

Swift and Associates LLC; The Crabtree Group Inc.

December 6, 2019

Mr. Sylvesta Hall, Mr. J. Shehadey

Via Email Only to qbbigback@aol.com

Subject: Addendum Letter for the Revised Traffic Impact Analysis Report prepared for West Creek Village Bounded by East Church Avenue, South Martin Luther King, Jr. Boulevard, East Jensen Avenue and South Knight Avenue.

Swift and Associates LLC in conjunction with The Crabtree Group have prepared an Addendum Letter for the Revised Traffic Impact Analysis (TIA) Report for West Creek Village generally bounded by East Church Avenue, South Martin Luther King, Jr. Boulevard, East Jensen Avenue and South Knight Avenue. This Addendum Letter has been prepared to update a portion of Exhibit “J” of the Plan Amendment Application EA No. A-17-007/R-17-010/, August 7, 2017. Table 2 of that Exhibit enumerates trip generation maximums adopted by the General Plan for the project shown as follows;

Table 2 -Trip Generation Comparison								
Current Land Use Designations								
Uses	Size	ADT	AM	PM	Total	AM	PM	Total
Single Family Homes (ITE Code 210)	236 DU	2,247	44	133	177	149	87	236
Apartments (ITE Code 220)	896 DU	5,958	91	366	457	361	194	555
Supermarket (ITE Code 850)	43,038 SF	4,400	91	55	146	208	200	408
Pharmacy w/Drive Thru (ITE Code 881)	43,038 SF	4,171	77	71	148	213	213	426
High Turnover – Sit Down Restaurant (ITE Code 932)	43,038 SF	5,472	256	209	465	254	170	424
General Office (ITE Code 710)	814,403 SF	9,016	1,122	153	1,275	207	1,011	1,218
City Park (ITE Code 411)	18 64 acres	35	47	34	84	37	28	65
Total		31,299	1,728	1,024	2,752	1,429	1,903	3,332
Proposed Land Use Designations								
Junior College (ITE Code 540)	5,000 students	6,150	504	96	660	378	222	600
City Park (ITE Code 411)	9.63 acres	18	24	19	43	19	14	33
Single Family Homes (ITE Code 210)	654 DU	6,226	123	368	491	412	242	654
Shopping Center (ITE Code 820)	245,243 SF	10,472	146	89	235	437	473	910
Supermarket (ITE Code 850)	10,455 SF	1,071	22	14	36	50	49	99
Pharmacy w/Drive Thru (ITE Code 881)	10,455 SF	1,013	19	17	36	52	52	104
High Turnover – Sit Down Restaurant (ITE Code 932)	10,455 SF	1,329	62	51	113	62	41	103
Total		26,279	900	654	1,554	1,410	1,093	2,503
Difference (Current vs. Proposed)		-5,020	-828	-370	-1,198	-19	-810	-829

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Project Description

The Project proposes to develop up to 481 residential units (92 single-family detached, 25 single-family attached, 264 multi-family, and 100 lofts over ground floor retail), 253,700 sf of retail (including 10,000 sf of medical clinic), 40,000 sf of cinema (6 screens), 50,000 sf of office, and 11.75 acres of open space on approximately 89.68 acres located within the southwest quadrant of E. Jensen Avenue and S. Martin Luther King Jr. Boulevard.

The site is presently planned Medium Density Residential (50.18 acres, gross), Regional Commercial (21.08 acres, gross), Community Commercial (2.43 acres, gross), College (6.48 acres, gross), and Community Park (9.51 acres, gross). The proposed project would consist of Medium Density Residential (26.56 acres, gross), Medium High Density Residential (21.36 acres, gross), Open Space (11.75 acres, gross), Community Commercial (3.08 acres, gross), and Regional Commercial (26.93 acres, gross).

