

Exhibit N

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September 28, 2021

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**SUBJECT: REVISION #4 - REVIEW OF THE TRAFFIC IMPACT ANALYSIS DATED MARCH 31, 2021 AND CHAPTER 3 SECTION 17 – TRANSPORTATION OF THE ENVIRONMENTAL IMPACT REPORT PREPARED BY CRAWFORD & BOWEN PLANNING, INC. (STATE CLEARINGHOUSE #2000021003) FOR THE COPPER RIVER RANCH DEVELOPMENT LOCATED ON THE NORTHWEST QUADRANT OF WILLOW AVENUE AND COPPER AVENUE TIS 21-002, P20-03995**

## **PROJECT OVERVIEW**

Traffic Operations and Planning staff has reviewed the Traffic Impact Analysis (TIA) prepared by JLB Traffic Engineering, Inc. and Chapter 3 Section 17 – Transportation of the Environmental Impact Report (EIR) prepared by Crawford & Bowen Planning, Inc. for the proposed Copper River Ranch Development, “project”. At build out, the project has proposed to have constructed the following:

- 3,278 residential units (2,429 single family & 849 multi-family)
- 254,423 square feet of mixed-use commercial uses
- Park-N-Ride lot with 23 parking spaces
- 28.80 acres of park space
- 3.30 acres of wastewater treatment plant

The TIA evaluated the impacts of the project by analyzing 23 intersections in the vicinity of the project during the AM and PM peak hours. Vehicle trips projected to be generated by the project were calculated using the ITE Trip Generation Manual, 10<sup>th</sup> Edition. The table below includes a comparison of the daily (ADT), AM and PM peak hour trips projected to be generated by proposed project as shown in the 2003 EIR, this TIA / 2021 EIR, and the remaining development to be built.

Land Use	Size	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<b>2003 EIR General Plan Designations</b>								
Park-N-Ride Lot with Bus Service	27 parking spaces	138	16	6	22	5	13	18
Single Family Detached Housing	1,084 DU	10,374	206	607	813	694	401	1,095
Apartments	1,753 DU	11,780	175	719	894	701	386	1,087
Hotel	60 occupied rooms	490	20	13	33	19	17	36
City Park	2.61 acres	4	0	0	0	0	0	0
Specialty Retail Center	9,670 SF	429	0	0	0	12	15	27
Shopping Center	235,443 SF	10,110	149	95	244	425	459	884
Deli	4,000 SF	600	32	22	54	5	13	18
Wastewater Treatment Plant	3.30 acres	10	1	1	2	1	1	2
<b>Total</b>		<b>33,935</b>	<b>599</b>	<b>1,463</b>	<b>2,062</b>	<b>1,862</b>	<b>1,305</b>	<b>3,167</b>
<b>2021 EIR Proposed General Plan Designations</b>								
Park-N-Ride Lot with Bus Service	23 parking spaces	65	8	2	10	2	8	10
Single Family Detached Housing	2,429 DU	22,930	445	1,352	1,797	1,517	888	2,405
Apartments	849 DU	6,215	89	301	390	299	176	475
City Park	28.80 acres	22	1	0	1	2	1	3
Shopping Center	254,423 SF	16,924	541	422	963	656	730	1,386
Wastewater Treatment Plant	3.30 acres	8	2	0	2	0	2	2
<b>Total</b>		<b>46,164</b>	<b>1,086</b>	<b>2,077</b>	<b>3,163</b>	<b>2,476</b>	<b>1,805</b>	<b>4,281</b>
Difference between 2021 & 2003		+12,229	+487	+614	+1,101	+614	+500	+1,114
<b>Remaining Build-Out Phase</b>								
Single Family Detached Housing	1,270 DU	11,987	233	705	938	792	466	1,258
Apartments	849 DU	6,215	89	301	390	299	176	475
City Park	25.30 acres	20	1	0	1	2	1	3
Commercial	192,273 SF	14,230	464	380	844	539	583	1,122
<b>Total</b>		<b>32,452</b>	<b>787</b>	<b>1,386</b>	<b>2,176</b>	<b>1,632</b>	<b>1,226</b>	<b>2,858</b>

DU = dwelling units

SF = square feet

## 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. 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. 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.

