

**Exhibit K**  
**City of Fresno Public Works Department**  
**TIS Memorandum**

**ID 23-1785:** Consideration of Conditional Use Permit Application No. P23-00835, Planned Development Permit Application No. P23-02080, and related Environmental Assessment

# EXHIBIT E



## PUBLIC WORKS DEPARTMENT

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

July 19, 2017

Sophia Pagoulatos, Planning Manager  
Development and Resources Management Department  
2600 Fresno Street, 3<sup>rd</sup> Floor  
Fresno, CA 93721

**SUBJECT:** PLAN AMENDMENT AND REZONE FOR THE PROPERTY LOCATED ON THE NORTHWEST CORNER OF JENSEN AVENUE AND MARTIN LUTHER KING BOULEVARD - TRAFFIC IMPACT STUDY  
TIS 17-101, A-17-007, R-17-010, TMP 2017-06, ANX-17-005

### PROJECT OVERVIEW

Traffic Engineering staff prepared a Traffic Impact Study (TIS) to assess the traffic impacts due to the proposed plan amendment and rezone "project" for the property located on the northwest corner of Jensen Avenue and Martin Luther King Boulevard. The project site is bounded by Church Avenue to the north, Jensen Avenue to the south, Knight Avenue to the west and Martin Luther King (MLK) Boulevard to the east. The plan amendment proposes to amend the Fresno General Plan and Edison Community Plan from the current land use designations to the proposed uses for the 115.95 acre site as shown in Table 1.

Table 1 – Land Use Designations	
Current Land Use Designations	Proposed Land Use Designations
Medium Density Residential – 19.25 acres	Medium Density Residential – 54.48
Urban Neighborhood – 29.44 acres	Community Commercial – 2.4 acres
Community Commercial – 10.11 acres	Regional Commercial – 22.52 acres
Office – 37.69 acres	Community Park – 9.63 acres
Community Park – 19.09 acres	Public Facility – College – 26.55 acres

The rezone application proposes to amend the Official Zone Map from the Fresno County AL-20 (Limited Agriculture) to the following City of Fresno zone districts: 54.48 acres of RS-5 (Residential Single-Family); 2.4 acres of CC (Community Commercial); 22.52 acres of CR (Commercial-Regional); 9.63 acres of PR (Parks and Recreation); and 26.55 acres of PI (Public Institution).

### METHODOLOGY

The above land use designations were used to develop the trip generation for both the current and proposed land use designations. Using approved methods, the acreage for a use was converted to either square footage using a floor area ratio (FAR) or the number of dwelling units in order to calculate the number of projected vehicle trips associated with each land use

designation. Trip generation was developed using the *ITE Trip Generation Manual, 9<sup>th</sup> Edition*. Table 2 lists the corresponding land use codes, sizes and daily (ADT), AM and PM peak hour trips projected to be generated by the current and proposed land use designations. The trip generation for the Community Commercial use was calculated using three (3) of the more intensive uses allowed under this zoning type and should be considered worst-case.

<b>Table 2 -Trip Generation Comparison</b>								
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
<b>Total</b>		<b>31,299</b>	<b>1,728</b>	<b>1,024</b>	<b>2,752</b>	<b>1,429</b>	<b>1,903</b>	<b>3,332</b>
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
<b>Total</b>		<b>26,279</b>	<b>900</b>	<b>654</b>	<b>1,554</b>	<b>1,410</b>	<b>1,093</b>	<b>2,503</b>
<b>Difference (Current vs. Proposed)</b>		<b>-5,020</b>	<b>-828</b>	<b>-370</b>	<b>-1,198</b>	<b>-19</b>	<b>-810</b>	<b>-829</b>

As shown in Table 2, the proposed project is projected to generate 5,020 average daily trips, 1,198 AM peak hour trips and 829 PM peak hour trips less than the current land uses.

To analyze the traffic impacts resulting from build-out of the proposed project, the operations of nine (9) intersections were analyzed during the AM and PM peak hours using *Synchro 9* software, which incorporates the *2010 Highway Capacity Manual* methodologies.

Intersection turning movements were collected at the study intersections during the AM and PM peak hours on Thursday, June 29, 2017. Counts were adjusted using the Fresno Council of Governments (COG) Traffic Model and ITE Trip Generation to reflect school conditions. Trip distributions and future traffic volume forecasts were developed using COG Traffic Models. Future roadway configurations and traffic signal improvements were developed based on the General Plan and City of Fresno Traffic Signal Mitigation Impact (TSMI) fee program. Traffic signal timing inputs were based on existing signal timings and methodologies included in the California Manual on Uniform Traffic Control Devices, 2014.

Per the City of Fresno General Plan, the City is divided into four (4) traffic impact zones (TIZ) representing an acceptable level of service (LOS) for each zone. All four (4) TIZ are represented in the southwest area of Fresno and the nine (9) study intersections. Analysis results were evaluated against the corresponding TIZ LOS. For intersections bounded by two (2) or more TIZ, the more conservative TIZ standard was considered for impacts and mitigation recommendations.

