



City of Rialto

Legislation Text

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For Transportation Commission Meeting [October 3, 2018]

TO: Honorable Chairperson and Commission

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

FROM: Gene Klatt, P.E., Consultant Engineer, Lockwood Engineering

Focused Traffic Impact Analysis - Warehouse Development on the East Side of Ayala Drive at Proposed Miro Way Intersection.

(ACTION ITEM)

BACKGROUND:

On June 4, 2018, the first scoping agreement was submitted for the proposed warehouse development on the east side of Ayala Drive at the proposed intersection with Miro Way. On June 12, 2018, the City Council placed a moratorium on trucks along Ayala Drive from Baseline Road north to the SR-210 as an urgency item. On July 17, 2018, the 1st TIA was submitted reviewed and review comments prepared. On July 24, 2018, the City Council extended the urgency Ordinance removing Ayala Drive from Baseline Road north to the SR-210 Freeway as a truck route until June of 2019 to allow for more study and a potential General Plan/Specific Plan Amendment. July 25, 2018, the project was presented to the Economic Development Committee (EDC) because the Ayala Drive truck route had been removed and staff sought input from the EDC on allowing a truck-oriented business on a roadway where the City Council was trying to limit or prohibit trucks. On September 5, 2018 a revised 2nd TIA was submitted along with a response matrix to address review comments made. The project proposed is a warehouse development with a total of 67,465 square feet. Proposed completion is estimated to be 2019.

The **site location** is shown on **Page 2 of the TIA in Figure 1**, which is included as **Attachment 1**, and the **site plan** is shown on **Page 3 in Figure 2 of the TIA**, which is included as **Attachment 2**.

The proposal is for two driveways onto Ayala Drive. The driveways onto Ayala Drive are proposed as right in/right out access only and there is an existing raised median on Ayala Drive preventing left turns at the driveways. There is insufficient space to allow an opening in the median for left turns at either driveway. The driveways will be used for both cars and trucks. The driveways are dimensioned and are 40-feet wide with radius returns. The east and west side of Ayala Drive are developed with curb, gutter and sidewalk improvements.

The project related trip impacts were estimated using data from ITE land use 150 - Warehouse - 9th Edition. Trips are shown on **Page 19 Table 3 of the TIA**, which is included as **Attachment 3**. Project daily trips from this development are estimated at 402 trips with the AM/PM peak hour being 33/35 PCE trips. The provided traffic and intersection counts were collected in June 2018. This

project has been to a preliminary DRC meeting, as of July 25, 2018, for review and will receive conditions upon final review.

This site is in the Renaissance Specific Plan Area and appears to comply with zoning on the property.

The TIA identified the intersection of Ayala Drive at Fitzgerald Avenue operating at an unacceptable LOS in existing as well as 2019 with the project and cumulative projects. No roadway segments would exceed capacity in 2019 with cumulative traffic.

The TIA also looked and suggested that truck routing would be Alder Avenue/Baseline Road for trucks on SR-210 from the west and Pepper Avenue/Baseline Road for trucks from the east along SR-210 both turning north on Ayala Drive to access the right in/right out driveways due to the median island in Ayala Drive. All outbound trucks would access the SR-210 by Ayala Drive northbound.

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 identified impacts at the intersection of Ayala Drive and Fitzgerald Avenue. The identified impacts can be mitigated with improvements.

The analysis of alternate routes involves trucks from the west exiting at Alder Avenue, heading south on Alder Avenue to Baseline Road and along Baseline Road to Ayala Drive, then north on Ayala Drive to the project site. Trucks from the east would exit at Pepper Avenue and go south to Baseline Road, west on Baseline Road to Ayala Drive and north on Ayala Drive to the site. All trucks leaving the site will head north on Ayala Drive to reach the SR-210 freeway. In the event trucks exited SR-210 at Ayala Drive, they would proceed south along Ayala Drive to Fitzgerald, east and south along Fitzgerald Avenue to Baseline Road and west along Baseline Road to Ayala Drive to enter the site.

The intersection of Fitzgerald Avenue at Ayala Drive has been identified to have deficient LOS, which could be mitigated with a traffic signal. The Renaissance Specific Plan Traffic Impact Fee includes \$249,600 for approximately 60% of the funding of the signal. The remaining 40% would be the responsibility of the City through other funding sources.

The TIA proposed no mitigation of the impacts and no payment of fair share fees. The project would be obligated to pay the Renaissance Specific Plan Traffic Fee and the City's other Traffic Development Impact Fees. The TIA concludes that the addition of project traffic does not impact the intersections or roadway segments.

The TIA provided a traffic signal warrant analysis for the intersection of Fitzgerald Avenue at Ayala Drive and concluded that the intersection meets warrant 3 (peak hour) but relates to a traffic movement to which this project will not contribute traffic. From the traffic signal prioritization list adopted by the Commission, Fitzgerald Avenue at Baseline Road currently meets traffic signal warrants and ranks number three (3) on the priority list.

Conclusion

Staff was provided the first version of the TIA for this Project on July 17, 2018. The second version of the TIA was submitted on September 5, 2018 along with a response matrix. Intersections studied are projected to operate at LOS D or better with improvements. The TIA concludes that no payment of fair share is required but will be conditioned to pay the Renaissance Specific Plan Traffic Fee and other City traffic impact fees.

The intersection of Ayala Drive and Fitzgerald Avenue currently meets signal warrants, as does the intersection of Fitzgerald Avenue and Baseline Road. The truck moratorium will exist along Ayala Drive until June of 2019 unless the Specific Plan is amended to eliminate Ayala Drive as a truck route. Ayala Drive from Baseline Road north to SR-210 has been posted as "No Trucks." If the project is permitted, trucks will use Ayala Drive from this warehouse to access the SR-210 freeway and this would be allowed as local deliveries.

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.
- Make recommendations to the City Council on traffic signals at Fitzgerald Avenue and Ayala Drive and Fitzgerald Avenue and Baseline Road as appropriate
- Recommend approval to the City Council.