Improvements at the following study intersections are included in the TSMI fee program:

- Willow Avenue at Alicante Drive
  - Millbrook Avenue at Copper Avenue
  - Cedar Avenue at Copper Avenue
  - Chestnut Avenue at Copper Avenue
  - Willow Avenue at Copper Avenue
  - Millbrook Avenue at Olympic Avenue
  - Cedar Avenue at Olympic Avenue
  - Chestnut Avenue at International Avenue
  - Chestnut Avenue at Behymer Avenue
  - Somerville Avenue at Chestnut Avenue
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](http://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 \$1,055 Traffic 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 install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of Chestnut Avenue and Behymer Avenue prior to the issuance of building permits for development of the proposed project generating up to 950 average daily trips (ADT) of the 32,452 ADT projected to be generated by the remaining build out of the project. This improvement will improve the crossing conditions for students. The traffic signal poles shall be installed in the ultimate location and may require the acquisition of right-of-way. The intersection shall be constructed to include the following configuration:

- Eastbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
- Westbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
- Northbound – one (1) left-turn lane, one (1) through lane and one (1) right-turn lane
- Southbound – one (1) left-turn lane, one (1) through lane and one (1) right-turn lane
- Bike lanes shall be provided in all directions

The City of Fresno has recently submitted an application for grant funding to install a traffic signal at the intersection of Chestnut Avenue and Behymer Avenue. If funding is awarded before the project generates 950 ADT of the 32,452 ADT this condition will be waived.

6. The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of Cedar Avenue and Olympic Avenue prior to the issuance of building permits for development of the proposed project generating up to 2,400 average daily trips (ADT) of the 32,452 ADT projected to be generated by the remaining build out of the project. This improvement will improve the crossing conditions for students. The traffic signal poles shall be installed in the ultimate location and may require the acquisition of right-of-way. The intersection shall be constructed to include the following configuration:

- Eastbound – one (1) left-turn lane and one (1) right-turn lane
- Northbound – one (1) left-turn lane and two (2) through lanes
- Southbound – two (2) through lanes and one (1) right turn lane
- Bike lanes shall be provided in all directions

7. The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of Millbrook Avenue and Olympic Avenue prior to the issuance of building permits for development of the proposed project generating up to 2,400 average daily trips (ADT) of the 32,452 ADT projected to be generated by the remaining build out of the project. This improvement will improve the crossing conditions for students. The traffic signal poles shall be installed in the ultimate location and may require the acquisition of right-of-way. The intersection shall be constructed to include the following configuration:

- Westbound – one (1) left-turn lane and one (1) right-turn lane
- Northbound – two (2) through lanes and one (1) right turn lane
- Southbound – one (1) left-turn lane and two (2) through lanes

- Bike lanes shall be provided in all directions
8. The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of Willow Avenue and Alicante Drive prior to the issuance of building permits for development of the proposed project generating up to 3,800 average daily trips (ADT) of the 32,452 ADT projected to be generated by the remaining build out of the project. The traffic signal poles shall be installed in the ultimate location and may require the acquisition of right-of-way. The intersection shall be constructed to include the following configuration:
    - Eastbound – one (1) left-turn lane and one (1) right turn lane
    - Northbound – one (1) left-turn lane and one (1) through lane
    - Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
    - Bike lanes shall be provided along the west side of Willow in the southbound direction
  9. The proposed project shall widen/construct Willow Avenue between Copper Avenue and Alicante Drive prior to the issuance of building permits for development of the proposed project generating up to 20,000 average daily trips (ADT) of the 32,452 ADT projected to be generated by the remaining build out of the project. The segment shall be widened/constructed to include two (2) 12' travel lanes in each direction, shoulder, and a raised median island. The northbound portion of the segment should reduce to one northbound through lane prior to the intersection of Alicante Drive, utilizing a 55 mph design speed and 55:1 taper, following a series of three Type VI lane drop arrows north of Copper Avenue. The roadway segment shall be constructed per City of Fresno standards and may require the acquisition of right-of-way. Note, the intersection of Alicante Drive and Willow Avenue shall conform to the configuration in condition #8 above.
  10. The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of Chestnut Avenue and Sommerville Drive prior to the issuance of building permits for development of the proposed project generating up to 4,800 average daily trips (ADT) of the 32,452 ADT projected to be generated by the remaining build out of the project. This improvement will improve the crossing conditions for students. The traffic signal poles shall be installed in the ultimate location and may require the acquisition of right-of-way. The intersection shall be constructed to include the following configuration:
    - Westbound – one (1) left-turn lane and one (1) right-turn lane
    - Northbound – one (1) left-turn lane, one (1) through lane, and one (1) shared through-right-turn lane
    - Southbound – one (1) left-turn lane and two (2) through lanes
    - Bike lanes shall be provided in all directions
  11. The project has proposed a full access intersection on Willow Avenue north of Alicante. Willow Avenue is a super arterial which allows for limited access points. All full access intersections along a super arterial shall be signalized. The City is not supportive of a traffic signal or a full access intersection at this location. The intersection shall be designed and constructed to include the following configuration:

- Eastbound – one (1) right turn lane
  - Northbound – one (1) left-turn lane, one (1) through lane
  - Southbound – one (1) through lane and one (1) right-turn lane
  - Bike lanes shall be provided along the west side of Willow in the southbound direction
12. Each entitlement of the proposed project shall be responsible for providing a trip generation study as part of its application. The trip generation study shall include the trip generation of the proposed project as well as the trip generation of all components approved at that time.
  13. 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.
  14. 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](mailto: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 Traffic Impact Study  
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