Trip Generation

Regarding residential uses:

- The Medium Density Residential land use can be developed with 5 to 12 single-family dwelling units per acre (net), although for the purposes of this Trip Generation Calculation it has been assumed that this land use would yield 5.03 units per acre (net) for a total of 92 single-family detached units. The method for calculating the net density of single-family detached units is shown in Attachment A.
- The Medium-High Density Residential land use can be developed with 12 to 16 multifamily dwelling units per acre (net). Based on the acreage for this land use area, this would yield 224 units. For the purposes of this Trip Generation Calculation, however, it is assumed that an 18.5% affordable housing density bonus is applied to the multi-family parcels within this land use area, yielding 265 total units (25 single-family attached rowhouse units and 240 multi-family units) with a resultant density of 18.94 units per acre (net).
- The Regional Commercial land use can be developed with up to 16 multi-family units per acre (net). Based on the acreage of the parcels that would develop with multi-family housing within this land use area, this would yield 120 units comprised of 20 multi-family units and 100 loft units over retail. For the purposes of this Trip Generation Calculation, however, it is assumed that a 20% affordable housing density bonus is applied to the multi-family parcels within this land use area, yielding 24 total multi-family units with a resultant density of 19.20 units per acre (net) for the multi-family parcel. This reveals a total of 124 units within the Regional Commercial land use area with a resultant density of 16.53 du/acre/net.

Thus, the total number of residential units within the Plan Area is 480: 92 single-family detached units, 288 multi-family units, and 100 loft units over retail.

Regarding commercial uses:

- The Regional Commercial land use can be developed with commercial building area with a floor area ratio (FAR) of up to 1.0, although for the purposes of the Trip Generation Calculation it has been assumed that this land use would yield an FAR of 0.41 for a total of 310,700 sf of

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commercial uses comprised of 50,000 sf of office, 40,000 sf of cinema, and 220,700 sf of retail (117,200 sf of general retail, 55,000 sf of supermarket, 20,000 sf of home improvement, 15,000 sf of restaurant, 2,500 sf of bank, and 10,000 sf of medical clinic), and 40,000 sf of cinema (6 screens).

- The Community Commercial land use can be developed with commercial building area with a floor area ratio (FAR) of up to 1.0, although for the purposes of the Trip Generation Calculation it has been assumed that this land use would yield an FAR of 0.33, for a total of 33,000 sf of general retail.

Thus, the total amount of commercial is 343,700 sf: 50,000 sf of office, 40,000 sf of cinema, and 253,700 of retail.

Trip generation rates for the proposed Project at buildout were obtained from the 10th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Table I presents the trip generation for the proposed Project with trip generation rates for a mix of uses. At buildout, the proposed Project is estimated to generate a maximum of 20,120 daily trips, 735 AM peak hour trips and 1851 PM peak hour trips.

Table I, Proposed Land Use Trip Generation

Table 1; Trip Generation Comparisons									
Current Land Use Designations									
Land Use (ITE Code)	Size	ADT	AM			PM			
			In	Out	Total	In	Out	Total	
Residential									
Single-Family Residential	210	92	868	17	51	68	57	34	91
Multi Fam. Housing Low Rise	220	289	2,115	31	102	133	102	60	162
Mid-Rise Res. w/ 1st-Floor Comm	231	100	344	8	22	30	25	11	36
Commercial, retail, Civic (1)									
Office	710	50,000	487	50	8	58	9	48	58
General Retail (Shop. Center)	820 (2)	150,000	5,663	87	54	141	274	297	572
Supermarket	850	56,000	5,980	128	86	214	264	254	517
Home improvement Store	862	20,000	615	18	14	31	23	24	47
High-Turnover (Sit-Down) Res.	932	15,000	1,683	82	67	149	91	56	147
Medical Clinic	630	10,000	382	29	8	37	10	23	33
Bank	912	2,500	250	14	10	24	26	26	51
Cinema	444	6	1,320	0	0	0	39	49	88
City Park	411	11.75	9	0	0	0	1	1	1
			19,715	885			1,801		

	ADT	AM Peak	PM Peak
Table 2 Ex. J	20,129	894	1,930
Proposed	19,715	885	1,801
Difference	(414)	(9)	(129)

Table 2 of Exhibit J sets the thresholds for the proposed project, and a comparison is made adjacent;

The ADT, PM and AM Peaks for the project fall lower than the previous project, as does the AM and PM Peak shown adjacent.

