



# City of Rialto

## Legislation Details (With Text)

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**Title:** Traffic Impact Analysis - Warehouse, Office Building on the Northside of Renaissance Parkway at Laurel Avenue.  
(ACTION ITEM)

**Sponsors:**

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**Attachments:** 1. Attachment 1. Orbis Warehouse.pdf, 2. Attachment 2 Orbis Warehouse.pdf, 3. Attachment 3 Orbis Warehouse 12-22-2020.pdf, 4. Attachment 4 Orbis Warehouse.pdf, 5. Attachment 5 Orbis Warehouse.pdf

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

TO: Honorable Chairperson and Commission

APPROVAL: Savat Khamphou, Interim City Engineer

FROM: Monae Pugh, Consultant Engineer, TKE Engineering

### Traffic Impact Analysis - Warehouse, Office Building on the Northside of Renaissance Parkway at Laurel Avenue. (ACTION ITEM)

#### **BACKGROUND:**

On October 7, 2020, the first scoping agreement was submitted for the proposed development on Renaissance Parkway. On November 16, 2020, the Scoping Agreement was executed. The proposed project consists of constructing a warehouse/office building with a 127,209 square feet warehouse area and 8,000 square feet office. The estimated Project completion is in 2022.

The first TIA was submitted on November 24, 2020, and it was reviewed with review comments prepared. On December 7, 2020, a revised second TIA was submitted to address review comments made on the first TIA. A third TIA was submitted December 16, 2020 and reviewed. The final report was received December 19, 2020 and included updates relative to access and truck turning templates.

The **Project Location Vicinity map** is shown as **Attachment 1**; the **Site Plan** is shown as **Attachment 2**.

The site proposes two (2) driveways on Renaissance Parkway. The westerly driveway will align with

the existing signalized intersection of Laurel Avenue and serve inbound trucks; trucks from this site will be prohibited from exiting this location. The easterly driveway is designated as a right-in, right-out driveway routing trucks to this driveway for egress. Project passenger cars will have full access at each driveway. It is anticipated that each driveway and contiguous drive aisles will have reciprocal access with future development.

The TIA trip distribution assigns 100% of ingress truck traffic to westerly driveway and 100% of egress truck traffic to the easterly driveway. Trucks shall be routed to use the Alder Avenue/SR 210 on-off ramps. Truck turning radius exhibits are included to differentiate the inbound and outbound truck turning templates for the Orbis Warehouse site. Additionally, the truck turning templates include future movements for the adjacent properties using the reciprocal driveways.

**Truck Turning Template Exhibit** is shown as **Attachment 3**. Driveway widths are 60' with 35' & 40' radius to support the truck movements.

The trip generation rates for this land use were derived from the 9<sup>th</sup> edition of the ITE "Trip Generation" manual for Land Use Warehouse. Total Trips are shown on **Page 19 Table 3 of the TIA**, which is included as **Attachment 4**.

Project daily trips from this development are estimated at 808 passenger car equivalent (PCE) trips with the AM/PM peak hour being 68/71 trips.

Study intersection counts provided were collected March 5, 2020 when schools were in session and pre-COVID stay-at-home order. The project will receive conditions upon final review of the action item from the Planning Department.

This site appears to comply with zoning on the property.

The TIA identified three (3) intersections operating at an unacceptable LOS in 2022 with the project and cumulative projects. The intersections along Alder Avenue include @ SR-210 WB Ramps; @ SR -210 EB Ramps I-10; @ Renaissance Parkway.

#### **ANALYSIS/DISCUSSION:**

The TIA analysis calculated trip generation rates for the anticipated land use. In addition, the TIA analyzed peak hour intersection operations to determine potential impacts on peak hour level of service for the anticipated 2022 opening year.

The TIA did include other proposed projects in the area and did show impacts at intersections that would be considered significant based on City policy. Impacts on Alder Avenue can be mitigated with ultimate Alder Avenue / SR 210 Interchange project. Impacts at Renaissance Parkway; additionally, the project will construct the north leg of Laurel Avenue/Project Driveway to include a signal modification and updated phasing and timing changes at this location.

The 2022 plus cumulative conditions indicate three (3) intersections affected by this development; three (3) along Alder Avenue and one (1) on Renaissance Parkway. The Alder Avenue intersections are included in the widening of Alder Avenue at SR-210 Interchange project to include road widening and adding turn lanes, relocating/replacing signal poles at intersections along Alder Avenue and right-of-way acquisition etc.

The TIA proposed mitigation of the impacts includes a fair share payment of a proportionate share of the improvements at the three (3) intersections on Alder Avenue in the amount of \$ 398,149.00 and 100% Project responsibility for the traffic signal modification of Laurel Avenue & Renaissance Parkway. **Fair Share Cost Table 15** is shown on page 49 of the TIA and shown as **Attachment 5**.

### ***Conclusion***

Staff was provided the first version of the TIA for this Project on November 24, 2020. The second version of the TIA was submitted on December 7, 2020 with a third TIA submittal date of December 16, 2020. The final report was received December 19, 2020 and included additional updates relative to access and truck turning templates. This project has roadway improvements adjacent to the project site on Renaissance Parkway however off-site truck turning templates may be compromised due to the on-site drive aisle proximity with the Laurel intersection. Intersections studied are projected to operate at LOS D or better with improvements. The TIA concludes that payment of fair share fees in the amount of \$398,149.00 for the intersection improvements including the widening of Alder Avenue, along with other traffic impact fees and construction of site adjacent roadway improvements are adequate mitigation measures.

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

### **RECOMMENDATIONS:**

Staff requests that the Transportation Commission provide direction for the following items:

- Set final conditions and recommendations related to approval.
- Accept a fair share contribution of \$398,149 and payment of applicable development impact fees as adequate mitigation.
- Condition installation of improvements adjacent to the site consistent with Renaissance Parkway classification of major arterial; 108' right -of-way and 78' curb to curb.
- Condition signal modification at Laurel Avenue/Project Driveway as a project funded design and construct feature.
- Recommend approval to the City Council.