CITY OF ROSEVILLE CALIFORNIA

DEVELOPMENT SERVICES - PLANNING DIVISION
311 Vernon Street, Roseville, CA 95678 (916) 774-5276

DISCLAIMER:

The Grocery Outlet project site, as initially proposed, included a drive-through restaurant use. This use was included in the original traffic study to calculate the trips being generated by the project. Through the City's review process, challenges were identified with on-site circulation from a drive-through type use. As such, this use was removed from the proposed project leaving a small commercial pad left for future development. As the trips generated from a drive-through type use are representative of a higher commercial trip rate, staff elected to leave these trips in the study to ensure a "worst case" scenario would be analyzed. So, though internal circulation was not analyzed for a drive through type use, the higher trip rates generated from such use was used to ensure proper access via turn lanes and deceleration lanes are met, as well as proper throat depths at driveways are met to allow for acceptable ingress and egress from the project site.

If you have any questions on the study please contact the project planner, Sean Morales. smorales@roseville.ca.us or (916)774-5282

FEHR PEERS

FINAL TECHNICAL MEMORANDUM

Date: July 21, 2022

To: Jack Varozza, City of Roseville

From: John Gard & Sonia Anthoine, Fehr & Peers

Subject: ***Evaluation of Access and On-Site Circulation for Grocery Outlet Retail Center***

RS22-4178

This memorandum presents the analysis and conclusions of our access and on-site circulation study for the proposed Grocery Outlet Retail Center to be located south of Pleasant Grove Boulevard and east of Fiddyment Road in Roseville, CA. This memorandum supersedes our draft study dated May 16, 2022. According to the project site plan analyzed in May 2022, the proposed project would consist of the following land uses: [1]

- Grocery Outlet grocery store – 16,000 square feet
- Fast-food restaurant with drive-through window – 3,200 square feet
- General commercial – 4,600 square feet

The analysis focuses on weekday PM peak hour conditions, which represents the peak 60-minute period of traffic between 4 and 6 PM. Normally, this is the busiest hour of travel on City roadways.

Project Site Plan

The project location is shown on **Figure 1** and the project site plan (*Grocery Outlet, Morton & Pitalo, June 2022*) is shown on **Figure 2**. Access to the project site would be provided via two existing driveways on Pleasant Grove Boulevard and one existing driveway on Fiddyment Road. The following turning movements are permitted at each driveway (see Figure 2 for driveway numbering and locations):

- Driveway 1 on Fiddyment Road: Right In/Right Out
- Driveway 2 on Pleasant Grove Boulevard: Right In/Right Out
- Driveway 3 on Pleasant Grove Boulevard: Full Access

Note that there are reciprocal access agreements in place on the subject property, allowing travel between the adjacent CVS drug store directly to the west and the Camino Real Way residential project directly to the east.

[1] Note that the latest site plan (*Grocery Outlet*, Morton & Pitalo, June 2022) shows a 2,600 square-foot fast-food restaurant. It also notes that this restaurant is not part of the Design Review permit. Thus, a supplemental analysis of its layout and circulation will be required once an application for that pad is submitted.

Existing Conditions

Traffic counts were collected at Driveways 1 and 2 on a weekday in April 2022. Traffic counts were collected at Driveway 3 on a weekday in February 2022. Weather was dry and no unusual traffic conditions were observed during the counts.

Figure 3 shows the existing peak hour traffic volumes, lane configurations, and traffic controls at these driveways. As shown, all three driveways are controlled by stop signs for exiting traffic. At Driveway 3, a north leg also exists, which provides access to the Pleasant Grove Community Church. This north leg will also provide access to the future West Roseville Marketplace, which would occupy the northeast quadrant of the Fiddyment Road/Pleasant Grove Boulevard intersection.

The weekday PM peak hour traffic volumes collected in 2022 were compared against volumes collected in February 2020 (i.e., prior to the COVID-19 pandemic). It was found that the new counts were greater than the 2020 counts despite the ongoing effects of COVID-19 on travel behavior. The increase in traffic is attributable to substantial growth in residences on the west side of the City of Roseville.