## RESULTS

The results of the operational analysis are shown in Table 3. Intersections that are currently operating or are projected to operate below the appropriate TIZ LOS standard are shown in bold in Table 3. As shown in Table 3, the following locations, by scenario, are projected to operate below the appropriate TIZ LOS standard:

### Existing Conditions

- Jensen Avenue at Walnut Avenue
  - Northbound Approach – AM/PM peak hours
  - Southbound Approach – AM/PM peak hours
- Jensen Avenue at Elm Avenue – AM peak hour

### Existing Plus Project

- Church Avenue at Walnut Avenue – AM/PM peak hours
- Church Avenue at MLK Blvd. – AM/PM peak hours
- Jensen Avenue at Walnut Avenue
  - Northbound Approach – AM/PM peak hours
  - Southbound Approach – AM/PM peak hours
- Jensen Avenue at Elm Avenue – AM peak hour

### 2035 No Project

- Church Avenue at Walnut Avenue – AM/PM peak hours
- Church Avenue at MLK Blvd. – AM/PM peak hours
- Church Avenue at Elm Avenue – PM peak hour
- Jensen Avenue at Walnut Avenue - AM/PM peak hours
- Jensen Avenue at MLK Blvd. – AM/PM peak hours
- Jensen Avenue at Elm – AM/PM peak hours

Table 3 – Level of Service Summary

Intersections	Existing				Existing Plus Project				2035 No Project				2035 Project			
	AM		PM		AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
California Avenue at Walnut Avenue	F	167.8	C	23.4	F	248.4	F	<b>80.1</b>	E	79.5	F	214.1	F	132.4	F	174.6
<i>Mitigated</i>					D	54.0	D	43.3								
California Avenue at MLK Blvd.	F	88.7	B	15.8	F	101.2	D	50.4	F	86.3	E	76.8	F	80.5	E	74.6
<i>Mitigated</i>					F	130.2	E	60.4								
Ventura Avenue at B Street	B	16.4	C	23.6	B	16.2	C	21.8	C	23.5	D	45.7	C	23.5	D	46.5
Church Avenue at Walnut Avenue	B	11.6	A	9.7	F	<b>82.7</b>	F	<b>90.3</b>	F	<b>198.1</b>	F	<b>251.3</b>	F	<b>250.5</b>	F	<b>206.8</b>
<i>Mitigated</i>					D	45.9	E	62.3					D	54.5	D	43.7
Church Avenue at MLK Blvd.	D	42.6	D	39.6	E	<b>61.9</b>	E	<b>79.2</b>	F	<b>81.9</b>	E	<b>76.0</b>	E	<b>55.6</b>	E	<b>57.7</b>
<i>Mitigated</i>					D	54.4	D	48.7					D	49.2	D	52.0
Church Avenue at Elm Avenue	C	24.9	B	18.7	C	33.4	C	23.5	C	33.6	F	<b>159.7</b>	E	<b>78.4</b>	F	<b>140.7</b>
Jensen Avenue at Walnut Avenue									F	<b>143.4</b>	F	<b>111.1</b>	F	<b>137.4</b>	F	<b>101.5</b>
• NB Approach	F	<b>263.9</b>	F	<b>241.1</b>	F	<b>471.1</b>	F	<b>1162.5</b>								
• SB Approach	F	<b>236.9</b>	F	<b>313</b>	F	<b>1723.4</b>	F	<b>1923.2</b>								
• EB Left	A	8.6	A	9.9	A	8.8	B	10.3								
• WB Left	A	9.2	A	8.6	A	9.5	A	9.2								
<i>Mitigated</i>					D	40.6	D	50.0								
Jensen Avenue at MLK Blvd	C	23.2	C	24.5	C	23.3	C	23.5	F	<b>81.6</b>	E	<b>76.3</b>	E	<b>73.3</b>	E	<b>62.9</b>
<i>Mitigated</i>													E	56.9	D	54.9
Jensen Avenues at Elm Avenue	F	<b>216.2</b>	E	<b>75.0</b>	F	<b>195.6</b>	E	<b>73.8</b>	F	<b>87.5</b>	F	<b>160.7</b>	F	<b>89.2</b>	F	<b>157.0</b>
<i>Mitigated</i>					E	60.2	E	56.0					E	77.6	E	69.7

NB = northbound

SB = southbound

EB = eastbound

WB = westbound

## 2035 Project

- Church Avenue at Walnut Avenue – AM/PM peak hours
- Church Avenue at MLK Blvd. – AM/PM peak hours
- Church Avenue at Elm Avenue – PM peak hour
- Jensen Avenue at Walnut Avenue - AM/PM peak hours
- Jensen Avenue at MLK Blvd. – AM/PM peak hours
- Jensen Avenue at Elm – AM/PM peak hours

To mitigate the intersections that are projected to operate below the adopted TIZ LOS standard, the following improvements are recommended. Levels of service using these recommendations are shown in italics in Table 3.

