



City of Rialto

Legislation Text

File #: TC-19-872, **Version:** 1

For Transportation Commission Meeting [October 4, 2019]

TO: Honorable Chairperson and Commission

APPROVAL: Sean Grayson., Public Works Director

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

Focused Traffic Impact Analysis - Highland Avenue near Oakdale Avenue in the Shoppes at Creekside Center - Fast Food and Casual Dining

ACTION ITEM

BACKGROUND:

On March 19, 2019, the first scoping agreement was submitted for the proposed fast food and casual food uses located in the Shoppes at Creekside near the intersection of Highland Avenue and Oakdale Avenue. On July 22, 2019, the 1st TIA was submitted, reviewed and comments prepared. The project proposed is the construction of a 2,000 square foot fast food with drive-thru and two (2) or more adjacent fast casual food establishments of 4,680 square feet for a total of 6,680 square feet.

The **site location** is shown on **Page 5 of the TIA in Figure 2-1**, which is included as **Attachment 1**, while the **site plan** is shown on **Page 6 in Exhibit 2-2 of the TIA**, which is included as **Attachment 2**. The site is in the Shoppes at Creekside east of Corky's restaurant.

The project is using an undeveloped pad within the center and will make use of the existing access at Riverside Avenue/Galway Street and the easterly access onto Highland Avenue just west of Oakdale Avenue.

The trip impacts were estimated using data from ITE land use 930 - Fast Casual Restaurant - 10th Edition and land use 934 - Fast Food Restaurant with drive-thru. Trips are shown on **Page 12 Table 5-1 of the TIA**, which is included as **Attachment 3**. Net Total daily trips from this development are estimated at 2,033 trips with the AM/PM peak hour being 89/98 trips. These numbers are after taking deductions for Pass-By trips.

Traffic and intersection counts provided were collected in May 2019. This project has been to DRC for preliminary review and will receive conditions upon final review and DRC Action.

This site appears to comply with zoning on the property.

The TIA concluded that none of the three (3) intersections studied would be operating at an unacceptable LOS in 2020 with the project and cumulative projects. Intersections included in the study were:

1. Riverside Avenue/Galway Street
2. Highland Avenue/easterly access driveway and
3. Highland Avenue/Oakdale Avenue. Additionally, no roadway segments would exceed capacity in 2020 with cumulative traffic.

ANALYSIS/DISCUSSION:

The TIA analysis used 10th 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 did include other proposed projects in the area. Impacts did not increase LOS to a level that required mitigation.

2020 traffic plus Project conditions indicates all three (3) intersections would be operating at an acceptable LOS. The TIA concludes that there will be no significant impacts related to project traffic and concludes that no improvements or fair share payments are required for this project.

The TIA projects only 30% of total project traffic will use the driveway onto Highland Avenue with 70% using Galway Street. The Highland Avenue driveway is approximately 200 feet from Oakdale Avenue which has a dedicated left turn pocket beginning at the driveway to the Shoppes at Creekside center. The TIA did not foresee conflicts at this location.

While this project generates significantly more traffic than was originally projected from the Shoppes at Creekside center and uses within the center have also changed and generated additional trips, the conclusion is that all intersections will operate at LOS C or better

Conclusion

Staff was provided the first version of the TIA for this Project on July 22, 2019. This project has not yet been conditioned by DRC. Intersections studied are projected to operate at LOS C or better without additional improvements. The TIA concludes that payment of traffic impact fees and on-site construction of improvements are adequate mitigation measures.

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.
- Recommend approval to the City Council.