As part of the weekday PM peak hour traffic counts, maximum vehicle queues were observed for critical movements in the study area. Maximum observed queues and available storage for these movements are shown in **Table 1**. The following key findings are derived from this table:

- *Outbound traffic at Driveway 1 on Fiddyment Road currently exceeds the 50 feet of available throat depth.* This could be attributable to motorists waiting to merge across three lanes of traffic on Fiddyment Road to perform a left or u-turn at Pleasant Grove Boulevard.
- *Available turn lane storage at Driveways 2 and 3 on Pleasant Grove Boulevard is adequate to accommodate weekday PM peak hour traffic.*[2]

Project Travel Characteristics

Trip Generation

Project trip generation estimates were calculated using trip rates from the *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021). **Table 2** presents the project's trip generation for weekday PM peak hour conditions. The grocery store and fast-food restaurants were assumed to be standard/typical users and not ultra-popular brands such as In-N-Out Burger, Chick-fil-A, or Trader Joe's. The findings of this study would not be applicable should specialized users such as these occupy the site.

[2] On Sunday mornings, Pleasant Grove Community Church operates in-person Sunday services. After services conclude at about 11 AM, congestion and queuing occur at Driveway 3 for about 15 minutes.

TABLE 1:
MAXIMUM VEHICLE QUEUES IN STUDY AREA – EXISTING CONDITIONS

Intersection/ Driveway	Movement	Available Storage [1]	Weekday PM Peak Hour [2]	
			Traffic Volume	Maximum Vehicle Queue [3]
Pleasant Grove Blvd/Fiddyment Road	Northbound Left-Turn	250 feet per lane	600	**Exceeds available storage [4]**
	Westbound Left-Turn	250 feet per lane	459	**Exceeds available storage [4]**
Driveway 1 on Fiddyment Road	Westbound Right-Turn	50 feet	76	**125 feet**
Driveway 2 on Pleasant Grove Blvd	Northbound Right-Turn	50 feet	34	50 feet
Driveway 3 on Pleasant Grove Blvd	Eastbound Left/U-Turn	150 feet	Left: 3 U-Turn: 15	50 feet
	Westbound Left/U-Turn	200 feet	Left: 35 U-Turn: 7	100 feet
	Northbound Left/Through /Right-Turn	60 feet	Left: 10 Through: 0 Right: 13	50 feet

Notes:
[1] Based on review of aerial imagery.
[2] Based on traffic counts collected on a weekday in February and April 2022.
[3] 25 feet assumed per queued vehicle unless noted otherwise.
[4] It was not possible to determine maximum number of queued left-turning vehicles due to queued traffic in adjacent through lane (i.e., unclear whether stopped vehicle was a left or through movement).
Bolded text indicates that maximum queue exceeds available storage.
Source: Fehr & Peers, 2022.

Table 2 shows expected pass-by traffic to each use. A pass-by trip is made by a motorist who enters the site to shop or receive services while en-route to a different primary destination. These trips are already present on the adjacent street, though they do add trips to the project driveways. It is important thattraffic assignments separately consider new and pass-by trips because they have different origins/destinations and travel patterns.

After accounting for internal and pass-by trips, the project would generate approximately 160 new trips during the weekday PM peak hour.

TABLE 2:
PROPOSED PROJECT TRIP GENERATION – WEEKDAY PM PEAK HOUR

Land Use	ITE Land Use Code	Quantity	Trip Rates [1]			Vehicle Trips		
			In	Out	Total	In	Out	Total
Grocery Store	944	16 KSF	4.4	4.5	8.9	71	72	143
Fast-Food Restaurant with Drive through Window	934	3.2 KSF	17.2	15.9	33.1	55	51	106
General Retail	822	4.6 KSF	3.3	3.3	6.6	15	15	30
Gross Trips						141	138	279
Internal Trips [2]						-7	-7	-14
Pass-By Trips [3]						-52	-52	-104
New Vehicle Trips						82	79	161

Notes:
[1] Trip rates from the *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021).
[2] Estimated 5% of project trips expected to be internal.
[3] The following pass-by percentages were applied based on data in the *Trip Generation Manual, 11th Edition* (Institute of Transportation Engineers, 2021):
- Grocery Store: 24%
- Fast-Down Restaurant with Drive through Window: 55%
- General Retail: 40%

KSF = thousand square feet.
Source: Fehr & Peers, 2022.

