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**Public Works/
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Staff Report

ITEM 6

To: Lemoore City Council
From: Steve Brandt, City Planner *SB*
Date: January 21, 2013
Subject: Cedar Lane Extension to Lemoore Avenue

Discussion

The Cedar Lane extension would extend Cedar Lane from Brooks Court to Lemoore Avenue. There are three remaining options to choose from, each with a slightly different connection point to Lemoore Avenue. Two other options were previously eliminated by the Council at a Council meeting on September 19, 2013.

The City Council reviewed the three options at the December 17, 2013, meeting and listened to testimony from the public. Mr. Jim Grantham, who owns affected property along Lemoore Avenue, suggested a modification to Option 3S that would potentially remove the need to acquire one of the residences. The Council continued the item, and directed City staff to meet with Mr. Grantham and talk through the options.

On January 2, 2013, Jeff Laws, David Wlaschin, Joe Simonson, Cliff Ronk, and Steve Brandt met with Mr. Grantham to review the potential alignments. There was discussion of Mr. Grantham's proposed alternative, the Option 3S alignment, as well as the Staff recommended alignment, Option 3. There was also discussion about the resulting land use patterns that would be left after the road changes were made.

At the end of the discussion, Mr. Grantham agreed that the Option 3 alignment would best suit his purposes, as long as the City could consider his proposal to change the zoning of his property directly west of the glass shop from a residential to a commercial zone at such time as the Cedar Avenue improvements are undertaken. Given, the reconfigurations that would take place due to the new road and the new cul de sac on Larish Avenue, City staff said that such a consideration made good sense.

The staff offered that the land acquisition agreement for Mr. Grantham's site could include a clause in the agreement that would require the City to initiate a General Plan Amendment and Zone Change at no cost to Mr. Grantham. Those projects would then go through the typical public hearing process. Therefore, it appears that the City staff and Mr. Grantham are in agreement that Option 3 is the best alignment. A sketch of how a potential zone change could look is shown at the end of this report.

Background

This roadway extension has been planned at a conceptual level for almost 50 years. As we move closer to construction, it is appropriate to set the specific alignment. This way the City can

know exactly what land still needs to be purchased, and property and business owners can know how and where to build on their property so that their investment coincides with the future roadway. The exact start of construction is still not known. It could be 1, 5, or even 10 years from now, depending on traffic needs and available funding sources. However, the decision to set the alignment now will provide some certainty for the City, the affected property owners, and the adjacent residents and businesses.

In 1965 the City of Lemoore recorded a Precise Right-of-Way Plan for Cedar Lane at the County Recorder's Office. The Right-of-Way plan laid out the alignment of Cedar Lane from 19th Avenue to Lemoore Avenue. (See attachment at the end of this report.) The purpose of recording the Right-of-Way Plan was to officially inform current and prospective property owners of the City's intention to construct a road. The Right-of-Way Plan will show up on the title reports of affected properties when someone is purchasing that property.

OPTION 2



OPTION 3



OPTION 3S



Traffic and Cost Analysis

Kings County Association of Governments has run their traffic model for Cedar Lane to estimate the amount of vehicle traffic that would be on Cedar Lane in the year 2030. The results were:

PM peak hour (busiest evening hour) – 454 vehicles west bound; 377 vehicles east bound
AM peak hour (busiest morning hour) – 407 vehicles west bound; 453 vehicles east bound
Average Daily traffic (24-hour period) – 2,222 vehicles west bound; 2,357 vehicles east bound

Another way of describing these results would be to say that in 2030 during the busiest morning and evening hour, a vehicle would pass by roughly every four seconds. During other times of the day, a vehicle would pass by roughly every 20 seconds. This amount of traffic can be handled by a two lane roadway (one lane in each direction). The roadway will be 60 feet wide from curb to curb, which can accommodate 2 travel lanes, bicycle lanes, and on-street parking. Behind the curb there will be room for a landscaped, parkway strip and sidewalk on both sides.

The field survey confirmed the impact to existing structures of each option. The construction costs for Options 2 and 3 is estimated at \$950,000, and is \$50,000 higher for Option 3S. This includes pavement and storm drainage improvements for the length of the project. Sidewalk, curb, and gutter are not included for the entire length of the roadway, but only at the Lemoore Avenue intersection.

