



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Mr. Nick Sahota, PLS
Central Valley Engineering & Surveying Inc.
2132 High Street
Selma, California 93662

August 1, 2014

Subject: Limited Traffic Analyses
Proposed Medical Office
Southwest of the Intersection of Mono and Adler Avenues
Fresno, California

Dear Mr. Sahota:

This report presents limited analyses for the subject project. The analyses focus on the anticipated volume of vehicle traffic resulting from the project. The primary purpose of this study is to evaluate the net change in traffic expected to be generated at the site as a result of the proposed General Plan Amendment (GPA).

The proposed project consists of a 1,935-square-foot medical office building to be located at 5046 East Mono Avenue, a 0.57-acre site southwest of the intersection of Mono and Adler Avenues in Fresno, California. Site access will be provided via one proposed driveway connecting to Adler Avenue and one driveway connecting to the alley south of the site. The project will require an amendment to the City of Fresno General Plan (GPA) to change the designated land use from medium density residential (R-1) to commercial-professional (C-P). A preliminary site plan is attached.

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9th Edition*, are typically used to estimate the number of trips anticipated to be generated by the current and proposed land use designations at the site for comparison purposes. Table 1 presents trip generation characteristics based on the current land use designation. Based on an allowable density of 10.37 dwelling units per acre, the 0.57-acre site would yield five single-family residences.

Table 1
Trip Generation Calculations - Current Land Use Designation

Land Use	Size	Daily		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Single-Family Detached Housing (210)	5	9.52	48	0.75	25:75	1	3	4	1.00	63:37	3	2	5

Reference: *Trip Generation Manual, 9th Edition*, Institute of Transportation Engineers 2012

Rates are reported in trips per unit.

In:Out are percentages of the total.

Table 2 presents trip generation characteristics based on the proposed project.

Table 2
Trip Generation Calculations With Proposed Project

Land Use	Size	Daily		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Medical-Dental Office Building (720)	1,935 sq. ft.	36.13	70	2.39	79:21	4	1	5	3.57	28:72	2	5	7

Reference: *Trip Generation Manual, 9th Edition*, Institute of Transportation Engineers 2012
 Rates are reported in trips per 1,000 square feet.
 In:Out are percentages of the total.

Table 3 presents trip generation characteristics assuming that the site is developed at 25-percent floor area ratio. At this ratio, the 0.57-acre site would yield a medical office building with an area of 6,207 square feet. This analysis is intended to represent an estimate of the maximum buildout of the proposed land use.

Table 3
Trip Generation Calculations With Buildout of Proposed Land Use

Land Use	Size	Daily		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Medical - Dental Office Building (720)	6,207 sq. ft.	36.13	225	2.39	79:21	12	3	15	3.57	28:72	7	16	23

Reference: *Trip Generation Manual, 9th Edition*, Institute of Transportation Engineers 2012
 Rates are reported in trips per 1,000 square feet.
 In:Out are percentages of the total.

Table 4 presents the net project trip generation by taking the difference between the current land use designation trip generation (Table 1) and the proposed project trip generation (Table 2).

Table 4
Net Project Trip Generation

Scenario	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Project	70	4	1	5	2	5	7
Current	48	1	3	4	3	2	5
Difference	22	3	-2	1	-1	3	2

The results of the trip generation analyses summarized in Table 4 suggest that the proposed project will have trip generation characteristics similar to the current land use designation.

Table 5 presents the net GPA trip generation by taking the difference between the current land use designation trip generation (Table 1) and the maximum buildout of the proposed land use (Table 3).


Table 5
Net Land Use Trip Generation

Scenario	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Proposed GPA	225	12	3	15	7	16	23
Current	48	1	3	4	3	2	5
Difference	177	11	0	11	4	14	18

The results of the trip generation analyses summarized in Table 5 suggest that the proposed land use designation is capable of generating more trips than the current land use designation. However, the number of trips projected is substantially less than the City of Fresno's threshold for performing traffic impact studies (100 trips per peak hour).

Thank you for the opportunity to perform these analyses. Please feel free to contact our office if you have any questions.