Trip Distribution/Assignment

The distribution of project trips is expected to be proportional to the distribution of residences near the project site. West Roseville (i.e., west of Fiddyment Road) has a general lack of restaurants and grocery stores, though a retail center (anchored by a Raley's) is currently being constructed at the Blue Oaks Boulevard/Fiddyment Road intersection. The closest established retail centers are along Woodcreek Oaks Boulevard at Blue Oaks Boulevard and Pleasant Grove Boulevard. Thus, the proposed retail uses would be the closest site to a large number of new residences situated west of Fiddyment Road.

To further inform the expected trip distribution, the project was added to the City's base year (2020) travel demand model and a select zone traffic assignment was performed.

Table 3 displays the project's estimated trip distribution under near-term conditions[3]. These percentages consider the above trip distribution aspects.

[3] Near-term is used in this context because the trip distribution would likely change under a cumulative condition given the amount of planned retail in the adjacent Sierra Vista Specific Plan to the west.

TABLE 3: PROPOSED PROJECT TRIP DISTRIBUTION	
Trip Distribution	**Percentage**
Fiddyment Road north of Pleasant Grove Boulevard	20%
Fiddyment Road south of Pleasant Grove Boulevard	30%
Pleasant Grove Boulevard west of Fiddyment Road	25%
Pleasant Grove Boulevard east of Project Site	25%
Total	100%
Source: Fehr & Peers, 2022.	

New trips were assigned to project driveways based on the trip distribution percentages in Table 4 and permitted driveway movements. Pass-by trip assignments considered the relative volume of traffic on each public street, and ease of performing pass-by movements. It should be noted that u-turns are permitted on the northbound approach to the Pleasant Grove Boulevard/Fiddyment Road intersection.

Figure 4 displays the weekday PM peak hour traffic volumes at the project driveways under existing plus project conditions. The project would change driveway volumes as follows during the weekday PM peak hour:

- Traffic exiting Driveway 1 would increase from 76 to 104 vehicles during the PM peak hour, a 37% increase.
- Traffic volumes entering and exiting Driveway 2 would nearly double from 40 to 76 vehicles.
- Traffic in the Driveway 3 westbound left/u-turn lane would nearly double from 42 to 81 vehicles.
- Traffic in the Driveway 3 eastbound Pleasant Grove Boulevard left/u-turn lane would increase from 18 to 39 vehicles, with the vast majority (92%) being u-turns.
- Traffic exiting Driveway 3 would increase from 23 to 91 vehicles, with 60% of those trips being left turns.

Traffic Operations at Driveway 3/Pleasant Grove Blvd. Driveway

The Pleasant Grove Boulevard/Driveway 3 intersection was analyzed using a SimTraffic micro-simulation model, which employs procedures from the *Highway Capacity Manual, 6th Edition* (Transportation Research Board, 2016). SimTraffic is a more appropriate analysis method than a deterministic model (such as Synchro) because it considers the effects of platooned arrivals and provides more accurate estimates of vehicle queuing.

In addition to including the subject intersection, the SimTraffic model also includes the signalized Pleasant Grove Boulevard/Fiddyment Road and Pleasant Grove Boulevard/Sun City Lane intersections, which are situated 650 feet to the west and 3,000 feet to the east, respectively, from the subject intersection[4]. These two intersections create gaps in traffic due to their signal operations, but also result in large platoons of vehicles during which time it can be difficult to turn out of the project driveway. Per City standards, a peak hour factor of 1.0 was utilized to analyze weekday PM peak hour conditions.

Table 4 shows traffic operations results at the Pleasant Grove Boulevard/Driveway 3 intersection under existing and existing plus project conditions (see **Appendix A** for technical calculations). This table indicates that motorists exiting Driveway 3 currently experience an average wait time of 31 seconds to turn onto Pleasant Grove Boulevard. Under existing plus project conditions, that delay would increase to 167 seconds per vehicle, which corresponds to LOS F conditions. This increased delay is caused by more traffic exiting the driveway, as well as more turning traffic on Pleasant Grove Boulevard, which has right-of-way priority at the intersection.

During the weekday PM peak hour, the project would add 14 vehicles to the northbound left-turn movement and 19 vehicles to the westbound left-turn movement at the Pleasant Grove Boulevard/Fiddyment Road intersection. This would cause further queue spillbacks out of each pair of dual left-turn lanes. However, traffic levels are anticipated to be reduced for those movements in the near future as additional roadway capacity within the Sierra Vista Specific Plan is constructed.

[4] Measured from the centerline of each intersection.

