



CITY OF SALINAS
TRAFFIC & TRANSPORTATION COMMISSION STAFF

DATE: SPETEMBER 12, 2019

DEPARTMENT: PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION

FROM: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: GENERAL PLAN AMENDMENT AND REZONE: RODEO
PROPERTY TRAFFIC IMPACT ANALYSIS

RECOMMENDED MOTION:

The Traffic and Transportation Commission is requested to consider recommending the approval of a General Plan Amendment and Rezone change at Sun Street adjacent to US Highway 101, based on the Rodeo Property Traffic Impact Analysis.

RECOMMENDATION:

Recommended that the Traffic and Transportation Commission consider recommending the approval of a General Plan Amendment and Rezone change at Sun Street adjacent to US Highway 101, based on the Rodeo Property Traffic Impact Analysis.

EXECUTIVE SUMMARY:

The proposed project is a General Plan Amendment and Rezone change that would allow for the development of industrial and commercial uses on a 6.5-acre site located on Sun Street adjacent to US Highway 101. Pursuant to California Environmental Quality Act (CEQA) Guidelines, the proposed project has evaluated direct and indirect physical changes to the environment that may result from the proposed project. The applicant has prepared a Traffic Impact Analysis (TIA), which evaluates the probable traffic impacts associated with this project and proposed mitigation measures to mitigate project traffic impacts to less than significant. The TIA has been submitted to the Commission for comment and recommendations to the Planning Commission and City Council. The Commission is requested to recommend the approval of the General Plan Amendment and Rezone based upon the analyses, conclusions and mitigation measures contained in the TIA.

BACKGROUND:

The Traffic and Transportation Commission will consider ONLY the Traffic Impact Analysis. The Salinas Planning Commission will evaluate land use, design, and other CEQA considerations specific to their responsibilities and duties in making their recommendations to City Council. Comments and recommendations provided by the Traffic and Transportation Commission will be received and forwarded to the City's Community

Development Department to include in the reports to the Planning Commission and City Council.

Pursuant to CEQA, a Transportation Impact Analysis (dated, June 12, 2019, prepared by Mott MacDonald), was prepared, to determine whether and to what extent the General Plan Amendment and Rezone project would have traffic impacts on the transportation network. A performance baseline was established through traffic volume data collection and field observations of fifteen study intersections in Salinas, including some state (Caltrans) facilities. A level of service analysis (LOS) using the criteria of the Highway Capacity Manual (2000 and 2010 Editions) was then conducted using the observed volumes and compared against standards of significance derived from relevant local and state policy documents. An existing conditions operational analysis of the study intersections found that four intersections function at LOS scores below acceptable thresholds.

The project proposes a general plan amendment and rezone change that would allow for the development of industrial and commercial uses on a 6.5-acre site located on Sun Street adjacent to US Highway 101. A specific development to be constructed on the project is not proposed at this time. Developed at a 0.4 Floor Area Ratio, the General Plan Amendment and Rezoning would allow for the development of up to 118,600 square feet of floor space on the project site. For this study, the transportation impacts associated with the development of 118,600 square feet of floor space were analyzed. For purposes of this traffic study, 4 percent of the floor space (4,700 square feet) was assumed to be occupied by support office space and this space was modeled as general office space. The remaining floor area (113,900 square feet) was modeled as light industrial space.

The expected amount of traffic generated by the proposed project was estimated based on the proposed project land uses, distributed across the existing transportation network based on observed traffic volumes. After accounting for the impact of project-related traffic on existing conditions, an operational analysis found that five intersections would experience below-standard LOS scores in the morning and/or evening peak period under the Existing Plus Project Conditions scenario. The study determined that five impacts occurred at intersections in the Existing Plus Project Condition: #1 Natividad Road and East Laurel Drive; #2 Sherwood Drive/Natividad Road and East Bernal Drive/La Posada Way; #5 N Main Street (SR 183) and Rossi Street; #10 Sun Street and East Market Street; #12 US 101 Southbound Ramps/Merced Street and East Market Street; and #14 Kern Street and East Market Street.

It is the responsibility of the project applicant for mitigating direct impacts of the proposed project. One of the Existing Plus Project impacts is included in the City's Traffic Fee Ordinance (TFO) program. The TFO program is a tool used to provide mitigation coverage for mitigating cumulative traffic impacts, and transportation improvements needed to support General Plan growth can be fully funded through collection of traffic impact fees. Where there are transportation impacts and mitigation measures consistent with the TFO the project, the applicant can mitigate these impacts through their payment of TFO fees.

Project Impacts and Mitigation Measures are summarized as follows:

Intersection #1 – Natividad Road / E Laurel Drive:

This intersection would operate at a deficient LOS E during the AM and PM peak hours, unchanged from Existing Conditions. The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project. Recommended improvements at this intersection to add a third northbound and third southbound lane to Natividad Road that would mitigate operations during the AM and PM peak hour to an acceptable LOS D. This improvement is included in the City of Salinas TFO (Project 61). The applicant is responsible for paying the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

Intersection #2 – Sherwood Drive – Natividad Road / E Bernal Drive – La Posada Way:

This intersection would operate at a deficient LOS E (AM) and F (PM), unchanged from Existing Conditions. The project would add 16 AM peak hour and 17 PM peak hour trips to this intersection. The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project. Recommended modifications at this intersection to convert the signal phasing on the east and west intersection approaches from concurrent phasing to split phasing, would mitigate operations during the AM and PM peak hour to LOS D. This mitigation measure is not included in the TFO program, the project applicant shall be responsible for either (a) Fund the improvements and obtain the requisite encroachment or other permits for modifying the signal phasing and ensure that the signal modification is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits and modify the signal phasing ensuring that the signal modification is operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

Intersection #5 – N Main Street (SR 183) / Rossi Street:

This intersection, which is under Caltrans jurisdiction, would operate at a deficient LOS D during the PM peak hour, unchanged from Existing Conditions. The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project. Recommended improvements at this intersection to add a third northbound and third southbound lane on N. Main Street would improve operations during the PM peak hour to LOS C. This improvement is included in the City of Salinas TFO (Project 31). The applicant is responsible for paying the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

In the Cumulative Plus Project Condition, this intersection, would operate at LOS C during the AM peak hour and a deficient LOS D during the PM peak hour unchanged from Cumulative Conditions. Additional improvements to install a second left turn lane on the westbound Rossi Street approach, could mitigate the cumulative impacts to less than significant. This improvement is included in the City of Salinas TFO (Project 30). The applicant is responsible for paying the Salinas traffic impact fees, which would represent the project's fair-share contribution of this improvement.

Intersection #7 – Kern Street / US 101 Northbound Ramps – Mobray Way:

In the cumulative Plus Project Condition, this intersection, which is under Caltrans jurisdiction, would operate at an overall LOS F with side-street operations (the eastbound US 101 Northbound Ramps approach) of LOS F during the PM peak hour, unchanged from Cumulative Without Project Conditions. The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that will operate at a deficient level in the cumulative condition without the project. The applicant proposes signalizing the intersection to mitigate the impacts to less than significant. Signalizing the intersection is not in the TFO program and it is therefore the applicant's responsibility to mitigate. The applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for, and installation of, a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

Public works staff has noted that this intersection is under Caltrans jurisdiction. Caltrans will require additional analysis at this intersection to determine if a traffic signal is the appropriate traffic control device or if other alternatives, such as a roundabout, are more appropriate. The applicant will be responsible for funding any additional analysis required by Caltrans. The applicant will be responsible for a fair-share contribution at this location, regardless of what traffic control device Caltrans determines to be appropriate.

Intersection #10 – Sun Street / E Market Street:

Side-street operations at this intersection (the southbound Sun Street approach) would operate at a deficient LOS F during the PM peak hour, unchanged from Existing Conditions. The impact to this intersection is significant because the project add trips to the intersection that operates at a deficient level without the project. The applicant proposes signalizing the intersection to mitigate the impacts to less than significant. Signalizing the intersection is not in the TFO program and it is therefore the applicant's responsibility to mitigate. The applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for, and installation of, a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

Intersection #12 – US 101 Southbound Off-ramp – Merced Street / E Market Street:

This intersection, which is under Caltrans jurisdiction, would operate at a deficient LOS F during the PM peak hour, while side-street operations (the southbound US 101 Southbound Off-ramp approach) would operate at a deficient LOS F during the AM and PM peak hours, unchanged from Existing Conditions. The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that operates at a deficient level without the project. The applicant proposes signalizing the intersection to mitigate the impacts to less than significant. Signalizing the intersection is not in the TFO program and it is therefore the applicant's

responsibility to mitigate. The applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for, and installation of, a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

Public works staff has noted that this intersection is under Caltrans jurisdiction. Caltrans will require additional analysis at this intersection to determine if a traffic signal is the appropriate traffic control device or if other alternatives, such as a roundabout, are more appropriate. The applicant will be responsible for funding any additional analysis required by Caltrans. The applicant is solely responsible for mitigating traffic impacts at this location, regardless of what traffic control device Caltrans determines to be appropriate.

Intersection #14 – Kern Street / E Market Street:

In the cumulative Plus Project Condition, this intersection would operate at a deficient LOS F during the PM peak hour, unchanged from Cumulative without Project Conditions. The impact of the Project to the intersection is significant because the Project will add peak hour trips to the intersection that will operate at a deficient level in the cumulative condition without the project. The applicant proposes Restriping the westbound East Market Street approach as one exclusive left turn lane, one through lane and one exclusive right turn lane. With these modifications, the intersection would operate at LOS C during the AM peak hour and LOS D during the PM peak hour. These modifications to the intersection are not in the TFO program and it is therefore the applicant's responsibility to mitigate. The applicant shall be responsible for either: (a) Fund the improvements and obtain the requisite encroachment or other permits for installation of a traffic signal and ensure that the signal is in operation prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site, or (b) Concurrent with the issuance of the first grading permit for a specific development project at project site, deposit funds with the City in order for the City to obtain the requisite permits for, and installation of, a traffic signal that will be operational prior to the issuance of the first Certificate of Occupancy for a specific development project at the project site.

STRATEGIC PLAN INITIATIVE:

Responsible consideration of development projects supports the City Council Strategic Plan goal of Economic Diversity and Prosperity.

DEPARTMENTAL COORDINATION:

The Community Development Department is the lead on this project with coordination from the Public Works Department regarding infrastructure and traffic.

ATTACHMENTS:

Attachment 1: Rodeo Property Traffic Impact Analysis (June 12, 2019)