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**VICE**

November 14, 2018

NOV 5 2018

Ms. Jill Gormley, TE  
City of Fresno Traffic Engineering  
2600 Fresno Street, 4<sup>th</sup> Floor  
Fresno, California 93721

DARM - DEVELOPMENT SERVICES  
CITY OF FRESNO

**Subject: Trip Generation Analysis – Proposed Commercial Office located at San Jose Avenue and N. Colonial Avenue in Fresno, California**

Dear Ms. Gormley;

Precision Civil Engineering, Inc. (PCE) has completed a trip generation analysis for a proposed office development locate at San Jose Avenue and N. Colonial Avenue. The properties are identified as APN 417-140-21 and 417-231-16. The proposed use will be multi-story office building with approximately 90,000 sf of leasable space. This letter documents the analysis requested in conjunction with the General Plan Amendment for the proposed land use changes.

**Background**

The proposed project consists of two parcels APN 417-140-21 and 417-231-16, and is proposing to vacate a portion of San Jose and N. Colonial Ave adjacent to the parcels. APN 417-140-21 is currently zoned low density residential and has a previously approved entitlement to build a 13 unit condo/pud development. The proposed project will vacate the protion of N. Colonial Avenue adjcent to APN 417-140-21 and install a cul de sac at the northely property line. APN 417-231-16 is currently zoned medium high residential and has an existing 44 unit multi-family residential development. The project is proposing to demolish the existing multi-family development and vacate San Jose Avenue west of the easterly property line. A cul de sac is proposed in San Jose Avenue to allow vehicles to turnaround, refer to Exhibit 1. The existing roadway will be abandoned and demolished to accommodate the development of a multistory office building, parking lots and drive isles. There is curently a noticable amount of cut through traffic utilizing San Jose Avenue to access Palm and Maroa. The abandonment of San Jose Avenue and N. Collonial Avenue will eliminate the cut through traffic. However, access should be maintained for emergency vehicle access.

Based on the newly adopted 2035 General Plan and development code update, APN 417-231-16 has a planned land use of Regional Mixed Use (RMX), which Business and Professional Offices is a permitted use, and only requires ministerial approval. However, APN 417-140-21 is planned for Medium Density Residential (RM) land use, and will require a General Plan Amendment (GPA) to change the land use to RMX to allow the proposed office uses. In accordance with the City of Fresno’s “Traffic Impact Study Report Guidelines” (February 2, 2009), a traffic impact study is required when a project includes a GPA which changes the planned land use.

The “Mobility and Transportation” element of the City of Fresno General Plan 2035 breaks down the City of Fresno into four Traffic Impact Zones (TIZ’s) on General Plan Figure MT-4. The project lies within TIZ-II, which represents areas of the City that are mostly developed and built out. To encourage in fill development and minimize upfront infrastructure cost, the peak hour Level of Service (LOS) shall be maintained at LOS E or better for all intersections and roadway segments. The trigger for requiring a Traffic Impact Study (TIS) for all development within the TIZ-II is when a project is anticipated to generate 200 or more new peak hour trips.

## Trip Generation Analysis

The project proposes to construct 90,000 sf business and professional office development. According to Table 1 the development is anticipated to have 140 AM peak hour trips and 134 PM peak hour trips. The proposed development is anticipated to generate less than 200 peak hour trips, therefore a full Traffic Impact Analysis is not needed.

**Table 1 – Office Trip Generation**

Land Use	Code <sup>1</sup>	Unit <sup>4</sup>	Average Weekday Rate	AM Peak Hour <sup>2</sup>			PM Peak Hour <sup>3</sup>				
				Rate	In	Out	Total	Rate	In	Out	Total
General Office	710	90	11.03	1.56	88%	12%		1.49	17%	83%	
			993		124	17	140		23	111	134

<sup>1</sup> Institute of Transportation Engineers, Trip Generation, Ninth Edition (2012).

<sup>2</sup> AM Peak Hour Rates are peak hours of adjacent street traffic for AM (7:00-9:00).

<sup>3</sup> PM Peak Hour Rates are peak hours of adjacent street traffic for PM (4:00-6:00).