TABLE 4:
WEEKDAY PM PEAK HOUR MAXIMUM VEHICLE QUEUES IN STUDY AREA – EXISTING PLUS PROJECT CONDITIONS

Intersection/ Driveway	Movement	Available Storage [1]	Existing [2]		Existing Plus Project	
			Traffic Volume	Maximum Vehicle Queue [3]	Traffic Volume	Maximum Vehicle Queue [4]
Pleasant Grove Blvd/Fiddyment Road	Northbound Left-Turn	250 feet per lane	600	**Exceeds available storage [5]**	614	**Exceeds available storage [5]**
	Westbound Left-Turn	250 feet per lane	459	**Exceeds available storage [5]**	478	**Exceeds available storage [5]**
Driveway 1 on Fiddyment Road	Westbound Right-Turn	50 feet	76	**125 feet**	104	**150 feet**
Driveway 2 on Pleasant Grove Blvd	Northbound Right-Turn	50 feet	34	50 feet	69	**75 feet**
Driveway 3 on Pleasant Grove Blvd	Eastbound Left/U-Turn	150 feet	Left: 3 U-Turn: 15	50 feet	Left: 3 U-Turn: 36	75 feet
	Westbound Left/U-Turn	200 feet	Left: 36 U-Turn: 6	100 feet	Left: 75 U-Turn: 6	150 feet
	Northbound Left/Through/ Right-Turn	60 feet	Left: 10 Through: 0 Right: 13	50 feet	Left: 54 Through: 0 Right: 37	**275 feet**

Notes:

[1] Based on review of aerial imagery.
[2] Based on traffic counts collected on a weekday in February and April 2022.
[3] 25 feet assumed per queued vehicle.
[4] Calculated as project-related increase in maximum queue from SimTraffic added to existing observed maximum queue.
[5] It was not possible to determine maximum number of queued left-turning vehicles due to queued traffic in adjacent through lane (i.e., unclear whether stopped vehicle was a left or through movement).
Bolded text indicate maximum queue exceeds available storage.
Source: Fehr & Peers, 2022.

Based on this analysis, the following is recommended:

- Outbound movements at Driveway 3 should be restricted to right-turns by constructing a gull-wing in the driveway median.

This recommendation would also prohibit left/through movements from the opposing driveway. **Figure 5** shows the existing plus project PM peak hour volumes with this modification in place. The above recommendation would shift 54 left-turns exiting Driveway 3 to either use Driveway 1 or Driveway 2.

Conditions were reanalyzed using SimTraffic with this modification in place. The northbound approach was found to improve conditions to LOS A with an average delay of 10 seconds per vehicle. Refer to **Table 5** for queuing results (see **Appendix B** for technical calculations). Table 5 indicates that the recommended modification at Driveway 3 would result in incrementally greater maximum queues at Driveways 1 and 2. Measures for addressing excess queuing at these driveways are presented in the next section.

TABLE 5:
WEEKDAY PM PEAK HOUR MAXIMUM VEHICLE QUEUES IN STUDY AREA – EXISTING PLUS PROJECT CONDITIONS WITH DRIVEWAY 3 MODIFICATION

Driveway	Movement	Available Storage[1]	Existing[2]		Existing Plus Project		Existing Plus Project with Modifications[3]	
			Traffic Volume	Max Queue[4]	Traffic Volume	Max Queue[4]	Traffic Volume	Max Queue[4]
Driveway 1	Westbound Right-Turn	50 feet	76	**125 feet**	104	**150 feet**	122	**200 feet**
Driveway 2	Northbound Right-Turn	50 feet	34	50 feet	69	**75 feet**	105	**100 feet**
Driveway 3	Eastbound Left/U-Turn	150 feet	Left: 3 U-Turn: 15	50 feet	Left: 3 U-Turn: 36	75 feet	Left: 3 U-Turn: 72	100 feet
	Northbound[3]	60 feet	Left: 10 Right: 13	50 feet	Left: 54 Right: 37	**275 feet**	Right: 37	65 feet

Notes:
[1] Based on review of aerial imagery.
[2] Based on traffic counts collected on a weekday in February and April 2022.
[3] Modifications would install a gullwing in Pleasant Grove Boulevard median at Driveway 3, restricting side-street movements to right-turns only (while maintaining major street left-turn ingress).
[4] 25 feet assumed per queued vehicle (unless otherwise noted).
Bolded text indicate maximum queue exceeds available storage.
Source: Fehr & Peers, 2022.

