



City of Rialto

Legislation Details (With Text)

File #: TC-1004 **Version:** 1 **Name:**
Type: Agenda Item **Status:** Agenda Ready
File created: 10/16/2018 **In control:** Transportation Commission old
On agenda: 12/5/2018 **Final action:**
Title: Focused Traffic Impact Analysis - Warehouse Development on Maple Avenue at Vineyard Avenue.
(ACTION ITEM)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Attachment 1 - Vicinity Map, 2. Attachment 2 - Project Site Location, 3. Attachment 3 - Summary of Project Trip Generation, 4. Attachment 4 - Project Conditions, 5. Attachment 5 - Improvements, 6. Attachment 6 - Traffic Impact Mitigation Fair Share Cost

Date	Ver.	Action By	Action	Result
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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 Maple Avenue at Vineyard Avenue.

(ACTION ITEM)

BACKGROUND:

On August 14, 2018, the first scoping agreement was submitted for the proposed warehouse located east of Locust Avenue along Maple Avenue at Vineyard Avenue. The 1st TIA was submitted on September 24, 2018, it was reviewed and review comments prepared. On October 10, 2018 a revised 2nd TIA was submitted along with a response matrix to address review comments made. The proposed project is a 382,018 square foot warehouse facility. The anticipated completion is estimated to be 2020.

The **site location** is shown on **Page 2 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 proposal is for two (2) driveways onto Maple Avenue and two driveways on Vineyard Avenue (a proposed cul-de-sac east of Locust Avenue). The Maple Avenue driveways are proposed as full access for passenger vehicles only. The Vineyard Avenue driveways are located in the proposed cul-de-sac with the southerly driveway used only for trucks and the northerly driveway used only for passenger vehicles. The southerly driveway is dimensioned at 40 feet wide with radius returns. The

northerly driveway is not dimensioned but is shown with a radius entrance and appears to be marginally wider than 40 feet. The Maple Avenue driveways are dimensioned at 40 feet wide. The west side of Maple Avenue and the north side of Vineyard Avenue along with proposed the cul-de-sac bulb are currently unimproved without curb, gutter and sidewalk and these improvements will be required as a part of the project. The north side of Vineyard Avenue has a proposed warehouse from Locust Avenue easterly that has been reviewed by the Transportation Commission but has not yet started construction. In the event this project begins construction prior to the approved warehouse, it will be conditioned to improve Vineyard Avenue to sufficiently accommodate access that is suitable for large trucks.

The 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 2,280 trips with the AM/PM peak hour being 191/206 PCE trips.

Traffic and intersection counts provided were collected in June and August 2018. This project is currently located in the County but it is within an area that is in the process of being annexed to the City. The annexation is referred to as Annexation Island #4 and the proposed use requires a zone change and general plan amendment to change the land-use from single family residential to industrial. The applicant is requesting that the City “pre-zone” the property as industrial, which will make it industrial at the time of annexation. This process will require a public hearing and City Council approval. DRC, Planning Commission, and/or City Council will set conditions upon final review.

Maple Avenue is identified as a Secondary Arterial in the City General Plan from just south of Norwood Street to its northerly limits. Maple Avenue from just south of Norwood Street south to Casmalia Street was deleted from the circulation system during the construction of the warehouse at the northwest corner of Linden Avenue/Casmalia Street, requiring a cul-de-sac bulb at the new southerly terminus. The northerly connection of Maple Avenue to Locust Avenue is not dedicated and/or improved as a public roadway, leaving a gap of approximately 775 feet between the north end of Maple Avenue and Locust Avenue. This effectively diverts Maple Avenue traffic to Bohnert Avenue or to Persimmon Street to Locust or Linden Avenues to access the area roadway network. Both Bohnert Avenue and Persimmon Street are residential collectors lined with existing single-family homes

The TIA identified four (4) intersections operating at an unacceptable Level of Service (LOS) in 2020 with the project and with cumulative projects. No roadway segments would exceed capacity in 2020 with cumulative traffic.

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 2020 opening year.

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

2020 traffic plus Project conditions indicates four (4) intersections impacted (LOS E or F) by this

development when combined with cumulative growth and background traffic growth. These are shown on **page 38 in Table 9** and on **page 41 Table 11**, which are included as **Attachment 4**. Beginning on **page 51** and continuing through **page 52** are the **recommended improvements** which are included as **Attachment 5**.

Mitigations indicated for Intersection #2 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, the bridge and the intersection of Alder Avenue/Casmalia Street. Staff concludes that the project would be responsible for its fair share (6.5%) of the estimated cost contained in the FSR rather than the percentage of the \$134,600 contained in Table 19 on page 55.

At intersection #5, Locust Avenue at Casmalia Street, the TIA presents an unrealistic estimated cost for the second eastbound left turn lane at \$50,000. The north curb is at ultimate and the median island exists. It appears the south curb would require relocation along with relocation of drainage and signal improvements to create two (2) eastbound left turn lanes and two (2) through lanes. The estimate of \$50,000 will not be sufficient for this work. The improvements will need to include relocation of two signal poles, the removal and reconstruction of a catch basin, relocation and reconstruction of approximately 400 feet of curb and gutter as well as pavement widening to create sufficient room for an additional left turn lane.

The TIA proposed mitigation of the impacts as payment of a fair share payment in the amount of \$28,942 along with construction of site adjacent street improvements. The improvements and fair share costs are shown on **page 55 in Table 19**, which are included as **Attachment 6**. Staff recommends that the fair share of intersection #2 (Alder Avenue at SR-210) be \$151,255 and the fair share amount for intersection #5 (Locust Avenue at Casmalia Street) be 23.1% of \$136,200 or \$31,462.20 for a total fair share amount of **\$191,360.20**. The fair share amount will be in addition to City's other Traffic Development Impact Fees.

It appears the project requires a general plan amendment and zone change to allow warehousing to be constructed. While the project is in a County island, the City is considering annexation and will control land use. If approved, Vineyard Avenue will not extend easterly to Maple Avenue to connect with existing sections of Vineyard Avenue to the east. The majority of employee traffic will be routed along Bohnert Avenue using Linden Avenue or Locust Avenue to access the driveways on Maple Avenue.

Vineyard Avenue will require rehabilitation and widening improvements to be suitable for use by large trucks. Staff recommends that the project be conditioned to rehabilitate the pavement and widen the unimproved portions Vineyard Avenue between the site and Locust Avenue, and construct cul-de-sac improvements at the project entrance on Vineyard Avenue and at the southerly terminus of Maple Avenue.

Conclusion

Staff was provided the first version of the TIA for this Project on September 24, 2018. The second version of the TIA was submitted on October 10, 2018 along with a response matrix. 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 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 an additional lane at Locust Avenue/Casmalia Street.

The project is inconsistent with zoning, the General Plan, and a General Plan Amendment and zone change will be required to allow this proposed project to proceed.

RECOMMENDATIONS:

Staff requests that the Transportation Commission:

- Set final conditions and recommendations related to approval.
- Require Vineyard Avenue east of Locust Avenue be constructed and rehabilitated in a manner to support truck use prior to occupancy of this project, including the cul-de-sac bulb construction.
- Require construction of a cul-de-sac bulb at the southerly terminus of Maple Avenue.
- Require the developer to prepare plans and estimates for the creation of the second eastbound left turn lane at Casmalia Street and Locust Avenue.
- Accept a fair share contribution of \$191,360.20 (staff estimate), construction of site adjacent improvements and payment of applicable development impact fees as adequate mitigation.
- Recommend approval to the City Council.