<sup>4</sup> Units based 1,000 sf of gross leasable space.

With the proposed abandonment and restricted access to the existing local roads (San Jose Ave and N. Colonial Ave) the proposed project trips will gain access to the project site through the existing commercial and office developments to the west. San Jose Avenue and Palm Avenue will be the main access point. Figure 2 shows the proposed AM and PM peak hour project trips distributed to the following intersections:

1. Palm/Shaw
2. Palm/San Jose
3. Palm/Barstow

All three intersections are currently signalized. The existing lane configurations are shown on Figure 2. The City should continue to monitor these intersections and adjust signal timing as needed to improve the level of services.

## Conclusions and Recommendations

The proposed development is anticipated to generate less than 200 peak hour trips, therefore a full Traffic Impact Analysis is not needed.

It is recommended the project implement the following;

1. Provide pedestrian connectivity to the adjacent commercial shopping center and the existing residential developments to the west and north.
2. Provide Bicycle Storage Facilities on-site to encourage use of pedestrian, bicycle, and transit modes for accessing the project site.
3. Access to San Jose Ave and N. Colonial Ave should be restricted to emergency access only.
4. The project shall pay into applicable transportation fee programs. These include a Fresno Major Street Impact (FMSI) Fee, a Traffic Signal Mitigation Impact (TSMI) Fee, and a Regional Transportation Mitigation Fee (RTMF). The FMSI Fee will be calculated and assessed during the building permit process. The RTMF will be calculated and assessed by Fresno COG.

It is also recommended the City continue to monitor these intersections identified above and adjust signal timing as needed to improve the intersection level of services.

Please feel free to call our office if you have any questions.

