations on right of way and other factors. The TIA concludes that payment of fair share fees in the amount of \$31,300 for a traffic signal at Willow/Slover Avenues and an additional \$398,781.00 for improvements along Riverside Avenue for a total of \$430,081.00 along with payment of traffic impact fees and site adjacent construction of improvements are adequate mitigation measures. The project does increase traffic at the intersections studied but is not solely responsible for the LOS degradation. The Commission may recall, other projects in this area have been conditioned for fair share payments to the signal at Willow/Slover Avenues and for additional improvements along Riverside Avenue.

In order to improve the intersections and roadway, Riverside Avenue would need to be 6 lanes wide and even wider between Slover Avenue and Eastbound I-10 ramps (see Table 12 page 54 of the TIA). The improvements required are the result of cumulative traffic and overall growth in addition to the project created traffic.

The project appears to be consistent with zoning and the General Plan.

### **RECOMMENDATIONS:**

Staff requests that the Transportation Commission:

- Set final conditions and recommendations related to approval of this project.
- Accept the fair share payment of \$430,081.00 for the signalization of Willow/Slover Avenues and for intersection and roadway improvements listed along Riverside Avenue.
- Condition development to post No Parking along the west side of Willow Avenue adjacent to the project and along the north side of Santa Ana Avenue adjacent to the project.

- Accept payment of Development Impact Fees per City requirements
- Recommend approval to the City Council.