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Governor's Office of Planning & Research

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**STATE CLEARINGHOUSE**

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Draft EIR/TIS

Park West Development Project

Chris Lang  
Development and Resource Management Dept.  
2600 Fresno Street  
Fresno, CA 93721

Dear Mr. Lang:

Thank you for the opportunity to review the Parc West Development. The application proposes to construct 844 single-family residential units including a park and trail system on approximately 160 acres. The project is located approximately 2.7 miles west of State Route (SR) 99, north of West Ashlan and west of North Grantland Avenue, in the City of Fresno.

The site was part of the previously approved Westlake Development Project. A Westlake EIR was certified by the city in 2012. The Westlake Project analyzed approximately 2,600 residential units, 295,000 sq. ft. of commercial space, and a 55-acre man-made lake on 430 acres. Following certification of the Westlake EIR, the project applicant (Granville Homes) put the project on hold. Since that time, the applicant has scaled down the project (Parc West) to include only 844 units on 160 acres. The project is proposed to be built out in phases, with Phase 1 generating 84 units. The project developer intends to begin construction activities in late 2020.

Caltrans provides the *following comments* consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. This office concurs with the selected AM peak hour trip rate of 0.74 and PM peak hour trip rate of 0.99 for Single-Family Detached Housing. According to the TIS, at buildout (844 units), the proposed project is estimated to generate a maximum of 7,968 daily trips, 625 AM peak hour trips (156-In and 469-Out) and 836 PM peak hour trips (527-In and 309-Out). Under Phase 1, the

development is estimated to generate a maximum of 793 daily trips, 62 AM peak hour trips and 83 PM peak hour trips. Phase 2 will construct 381 single-family residential units is estimated to generate a maximum of 3,597 daily trips, 282 AM peak hour trips and 377 PM peak hour trips. The critical peak period for the study facilities was determined to be during the PM peak, therefore the PM peak volumes were utilized to determine the project's pro-rata fair share.

2. It appears that no peak hour (AM or PM) project-only trips were assigned to various ramps. In particular, the Shaw Avenue South Bound (SB) Off-Ramp, Shaw Avenue North Bound (NB) On-Ramp, Ashlan Avenue SB Off-Ramp, Ashlan Avenue SB On-Ramp, Ashlan NB Off-Ramp and Ashlan NB Loop On-Ramp were not assigned peak hour trips. It is anticipated the trips generated from the development would have an impact on the Shaw Avenue and Ashlan Avenue Interchange ramps.

Therefore, it is recommended the study verify that project-only trips are assigned to the ramps in order to obtain an accurate fair-share contribution for the future improvements necessary to maintain the safety and operations of SR 99.

3. Caltrans supports the application of Safe Routes to School for this Project, which was included in the Traffic Impact Analysis. Caltrans further encourages the Project to support Fresno General Plan's public facilities policy goal (E-13-a) to, "Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities."

If you have any further questions, contact Nicholas Isla at (559) 444-2583 or [Nicholas.isla@dot.ca.gov](mailto:Nicholas.isla@dot.ca.gov).

Sincerely,



JAMAICA GENTRY, (A)Chief  
Transportation Planning - North