Best Regards,

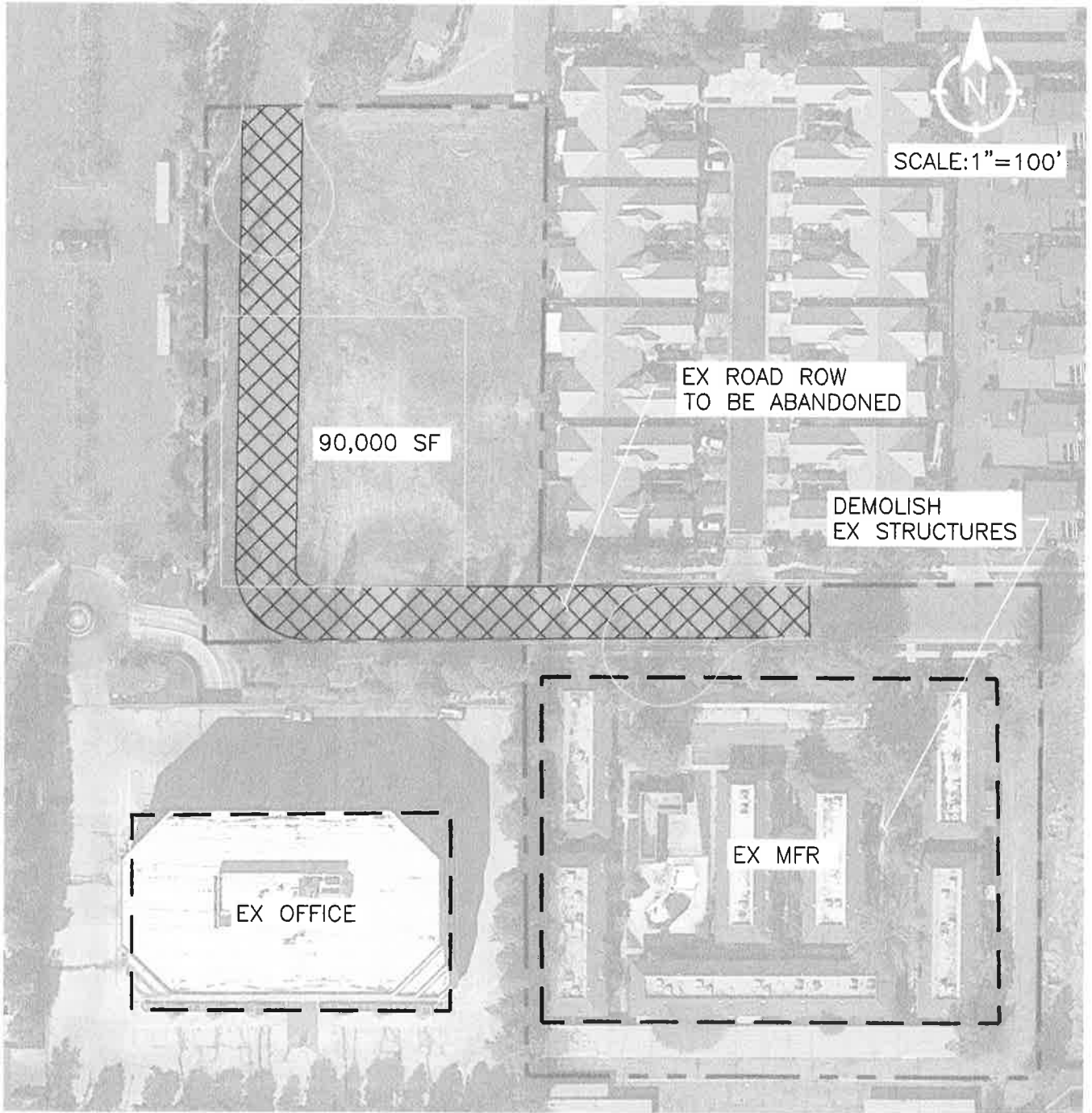


Ken Vang, P.E., T.E.  
Principal



**Attachments**

- Exhibit 1 – Site Plan
- Exhibit 2 – Trip Distribution



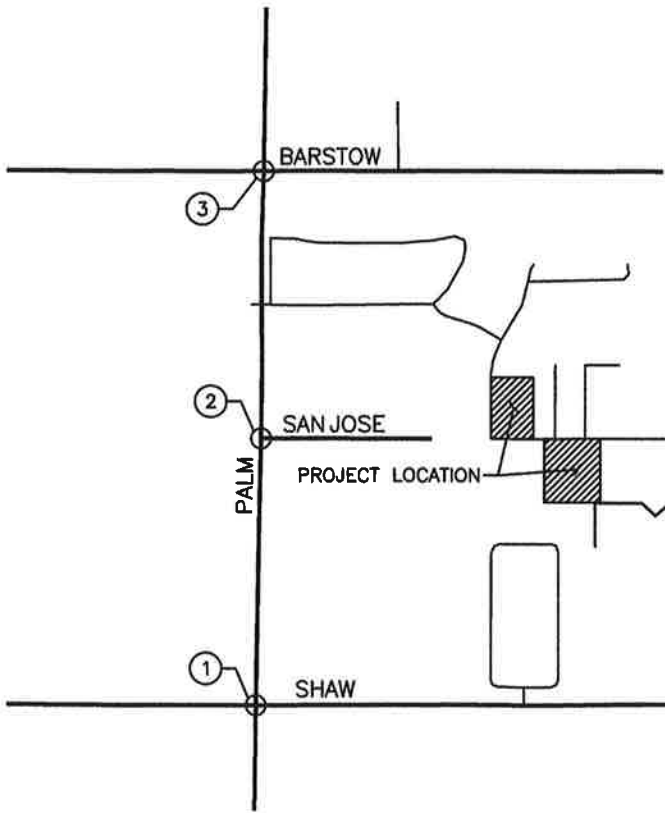
**VICE**  
 VANG INC. CONSULTING ENGINEERS

**FIG GARDEN OFFICE  
 SITE PLAN**

PREPARED FOR:  
 ASSEMI  
 DATE: 10/20/18  
 PROJECT: 18-221

EXHIBIT  
 1

10/23/2018 12:55 PM



NOT TO SCALE

### LEGEND

- ③ — INTERSECTION BY NUMBER
- ## AM PEAK HOUR VOLUMES
- (##) PM PEAK HOUR VOLUMES
- ← DIRECTION OF TRAVEL
- EXISTING ROAD

