



# City of Rialto

## Legislation Text

---

**File #:** TC-19-636, **Version:** 2

---

For Transportation Commission Meeting [August 7, 2019]

TO: Honorable Chairperson and Commission

APPROVAL: Sean Grayson, Acting Public Works Director

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

### **Focused Traffic Impact Analysis - 56 Unit Residential Tract on the South Side of Bonnie View Drive at Willow Avenue on the Southeast Corner.**

#### **(ACTION ITEM)**

#### **BACKGROUND:**

On July 18, 2018, the 1<sup>st</sup> Scoping Agreement was submitted for a residential subdivision. On September 4, 2018, the 1<sup>st</sup> TIA was submitted and review comments were provided September 5, 2018. On June 3, 2019 a revised 2<sup>nd</sup> TIA was submitted.

The current proposal is for 56 single family detached residential dwelling units on approximately 4.7 acres of land at the southeast corner of Bonnie View Drive and Willow Avenue. The project is projected to generate 530 ADT with 41/56 AM/PM trips.

The **site location** is shown on **Page 6 of the TIA in Figure 1**, which is included as **Attachment 1**, while the **site plan** is shown on **Page 17 in figure 6 of the TIA**, which is included as **Attachment 2**.

The site will have one main access onto Bonnie View Drive approximately 650 feet east of Willow Avenue. There is also a secondary emergency access approximately 85 feet south of Bonnie View Drive that is gated and intended for emergency use only. The main access on Bonnie View Drive was analyzed as full access as is positioned to line up with the access driveway to the Metrolink parking lot on the north side of Bonnie View Drive. The width of the main access is 36 feet and there is a gated entrance drive and restricted access to the interior streets. The depth of the entrance is approximately 28 feet providing storage for one vehicle at the gate.

The trip impacts were estimated using data from the 10<sup>th</sup> Edition of the ITE trip rate manual for residential use shown on **Page 18 Table 5 of the TIA**, which is included as **Attachment 3**. Total daily trips are estimated at 530 with the AM/PM peak hour being 41/56 trips.

Traffic and intersection counts are provided and were collected on August 14, 2018. These counts were taken during construction along Willow Avenue and daily traffic was projected from peak hour counts. Because they differed so much from previous 24-hour actual counts, the City provided the alternate counts that were adjusted by 2% growth per year to reflect more accurately the actual traffic in the area.

The TIA concludes that all intersections will operate at LOS D or better and therefore makes no recommendation for any improvements.

### **ANALYSIS/DISCUSSION:**

The analysis is based on ITE trip rates from the 10<sup>th</sup> Edition of the Trip Rate Manual for single-family detached housing. The TIA used traffic counts collected in August of 2018 during construction activities and ADT was based on factoring peak hour counts. The City provided two (2) additional 24-hour counts for surrounding streets and those 24-hour counts were adjusted with 2% growth per year to arrive at the numbers used in the analysis.

The interior streets are not to City standards and are private with a single entrance from Bonnie View Drive. The main entrance was designed to line up with the driveway to the proposed Metrolink expansion parking area on the north side of Bonnie View Drive just east of the existing mini storage facility. The Planning Department did hold a public meeting with notification to surrounding property owners and had local property owners respond. The meeting was held in 2017 and a single resident appeared. The matter was heard by the Planning Commission at their May 29, 2019 meeting. The TIA did include information on parking that is incorrect. Two (2) spaces are required for each unit (1.5 was stated in the TIA) and one (1) guest parking for each 10 dwelling units. While the statements are incorrect, there does appear to be adequate parking to meet the municipal code requirements.

Stop controls exist on Bonnie View Drive at the intersections of Willow Avenue and with Riverside Avenue. Traffic signals exist at Willow Avenue/Rialto Avenue and Willow Avenue/Merrill Avenue. Signals are also at Riverside Avenue/Rialto Avenue and Riverside Avenue/Merrill Avenue. Willow Avenue/Merrill Avenue is designated as a school crosswalk.

The project is anticipated to generate 530 daily trips with 41/56 AM/PM peak trips using the single main entrance. Secondary emergency access is provided by a gated (locked) access approximately 85 feet south of Bonnie View Drive.

The TIA concluded that all intersections would operate at LOS D or better and there were no improvements required off-site to mitigation impacts.

### **Conclusion**

The first scoping agreement was submitted July 18, 2018. The first version of the TIA for this Project was provided to staff on September 4, 2019. Staff reviewed the draft TIA and has provided comments on its contents. On June 3, 2019, a revised TIA was submitted that addressed concerns of the first review.

This project will be conditioned to complete roadway improvements adjacent to the project site.

The project appears to be consistent with zoning, and has been approved by the Planning Commission. Required site adjacent street improvements will be in place prior to opening.

### **RECOMMENDATIONS:**

Staff requests that the Transportation Commission:

- Accept the TIA as submitted.
- Set final conditions and recommendations (if any) related to approval.
- Recommend approval to the City Council.
- Refresh stop legends and limit lines on Bonnie View Drive at Willow Avenue and at Riverside Avenue.
- Install a yellow centerline per CAMUTCD standards on Bonnie View Drive between Willow Avenue and Riverside Avenue.