Additional analysis and/or discussions are needed regarding the long-term feasibility of maintaining the eastbound left/u-turn lane at Driveway 3. This is being driven by the projected increase in traffic on westbound Pleasant Grove Boulevard and expected worsening of operations at the Fiddyment Road/Pleasant Grove Boulevard intersection. According to the most recent 2035 forecasts and operations analysis from the *Transportation Impact Study for the City of Roseville Housing Element Update* (Fehr & Peers, May 2021), this intersection is expected to operate at LOS F during the weekday AM peak hour and LOS E during the weekday PM peak hour. The westbound approach is expected to experience a 78% increase in PM peak hour traffic between now and 2035. This could potentially cause westbound traffic to spill back beyond Driveway 3, making eastbound left-turns difficult to perform.

Review of Project Access and On-Site Circulation

Since all three project driveways already exist and are currently in use, our review of project access primarily relates to whether the addition of project trips would require alterations to the driveway designs. This section also includes a detailed review of internal circulation. Refer to **Figure 6** for recommendations.

1. <u>Need for Deceleration Lanes at Project Driveways</u>

The following standard contained in the *City of Roseville Design and Construction Standards* (2021) are applicable to the review of project driveways.

- *Right-turn deceleration lanes shall be provided at driveways when:*
    - *the driveway is located on an arterial,*
    - *the right-turn ingress volume is expected to exceed 50 vehicles per hour,*
    - *there is ample room to fit a deceleration lane, and*
    - *the travel speed of the roadway equals or exceeds 45 mph.*

  A right-turn curb flare shall be provided when these conditions are met but the right-turn volume is between 10 and 50 vehicles per hour. There may be cases where some of the criteria are met, but City staff may still require a deceleration lane in the interest of safety.

  <u>Evaluation</u>: Driveway 1 currently serves 40 inbound right-turns during the PM peak hour. Neither a deceleration lane or taper is present at this driveway. Streetlights, power poles, and utility vaults are situated immediately to the south of this driveway. Driveway 2 currently serves 40 inbound right-turns during the PM peak hour and has a 200-foot right-turn deceleration lane that also serves as a bus stop/turnout. Driveway 3 currently serves 5 inbound right-turns during the PM peak hour and has a 150-foot right-turn deceleration taper.

Conclusion #1: *No changes in deceleration lanes/tapers are recommended at any of the project driveways.*

Technical Support:

- A deceleration taper would have already been constructed at Driveway 1 for the CVS Pharmacy if it had been deemed feasible.
- A right-turn deceleration lane is already present at Driveway 2.
- With the addition of project trips, the right-turn deceleration taper (versus a full deceleration lane) is sufficient at Driveway 3.

2. Maximum queue lengths for outbound movements at driveways

Table 5 indicated the maximum expected outbound vehicle queues at Driveways 1 and 2 would exceed the available storage under existing plus project conditions. The maximum throat depth at Driveway 3 would be within 5 feet of what is provided. Hence, no changes in design at that driveway are recommended. The following is recommended at Driveways 1 and 2:

Recommendation #1: *The Grocery Outlet Retail Center project applicant shall take the following steps:*

1. *Retain a professional transportation consultant to monitor queuing at Driveway 1 after the proposed project is constructed.*[5]
2. *If outbound vehicle queues cause inbound traffic to spill onto Fiddyment Road, then feasible physical improvements (such as those shown on Figure 6) should be implemented.*[6]

To address vehicular queuing at Driveway 2, the project site plan was recently modified to close the drive aisle opening to the Grocery Outlet parking lot that was proposed to be situated directly opposite the CVS drive aisle. This will improve the queuing condition for outbound traffic, by reducing the number of turning movements. The following is recommended:

Recommendation #2: *As part of the same monitoring effort for Driveway 1, vehicle queuing at Driveway 2 should also be monitored. If outbound queued traffic causes inbound traffic to back onto Pleasant Grove Boulevard, then the driveway should be modified either by posting a sign on the eastbound CVS drive aisle approach stating "Do Not Block Intersection" or by adding "Do Not Block Intersection" pavement markings.*

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5 Monitoring would consist of measuring inbound and outbound traffic levels and queuing on three weekdays from 4 to 6 PM.

