



CITY OF COMMERCE AGENDA REPORT

TO: Honorable City Council **Item No.** _____

FROM: City Administrator

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMMERCE TO APPROVE PROPOSED MODIFICATIONS TO WASHINGTON BLVD PLANS FOR ACCESS AT ARCO GAS STATION AND COMMERCE SQUARE AREA EAST OF FIDELIA, AND ADOPT THE RELATED ENVIRONMENTAL AMENDMENT

MEETING DATE: August 1, 2016

RECOMMENDATION:

Review and approve proposed modifications to Washington Blvd plans for access at Arco Gas Station and Commerce Square Area east of Fidelia as shown on Exhibits 1.1 through 1.4, and the related Environmental Amendment prepared as provided in Exhibit 2.

BACKGROUND:

The ongoing Washington Boulevard Widening and Reconstruction Project (project) will widen and reconstruct Washington Boulevard from the I-5 Freeway (on the east) to 350 feet west of Indiana Street (Commerce City Limit). The project will add an additional lane in each direction, rehabilitate existing pavement, increase turning radius, install landscape medians and parkways, improve the railroad crossing (west of Commerce Way), upgrade traffic signals/street lighting, improve storm drain systems, install new curb and gutters, repair damaged sidewalks, install ADA-compliant ramps at intersections, and install new trees and directional signage. On May 4, 2010, the City Council certified and approved the Final Environmental Impact Report for the Project (the "EIR"). The EIR concluded that no significant unavoidable environmental impacts would occur with the implementation of the Project. The project plans were approved by the City Council on September 2, 2014.

After the Environmental document was approved and the project plans were in the final stages of completion, the owners of Arco Gas Station (ARCO) and Commerce Square Area, which includes Commerce Square Office Building and Cellulphone (COMMERCE SQUARE) informed the City that they were concerned with the approved street alignment which would restrict their accesses to right-in and right-out only movements. As these concerns were raised quite late, staff deferred the construction work for this

segment to the last phase of the construction work. This was done to gain some time to work out access issues to ARCO on the south side and to COMMERCE SQUARE on the north side.

A. Existing Conditions (Please see Exhibit 1.1-Existing Conditions east of Fidelia):

Access at ARCO:

ARCO is located on the south side of Washington Boulevard. ARCO currently has left-turn access to their driveway from west-bound Washington, as well as right-in and right-out from east-bound Washington. ARCO does not have left turn out of their driveway. The driveway is not controlled by a traffic signal.

Access at COMMERCE SQUARE:

COMMERCE SQUARE is located on the north side of Washington Boulevard. There are 3 driveways that serve these businesses. These driveways currently have full access, except the most easterly driveway is signed for right-turn only for traffic exiting the driveway, because of its proximity to the freeway ramps. These driveways are not controlled by traffic signals.

B. Proposed Conditions (Please see Exhibit 1.2-Proposed Conditions east of Fidelia):

The Washington Blvd project originally proposed a solid median between Fidelia and I-5 SB ramps, restricting the access at the driveways to right-in and right-out only east of Fidelia. The solid median was proposed to increase safety and to provide the area for landscape beautification.

ARCO and COMMERCE SQUARE representatives met with the City and raised their concerns about restricting their driveways to right-in and right-out only movements, and requested that the current access conditions to be maintained at their driveways.

In response to their request the plans were revised to allow left turn-in access to both ARCO and COMMERCE SQUARE as follows:

ARCO driveway was relocated to the westerly property creating a new access driveway to ARCO, which is aligned with the existing most westerly driveway access to COMMERCE SQUARE on the north side. The proposed access will allow westbound traffic to turn left into ARCO and eastbound traffic to turn left into COMMERCE SQUARE sites. Left turn out from these driveways will not be allowed. Traffic coming out of COMMERCE SQUARE site and

wanting to go east will be able to turn right onto Washington to go to next signal at Fidelia, and then make a U-turn to go east on Washington. The signal at Fidelia has a left-turn phase for protected left and U-turns on Washington.

Currently, ARCO does not have left turn out movement from their driveway, therefore, this movement is not issue with them.

C. Response by ARCO and COMMERCE SQUARE to City's proposed access conditions shown in Exhibit 1.2:

ARCO agreed to the proposed conditions as shown in Exhibit 1.2 and signed a Temporary Construction and Access Easement Agreement to allow the City to perform necessary work on their site for the relocation of their existing driveway to the west side of their property. (Please see Exhibit 1.3-Temporary Construction and Access Easement Agreement at ARCO.)

Commerce Square also agreed to the proposed conditions, however, they requested that upon completion of the project, they work with the City to place a traffic signal at the proposed new driveway location to provide their tenants with full access.

ANALYSIS

The approved scope and funding of Washington Boulevard Project do not include a new traffic signal and funding for it. Also, installation of a new traffic signal between Fidelia and I-5 SB ramps will have impacts on the traffic flow along Washington Boulevard.

As shown in Exhibit 1.2, the City revised the plans to allow left turn-in access to both ARCO and COMMERCE SQUARE. Staff will continue working with COMMERCE SQUARE to explore the feasibility of a new signal at this access point.

COMMERCE SQUARE indicated that they will pay for all costs associated with a new signal. It is assumed that COMMERCE SQUARE will be the project developer, and coordinate reviews and approval process with City and other jurisdictional agencies, including Caltrans as necessary, and upon obtaining all necessary approvals and permits, will construct the signal. It is anticipated, if a signal is approved in the future, the final approved traffic signal plan will incorporate any necessary adjustments to the improvements that are being implemented per the current design shown on the plans.

It is recommended that City Council approve the necessary recommended plan adjustments and implementation as described above; and authorize staff to proceed with the final plan revisions and work accordingly.

Pursuant to CEQA guidelines, an Environmental Amendment was prepared to address the changes in design as discussed above. Based on the analysis of potential

environmental impacts from the currently proposed modifications discussed above, it was concluded that the modifications do not create new significant adverse impacts. No new potentially significant impacts or increases to the severity of significant impacts were identified that would change the conclusions contained in the EIR prepared for the Project.

ALTERNATIVES:

1. Approve staff Recommendation
2. Reject staff Recommendation
3. Provide staff with further direction

FISCAL IMPACT:

This activity can be carried out at this time without additional impact on the current total project budget that the City Council had approved previously. The following is previously approved budget authorizations by City Council:

RELATIONSHIP TO STRATEGIC GOALS:

The issue before the Council is applicable to the following Council's strategic goal: "Improve and maintain infrastructure and beautify our community" as identified in the 2012 Strategic Plan.

Recommended by: Maryam Babaki, Director of Public Works & Development Services

Prepared by: Maryam Babaki, Director

Reviewed by: Vilko Domic, Finance Director

Approved as to form: Eduardo Olivo, City Attorney

Respectfully submitted: Jorge Rifá, City Administrator

ATTACHMENTS:

Exhibit 1.1-Existing Conditions e/o Fidelia

Exhibit 1.2-Proposed Conditions e/o Fidelia

Exhibit 1.3-Temporary Construction and Access Easement Agreement at ARCO

Exhibit 1.4-COMMERCE SQUARE Proposed Traffic Signal Location

Exhibit 2-Environmental Amendment prepared by Blodgett and Associates