PETERS ENGINEERING GROUP


John Rowland, PE, TE



City Hall
2600 Fresno Street, 4th Floor
Fresno, California 93721
Ph. (559) 621-8800
www.fresno.gov

Scott L. Mozier, P.E.
Public Works Director

November 19 2014

John Rowland, PE, TE
Peters Engineering
952 Pollasky Avenue
Clovis, CA 93612

SUBJECT: REVIEW OF THE LIMITED TRAFFIC ANALYSES (LTA) DATED AUGUST 1, 2014 FOR THE PROPOSED MEDICAL OFFICE BUILDING, GENERAL PLAN AMENDMENT A-14-007, REZONE APPLICATION R-14-011, AND SITE PLAN REVIEW APPLICATION S-14-060, LOCATED ON THE SOUTHWEST CORNER OF THE INTERSECTION OF MONO AND ADLER AVENUES
TIS 14-016

PROJECT OVERVIEW

We have reviewed the Limited Traffic Analyses (LTA) prepared by Peters Engineering for the proposed "project" that plans to construct a 2,061 square foot medical office building on an approximately 0.57 acre site located on the southwest corner of the intersection of Mono and Adler Avenues. The project proposes to amend the 2025 General Plan and Roosevelt Community Plan from the planned land use designation of medium density residential to the commercial office land use designation. The project also proposes to amend the Official Zone Map to reclassify the property from the R-1 (Single Family Residential) zone district to the C-P (Administrative and Professional Office) zone district.

GENERAL COMMENTS and CONDITIONS

1. Trip generation was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition. Using the Medical-Dental Office Building use (ITE code 720), the proposed General Plan Amendment and 2,061 square foot planned project will generate 74 average daily trips (ADT), 5 trips during the AM peak hour and 7 trips during the PM peak hour.

The existing General Plan land use generates 48 ADT, 4 trips during the AM peak hour and 5 trips during the PM peak hour. This trip generation is based on the Single-Family Detached Housing land use (ITE code 210) assuming the allowable density of 10.37 dwelling units per acre on the 0.57 acre site.

2. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee of \$47.12 per ADT, per the Master Fee Schedule, at the time of building permit. Based on the weekday total ADT of 74 for the proposed project, the fee would be \$3,486.88 payable at the time of the building permit.

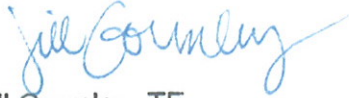
The TSMI fee facilitates project impact mitigation to the City of Fresno Traffic Signal infrastructure so that costs are applied to each new project/building based on the generated ADT. The TSMI fee is credited against traffic signal installation/modifications and/or Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) that plan to build out the 2025 General Plan circulation element and are included in the Nexus Study for the TSMI fee. The TSMI fee is regularly updated as new traffic signals are added, new grant funds offset developer improvement costs, and/or construction costs increase/decrease. If the project is conditioned with traffic signal improvements in excess of their TSMI fee amount, the applicant may apply for fee credits (security/bonding and/or developer agreement required) and/or reimbursement for work in excess of their fee as long as the infrastructure is in place at the ultimate location. The applicant should work with the Public Works Department and identify, with a Professional Engineers estimate, the costs associated with the improvements prior to paying the TSMI fee to determine any applicable fee credits and/or reimbursements.

For project specific impacts that are not consistent with the 2025 General Plan, Public Works Standards, and/or are not incorporated into the TSMI fees, the infrastructure costs will not be eligible for reimbursement unless the City Engineer and City Traffic Engineer include the new traffic signal and/or ITS infrastructure in the next TSMI fee update and the applicant agrees to pay the new TSMI fee that includes the new infrastructure. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence.

3. This project shall pay its Fresno Major Street Impact (FMSI) Fee, which will be determined at time of building permit. This FMSI fee is creditable towards major street roadway improvements included in the nexus study for the FMSI fee.
4. The project shall pay the Regional Transportation Mitigation Fee (RTMF). Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment or exemption, based on vesting rights, prior to issuance of building permits.
5. The proposed project shall make necessary improvements and right-of-way and public easement dedications along adjacent public street(s) and within the site boundaries per City of Fresno standards/requirements.
6. The proposed site plan shall be reviewed and approved by the City of Fresno Traffic & Engineering Services Division, Traffic Planning Section.

If you have any further questions regarding this matter, please contact me at (559) 621-8792 or jill.gormley@fresno.gov .

Sincerely,



Jill Gormley, TE
Assistant Traffic Engineering Manager
Public Works Department, Traffic & Engineering Services

C: Copy filed with Traffic Impact Study
Louise Gilio, Traffic Planning Supervisor
McKencie Contreras, Planning & Development Dept.