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Please feel free to contact us if you have any questions or comments.

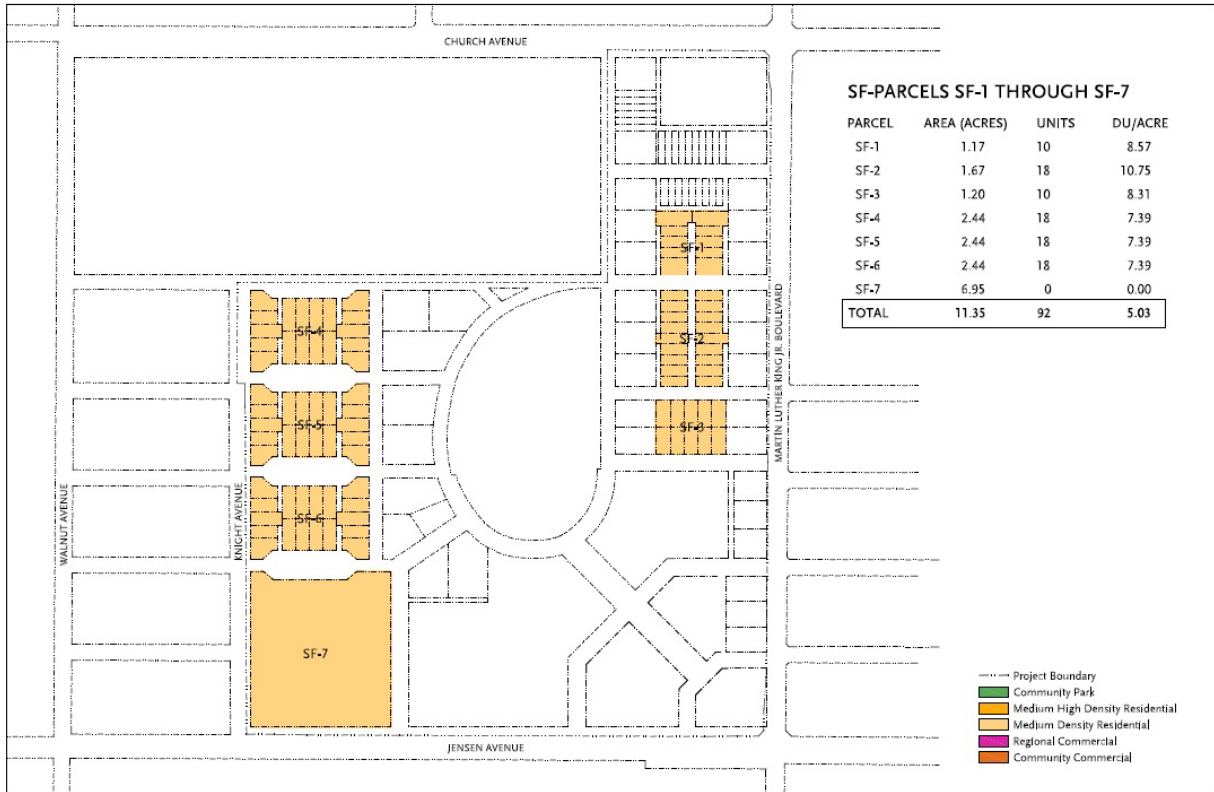
Prepared By:

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Prepared under the supervision and review of:

Paul Crabtree, PE License C-52179. Expires 12/31/2020 (pcrabtree@crabtreegroupinc.com, 719-221-1799)

ATTACHMENT A



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

December 13, 2019

Rodney Horton, Planner III
Planning & Development Department
2600 Fresno Street, 3rd Floor
Fresno, CA 93721

SUBJECT: REVIEW OF THE TRAFFIC IMPACT ANALYSIS DATED DECEMBER 11, 2019 FOR THE PROPOSED WEST CREEK VILLAGE BOUNDED BY CHURCH AVENUE, MARTIN LUTHER KING JR. BOULEVARD, JENSEN AVENUE AND KNIGHT AVENUE
TIS 19-024, P18-03290

