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Memorandum

To: Village of Montebello Planning Board

From: Ronald Rieman, Senior Project Manager

Date: April 14, 2025

Subject: Traffic Evaluation for Updated Site Plan
100 & 300 Rella Boulevard

Project No.: 21001135B

Original Development Plan

The original development plan which was analyzed in the Traffic Impact Study dated March 29, 2021 was for a 312,000 s.f. building (300,00 s.f. of warehouse space with 12,000 s.f. of ancillary office space) which resulted in a total of 80 vehicle trips during the AM Peak Hour and a total of 86 vehicle trips during the PM Peak Hour. The results and conclusion of that Study indicated that *"similar Levels of Service and delays will be experienced at the study area intersections under the future No-Build and future Build Conditions with the proposed Rella Boulevard Warehouse development"* and "the proposed development is not expected to significantly affect the area roadways". The Village's Traffic Consultant, Nelson & Pope (N&P), reviewed the above referenced Traffic Impact Study (N&P review dated May 20, 2021).

Colliers Engineering & Design provided a response letter dated June 4, 2021 which was reviewed by the Village's Traffic Engineer (N&P review dated June 23, 2021), and all traffic comments were addressed. As part of that review, the Village's Traffic Consultant concluded that "the amount of traffic generated by the proposed project is significantly less than the traffic generation for general office use which is permitted under the current zoning", and concurred "that the proposed warehouse is less intense as compared to the permitted office use."

Modified Development Plan

The Applicant subsequently modified the original development plan to include a mini-storage facility. An updated Traffic Impact Study dated September 9, 2022 was prepared for the modified development plan for a 199,000 s.f. warehouse with 6,000 s.f. of ancillary office space and a 101,440 s.f. storage facility with a 25,360 s.f. basement (for a total of 331,800 s.f.), which resulted in **less traffic** than the original Development Plan (a total of 69 vehicle trips during the AM Peak Hour and a total of 73 vehicle trips during the PM Peak Hour).

The Village's Traffic Consultant, Nelson & Pope (N&P), reviewed the above updated Traffic Impact Study (N&P reviews dated September 29, 2022 and October 10, 2022).

The conclusion of the updated Traffic Study remained the same, that "similar Levels of Service and delays will be experienced at the study area intersections under the future No-Build and future Build Conditions with the proposed Rella Boulevard Warehouse development and the proposed development is not expected to significantly affect the area roadways".

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Current Development Plan

The Applicant has submitted a new Concept Plan dated February 13, 2025 for a total gross floor area of 236,860 which is 94,940 s.f. smaller than the 331,800 s.f. approved in the Second Approval.

Based on information contained in the latest Institute of Transportation Engineers (ITE) "Trip Generation Manual", 11th Edition, the current development plan is anticipated to generate **similar traffic** (a total of 71 vehicle trips during the AM Peak Hour and a total of 75 vehicle trips during the PM Peak Hour) to the modified development plan and second approval. A copy of the ITE Trip Generation is contained is Attachment A.

Based on the above, the conclusions of the previous Traffic Studies would remain the same that "similar Levels of Service and delays will be experienced at the study area intersections under the future No-Build and future Build Conditions with the proposed Rella Boulevard Warehouse development and the proposed development is not expected to significantly affect the area roadways".

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100 & 300 Rella Boulevard Warehouse

Attachment A | ITE Trip Generation

DATA STATISTICS

Land Use:
Warehousing (150) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
AM Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
25

Avg. 1000 Sq. Ft. GFA:
284

Average Rate:
0.21

Range of Rates:
0.02 - 2.08

Standard Deviation:
0.26

Fitted Curve Equation:
T = 0.11(X) + 28.55

R^2:
0.85

Directional Distribution:
66% entering, 34% exiting

Calculated Trip Ends:
Average Rate: 46 (Total), 31 (Entry), 15 (Exit)

DATA STATISTICS

Land Use:
Warehousing (150) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
AM Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Truck

Number of Studies:
12

Avg. 1000 Sq. Ft. GFA:
115

Average Rate:
0.06

Range of Rates:
0.00 - 0.60

Standard Deviation:
0.08

Fitted Curve Equation:
T = 0.06(X) + 0.99

R^2:
0.57

Directional Distribution:
35% entering, 65% exiting

Calculated Trip Ends:
Average Rate: 13 (Total), 5 (Entry), 8 (Exit)

DATA STATISTICS

Land Use:
Warehousing (150) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
PM Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
27

Avg. 1000 Sq. Ft. GFA:
284

Average Rate:
0.23

Range of Rates:
0.02 - 1.80

Standard Deviation:
0.23

Fitted Curve Equation:
T = 0.15(X) + 20.47

R^2:
0.90

Directional Distribution:
24% entering, 76% exiting

Calculated Trip Ends:
Average Rate: 51 (Total), 12 (Entry), 39 (Exit)
Fitted Curve: 54 (Total), 13 (Entry), 41 (Exit)

DATA STATISTICS

Land Use:
Warehousing (150) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
PM Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Truck

Number of Studies:
12

Avg. 1000 Sq. Ft. GFA:
115

Average Rate:
0.06

Range of Rates:
0.00 - 0.42

Standard Deviation:
0.06

Fitted Curve Equation:
T = 0.05(X) + 0.82

R^2:
0.62

Directional Distribution:
53% entering, 47% exiting

Calculated Trip Ends:
Average Rate: 13 (Total), 7 (Entry), 6 (Exit)

DATA STATISTICS

Land Use:
General Office Building (710) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
221

Avg. 1000 Sq. Ft. GFA:
201

Average Rate:
1.52

Range of Rates:
0.32 - 4.93

Standard Deviation:
0.58

Fitted Curve Equation:
Ln(T) = 0.86 Ln(X) + 1.16

R^2:
0.78

Directional Distribution:
88% entering, 12% exiting

Calculated Trip Ends:
Average Rate: 25 (Total), 22 (Entry), 3 (Exit)

DATA STATISTICS

Land Use:
General Office Building (710) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
232

Avg. 1000 Sq. Ft. GFA:
199

Average Rate:
1.44

Range of Rates:
0.26 - 6.20

Standard Deviation:
0.60

Fitted Curve Equation:
Ln(T) = 0.83 Ln(X) + 1.29

R^2:
0.77

Directional Distribution:
17% entering, 83% exiting

Calculated Trip Ends:
Average Rate: 24 (Total), 4 (Entry), 20 (Exit)