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Electronic Mail & U.S. Mail

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REF: GPA/ZC, APN 529-012-37, Santa Fe Way between Renfro Road & Leonard Alvarado Road, Bakersfield, CA

Dear Mr. Batey:

This letter is in response to your request for a traffic analysis for the above referenced APN in the City of Bakersfield.

Purpose

The purpose of this study is to evaluate the impact of a general plan amendment and zone change, which would amend the land use designation from R-IA (Resource Intensive Agriculture) to LI (Light Industrial) and change the zoning classification from A (Agriculture) to M-1 (Light Industrial) on approximately 8.53 acres of a 20-acre parcel.

The proposed light industrial development on APN 529-012-37 will include a series of 5,000 to 10,000 square foot buildings, which will operate as office/warehouses with yards. The maximum building area will be 50,000 square feet. A vicinity and location map are presented in Figures 1 and 2, respectively (see attached).

Project Trip Generation And Distribution

The trip generation and design hour volumes for the project are shown in Table 1 and were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. ITE Land Use Code 150 (Warehousing), which is defined in the ITE manual as, "...primarily devoted to the storage of materials, but it may also include office and maintenance areas," is consistent with the types of facilities being proposed. Therefore, the ADT rate equations as well as the AM/PM rate equations and directional splits for the warehousing land use code were used to estimate the project ADT as well as the trip generation for the proposed development for peak hour of adjacent street traffic. The directional splits for the project traffic are shown in Table 2.

Table 1
Trip Generation
Proposed Light Industrial Development

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
150	Warehousing	50 1000 sq ft GFA	eq	125	eq	77% 24	23% 7	eq	27% 9	73% 25

Table 2
Directional Splits
Proposed Light Industrial Development


Direction	Percentage	Primary Route
North	10%	Santa Fe Way
East	10%	Hageman Road
South	40%	Santa Fe Way
West	40%	Hageman Road

Project traffic distribution was estimated based on a review of the potential draw from population centers within the region. The project trip distribution volumes for the project are shown in Figure 3 (attached).

The City's threshold for requiring a traffic impact study is whether or not a project adds 50 or more trips to any intersection during the PM peak hour. As shown on Table 1 and Figure 3, the project does not reach the 50-trip threshold at any given intersection or peak hour, and therefore a traffic impact study is not required. It is anticipated that the project will participate in the metropolitan Bakersfield Regional Transportation Impact Fee (RTIF) program, which will address any cumulative impacts created by the incremental increase in traffic associated with the project.

Please contact me should you have any questions.