The estimated right-of-way costs to purchase the land vary by option. The costs shown below are for budgeting purposes only. The actual costs will be based on land appraisals conducted by an independent, professional appraiser. Land purchase must follow state laws that regulate the process by which the City acquires property. The City may or may not end up including additional payments, such as business relocation payments, in its land acquisition costs. That would be negotiated when the property is actually purchased. Generally speaking, it is estimated that Options 3S will be the most expensive option and Option 3 will be the least expensive option.

OPTION 2

This alternative aligns with the existing driveway of the high school parking lot on the east side of Lemoore Avenue. It falls outside the 525-foot Caltrans purview area, meaning that Caltrans does not have a say in how the road is designed. This option would require demolition of one business (Beto's) and 3 houses. Two houses are just west of Lemoore Avenue and the third is located west of Champion Street. The business fronts on Lemoore Avenue. The installation of a cul-de-sac on Larish Avenue would be optional, but recommended.



Estimated Right of way = \$ 746,000*
Estimated Construction = \$ 950,000
Estimated Total = \$ 1,696,000

* For budgeting purposes only

OPTION 3

This alignment connects to Lemoore Avenue further south than the Option 2 alignment in order to avoid a business (Beto's). It is estimated that the back side of the sidewalk would be about nine feet south of the south wall of that business. This alignment is within the Caltrans purview area. Caltrans has reviewed this option recently, and has stated that they would not require additional improvements to Lemoore Avenue with this alignment. This option would affect 2 houses: one house west of Champion and one house west of Lemoore Avenue. The installation of a cul-de-sac on Larish Avenue would be optional, but is recommended.



Estimated Right of way = \$ 450,000*
Estimated Construction = \$ 950,000
Estimated Total = \$ 1,400,000

* For budgeting purposes only

OPTION 3S

This alignment was suggested by Mr. Grantham at the September 19th City Council meeting. The alignment curves up to Larish Street just west of Lemoore Avenue. This option would require the installation of a cul-de-sac on Larish Street. The alignment would affect 1 business (Diamond Cut Glass), 3 houses and a work shed. The business is located at the intersection of Larish and Lemoore Avenues. Two houses and the work shed are located just west of Lemoore Avenue and the third house is located west of Champion Street. Construction costs would be a little higher due to the increased street and building demolition required.



Estimated Right of way = \$ 1,242,000*
Estimated Construction = \$ 1,000,000
Estimated Total = \$ 2,242,000

* For budgeting purposes only

The three options are also compared in the following table:

	OPTION 2	OPTION 3	OPTION 3S
Map Color (on pages 3 & 4)	Red	Black	Blue
Caltrans Review required	No	Yes*	No
Businesses Affected	1	0	1
Homes Affected	3	2	3
Cul-de-sac on Larish Ave.	Optional/Recommended	Optional/Recommended	Required
Estimated Cost	\$1,696,000	\$1,400,000	\$2,242,000

* Discussions with Caltrans found that they would not require additional improvements that would add to the cost of this option.

Budget Impact

Choosing an alignment does not commit City funds at this time. However, each option has different land acquisition costs, so the decision on which alignment to adopt will affect future budgeting.

The Traffic Impact Fee Fund for the eastside is expected to have a balance of \$2,400,000 in June 2015, which corresponds to the earliest time when the bulk of the construction costs would come due. Of this total, \$1,300,000 is already allocated for other road projects, leaving \$1,100,000 unallocated that would be available for Cedar Lane. To make up the difference, the City could either wait for the Fund to grow or could supplement the project with gas tax money or other similar funding source.

Recommendation

Staff recommends that the Council approve by motion Option 3 as the preferred alignment and direct City staff to base all future planning efforts on this alignment. Alternatively, the Council could choose to adopt Option 2 or Option 3S.

Option 3 is estimated to be: 1) the least expensive, 2) the option that negatively affects the least number of homes, and 3) does not require the demolition of any businesses. From a traffic engineering standpoint, both Options 2 and 3 are better options than Option 3S because their alignments are better solutions for meeting the goal of providing a secondary east-west roadway between Bush Street and Highway 198. Option 3S would require vehicles going to or coming from the Lemoore Avenue interchange to drive out of their way north and then back south. Options 2 and 3 provide a more direct and efficient route to get people where they want to go.

This sketch shows the area that was discussed for a potential zone change. Such a change would make the site more attractive for redeveloping as a single commercial site after the new Cedar Avenue is constructed.