PROJECT OVERVIEW

Traffic Operations and Planning staff has reviewed the Traffic Impact Analysis prepared by Swift and Associates LLC for the proposed West Creek Village, “project”. According to the Traffic Impact Analysis, the project plans to develop approximately 89.68 acres bounded by Church Avenue, Martin Luther King Jr. Boulevard, Jensen Avenue and Knight Avenue with residential, commercial, retail, office and park uses. The site is currently vacant. The project proposes to amend the current General Plan uses to include 26.58 acres of Medium Density Residential; 21.32 acres of Medium High Density Residential; 11.74 acres of Community Park; 3.08 acres of Community Commercial; and 26.96 acres of Regional Community Commercial.

Vehicle trips projected to be generated by the project were calculated using the ITE Trip Generation Manual, 10th Edition. A comparison of the projected trips to be generated with the original and proposed land use designations is shown in the following table.

Land Use	Size	ADT	Weekday					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Existing General Plan Designation								
City Park (ITE Code 411)	9.63 acres	18	24	19	43	19	14	33
Single Family Homes (ITE Code 210)	654 DU	6,226	123	368	491	412	242	654
Shopping Center (ITE Code 820)	245,243 SF	10,472	146	89	235	437	473	910
Supermarket (ITE Code 850)	10,455 SF	1,071	22	14	36	50	49	99

Pharmacy w/Drive Thru (ITE Code 881)	10,455 SF	1,013	19	17	36	52	52	104
High Turnover – Sit Down Restaurant (ITE Code 932)	10,455 SF	1,329	62	51	113	62	41	103
Total		20,129	396	558	954	1,032	871	1,903
Proposed General Plan Designation								
Single Family Dwelling (ITE Code 2120)	92 DU	868	17	51	68	57	34	91
Multi-Family Dwelling (ITE Code 220)	289 DU	2,115	31	102	133	102	60	162
Mid-Rise Residential with 1 st Floor Commercial (ITE Code 231)	100 DU	344	8	22	30	25	11	36
Office (ITE Code 710)	50,000 SF	487	50	8	58	9	48	58
Shopping Center (ITE Code 820)	150,000 SF	5,663	87	54	141	274	297	572
Supermarket (ITE Code 850)	56,000 SF	5,980	128	86	214	264	254	517
Home Improvement Store (ITE Code 862)	20,000 SF	615	18	14	31	23	24	47
High-Turnover (Sit Down) Restaurant (ITE Code 932)	15,000 SF	1,683	82	67	149	91	56	147
Medical Clinic (ITE Code 630)	10,000 SF	382	29	8	37	10	23	33
Bank (ITE Code 912)	2,500 SF	250	14	10	24	26	26	51
Cinema (ITE Code 444)	6 screens	1,320	0	0	0	39	49	88
City Park (ITE Code 411)	11.75 acres	9	0	0	0	1	1	1
Total		19,715	464	442	886	921	883	1,804
Difference		-414	68	-116	-68	-111	12	-99

DU = dwelling units SF = square feet

The project site is located in Traffic Impact Zone (TIZ) III. Traffic Impact Zone III allows for 100 peak hour trips to be generated by a project before a Traffic Impact Study is required. Because the proposed project is projected to generate less than 100 peak hour trips, additional traffic analyses will not be required.

GENERAL COMMENTS and CONDITIONS

1. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee per the Master Fee Schedule at the time of 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 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 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.

2. 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.
3. 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.
4. The proposed project shall pay the \$288 Traffic Impact Study review fee for review of the document. Proof of payment shall be provided to the Traffic Operations and Planning Division.
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 Operations and Planning 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
City Traffic Engineer / Traffic Operations & Planning Manager
Public Works Department, Traffic Operations & Planning Services

C: Copy filed with Trip Generation Analysis
Louise Gilio, Traffic Planning Supervisor, Public Works
Andrew Benelli, Assistant Director, Public Works
Harman Dhaliwal, Professional Engineer, Public Works