6 Feasible improvements may include (but are not limited to) minor driveway widening on the south side just east of Fiddyment Road to enable construction of a short inbound left-turn pocket into the CVS Pharmacy drive aisles, or construction of a raised median along the driveway throat. Note that the project applicant also owns the adjacent property to the west, thus making these improvements feasible from a property ownership perspective.

3. Driveway 3 Improvements along Pleasant Grove Boulevard

Table 5 indicates that a maximum queue of 100 feet (4 vehicles) is expected under existing plus project conditions in the eastbound left/u-turn lane with Driveway 3 assuming a gullwing is constructed. This left-turn lane would also be used by the West Roseville Marketplace project. According to the final access study for that project (*Final Technical Memorandum for Evaluation of Access and Circulation for West Roseville Marketplace*, Fehr & Peers, April 2022), that project would increase the maximum queue in the turn lane by 3 vehicles. Thus, with both projects constructed, the maximum queue would be 175 feet (7 vehicles), which exceeds the available storage of 150 feet. The following is recommended:

Recommendation #3: *The Grocery Outlet Retail Center project applicant shall coordinate with the West Roseville Marketplace applicant to identify proportionate funding and responsibility of construction of the following improvement:*

- *Lengthen the eastbound left-turn lane at Driveway 3 from 150 feet to at least 175 feet.*

Lengthening the turn lane to 175 feet could be accomplished by reducing the transition taper (to the westbound dual left-turn lane approaching Fiddyment Road) from 120 to 95 feet. Coordination with City of Roseville staff is recommended to discuss additional lengthening beyond 175 feet (given that it would require reducing the amount of storage for the westbound left-turn lane from Pleasant Grove Boulevard onto Fiddyment Road).

The *Final Technical Memorandum for Evaluation of Access and Circulation for West Roseville Marketplace* (2022) recommended a continuous acceleration/deceleration lane be added at its project driveways along Pleasant Grove Boulevard. This necessitates relocation of curb, gutter, and sidewalk. As part of those improvements, it would be desirable if the westbound Pleasant Grove Boulevard travel lanes could be relocated 1 to 2 feet to the north of their current location. This would enable the median to be slightly wider, which is desirable in order to provide "a positive offset"[7] for the face-to-face left-turns at Driveway 3. A 3-foot raised median island is already present adjacent to the eastbound left-turn lane to further enable this construction.

[7] This refers to the placement of left-turn pockets such that simultaneously present motorists in each turn pocket would be able to see around each other and observe oncoming traffic. See Appendix B for illustration of this concept.

4. Review of Internal Circulation

The project site plan shows a fast-food restaurant with a drive-through lane situated in the northeast corner of the project site. A meeting was held between the project applicant, engineer, and architect, Fehr & Peers, and City of Roseville staff in June 2022 to discuss concerns regarding the fast-food restaurant's drive-through lane and vehicle queues expected at Driveway 3. That meeting led to a modification in the fast-food restaurant layout (as shown in Figure 2), which provides several meaningful improvements over the prior site plan including:

1. The length of the drive-through lane has been significantly extended to reduce the likelihood of vehicles spilling out of it, which could block other traffic in the center.
2. The new layout has reduced the width of the drive aisle south of the restaurant (connecting to Camino Real Way) from an excessively wide 55 feet to a typical 24 feet.
3. The main internal intersection southwest of the restaurant has been reduced in size and is now a more traditional squared-up design.
4. Although the drive-through lane exit remains in its original location (about 50 feet south of Pleasant Grove Boulevard), the site plan now shows a raised median at Driveway 3, which would force motorists exiting the drive-through lane to turn right (onto Pleasant Grove Boulevard). The raised median will help with the flow of traffic exiting the drive-through lane (as vehicles would not be able to perform the more time-consuming left-turn to remain within the center).

The site plan has also been modified to include additional on-site sidewalks and crosswalks per the prior study recommendations.

Since the design review permit does not include the fast-food restaurant, this study does not include any specific recommendations regarding its design shown on the site plan. The raised median shown in the site plan at Driveway 3 would not be necessary to accommodate traffic associated with buildout of the remainder of the retail center. The need for that median should be evaluated in conjunction with the review of the proposed use for that parcel.

We also recommend the project's architect or engineer evaluate the turning requirements of delivery trucks that would serve Grocery Outlet.