Very truly yours,

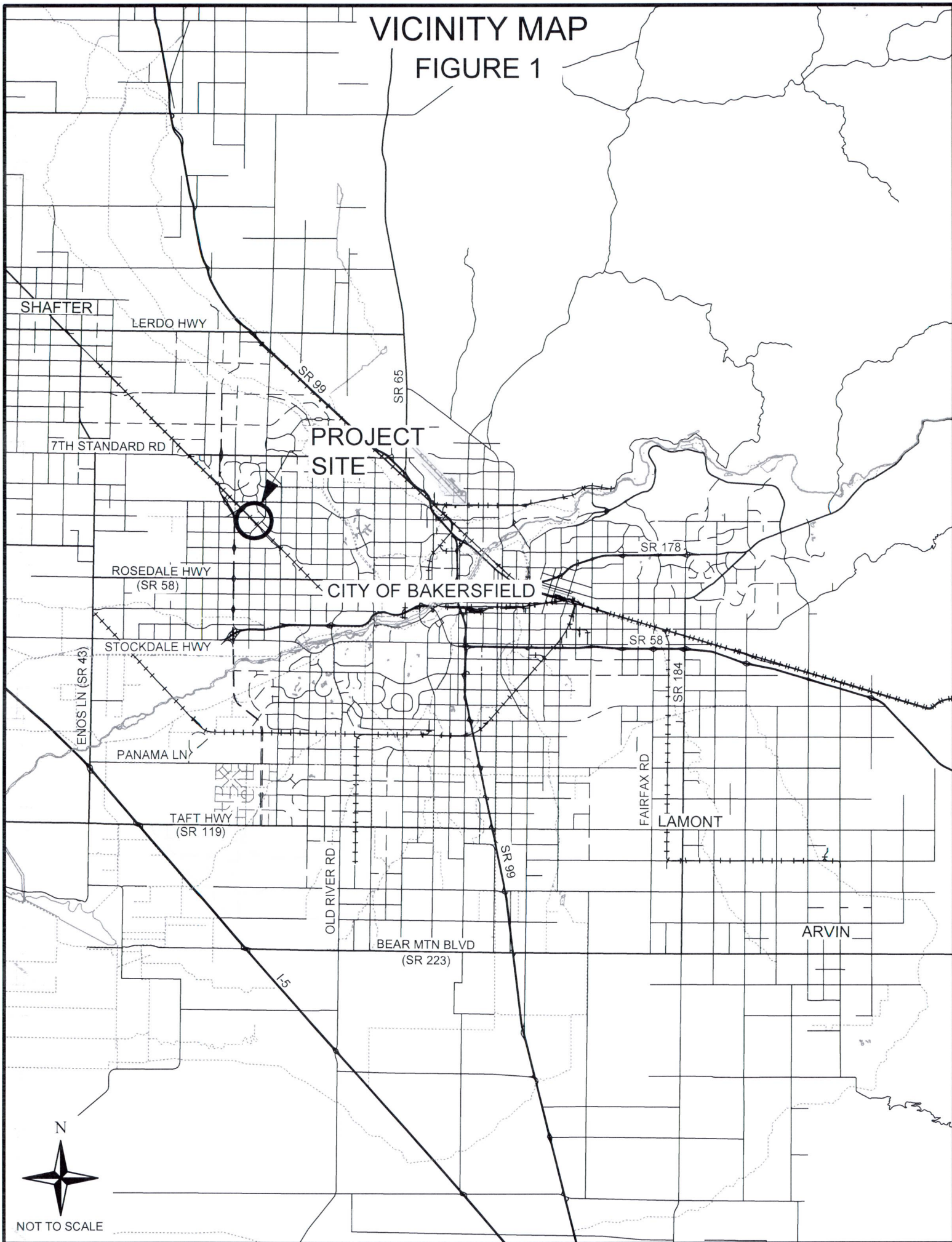

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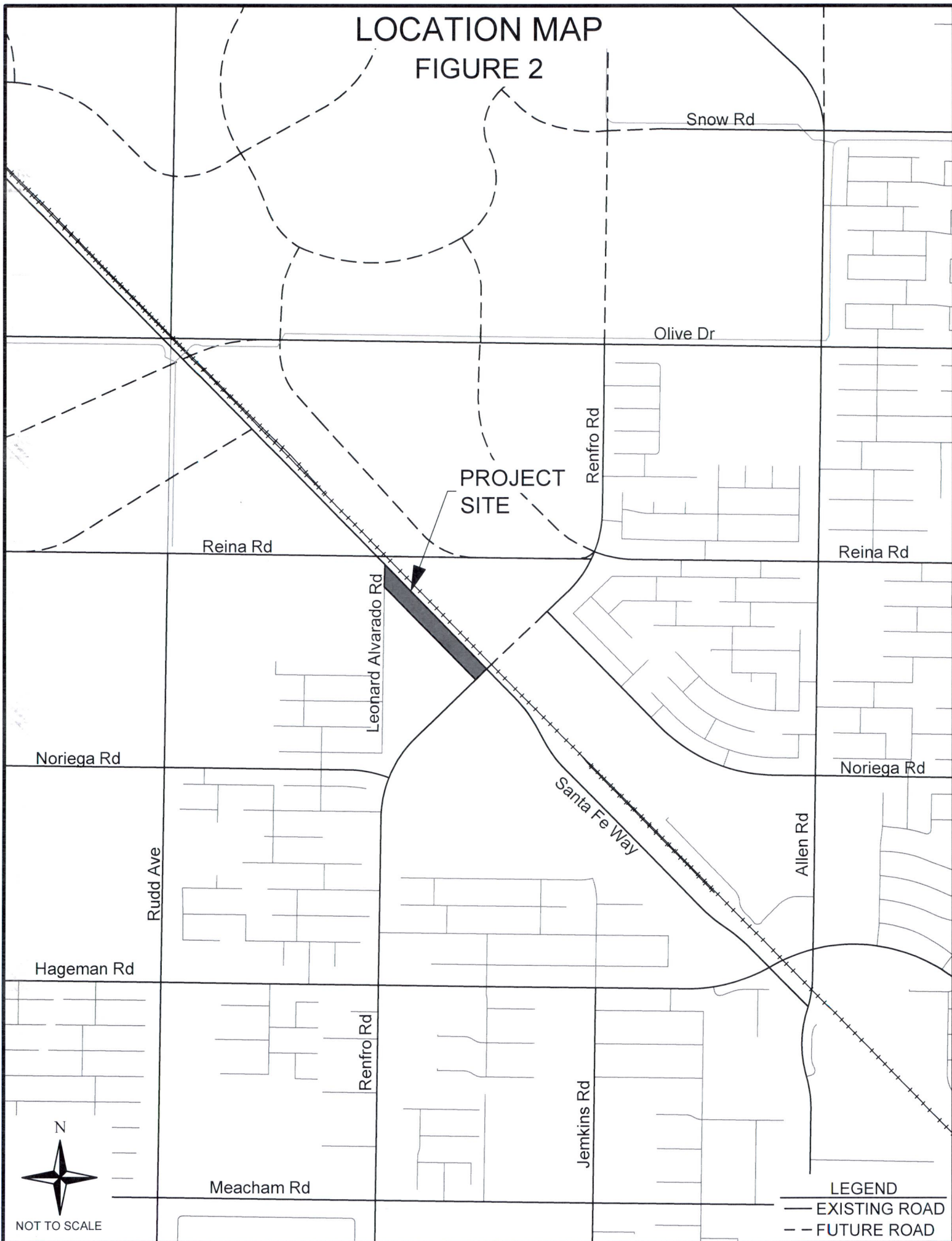
Enclosures

VICINITY MAP

FIGURE 1



LOCATION MAP FIGURE 2



PROJECT PM PEAK HOUR TRAFFIC

FIGURE 3