## Existing Plus Project

- California Avenue at Walnut Avenue
  - Install a traffic signal with left-turn phasing
  - Restripe/widen the northbound approach from a shared left-through-right lane to one (1) left-turn lane and a shared through-right lane
  - Restripe/widen the southbound approach from a shared left-through-right lane to one (1) left-turn lane and a shared through-right lane
- Church Avenue at Walnut Avenue
  - Install a traffic signal with left-turn phasing
  - Restripe/widen the northbound approach from a shared left-through-right lane to one (1) left-turn lane and a shared through-right lane
  - Restripe/widen the southbound approach from a shared left-through-right lane to one (1) left-turn lane and a shared through-right lane
  - Restripe/widen the westbound approach from a shared left-through-right lane to one (1) left-turn lane and a shared through-right lane
  - Restripe/widen the eastbound approach from a shared left-through-right lane to one (1) left-turn lane and a shared through-right lane
- Church Avenue at MLK Blvd.
  - Restripe/widen the southbound approach from one (1) left-turn lane and a shared through right lane to one (1) left-turn lane, one (1) through lane and one (1) right-turn lane
  - Restripe/widen the westbound approach from one (1) left-turn lane and a shared through right lane to one (1) left-turn lane, one (1) through lane and one (1) right-turn lane
  - Restripe/widen the eastbound approach from one (1) left-turn lane and a shared through right lane to one (1) left-turn lane, one (1) through lane and one (1) right-turn lane
- Jensen Avenue at Walnut Avenue
  - Install a traffic signal with left-turn phasing
  - Restripe/widen the northbound approach from a shared left-through-right lane to one (1) left-turn lane and a shared through-right lane
  - Restripe/widen the southbound approach from a shared left-through-right lane to one (1) left-turn lane and a shared through-right lane
  - Restripe/widen the westbound approach from a shared left-through-right lane to one (1) left-turn lane, one (1) through lane and a shared through-right lane

- Restripe/widen the eastbound approach from a shared left-through-right lane to one (1) left-turn lane, one (1) through lane and a shared through-right lane
- Jensen Avenue at Elm Avenue
  - Restripe/widen the southbound approach from one (1) left-turn lane, one (1) through lane and a shared through-right to one (1) to one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
  - Restripe/widen the westbound approach from one (1) left-turn lane, one (1) through lane and a shared through-right to one (1) to one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
  - Restripe/widen the eastbound approach from one (1) left-turn lane, one (1) through lane and a shared through-right to one (1) to one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane

## 2035 Project

- Church Avenue at Walnut Avenue
  - Restripe/widen the northbound approach from one (1) left-turn lane and a shared through-right lane to one (1) left-turn lane, one (1) through lane and one (1) right-turn lane
  - Restripe/widen the southbound approach from one (1) left-turn lane and a shared through-right lane to one (1) left-turn lane, one (1) through lane and one (1) right-turn lane
  - Restripe/widen the westbound approach from one (1) left-turn lane and a shared through-right lane to one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
  - Restripe/widen the eastbound approach from one (1) left-turn lane and a shared through-right lane to one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
- Church Avenue at MLK Blvd.
  - Restripe/widen the southbound approach from one (1) left-turn lane and a shared through-right lane to one (1) left-turn lane, one (1) through lane and one (1) right-turn lane
  - Restripe/widen the westbound approach from one (1) left-turn lane and a shared through-right lane to one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
  - Restripe/widen the eastbound approach from one (1) left-turn lane and a shared through-right lane to one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
- Church Avenue at Elm Avenue
  - Upgrade the traffic signal to include protected left-turn phasing
- Jensen Avenue at Walnut Avenue
  - Restripe/widen the northbound approach from one (1) left-turn lane and a shared through right to one (1) left-turn lane, one (1) through lane and one(1) right-turn lane
  - Restripe/widen the southbound approach from one (1) left-turn lane and a shared through right to one (1) left-turn lane, one (1) through lane and one(1) right-turn lane

- Restripe/widen the westbound approach from one (1) left-turn lane, one (1) through lane and a shared through-right lane to one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
- Restripe/widen the eastbound approach from one (1) left-turn lane, one (1) through lane and a shared through-right lane to one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
- Jensen Avenue at MLK Blvd.
  - Restripe/widen the westbound approach from one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane to one (1) left-turn lane, three (3) through lanes and one (1) right-turn lane
  - Restripe/widen the eastbound approach from one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane to one (1) left-turn lane, three (3) through lanes and one (1) right-turn lane
- Jensen Avenue at Elm Avenue
  - Upgrade the traffic signal to include a northbound right-turn

## CONDITIONS

The proposed project will be conditioned with the following:

1. Implementation of the Existing Plus Project mitigation/improvements as described above.
2. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee per the Master Fee Schedule at the time of building permit(s).

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 2035 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 2035 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](http://www.fresnocog.org). Provide proof of payment or exemption, based on vesting rights, prior to issuance of building permits.
5. The project shall construct a Class I Trail along the south side of Church Avenue from Walnut Avenue to the project's western boundary and install a High-Intensity Activated crosswalk beacon (HAWK) at the intersection of Church and Fairview Avenues.
6. 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.
7. 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](mailto:jill.gormley@fresno.gov) .

Sincerely,



Jill Gormley, TE  
City Traffic Engineer / Traffic Engineering Manager  
Public Works Department, Traffic & Engineering Services

C: Copy filed with Traffic Impact Study  
Louise Gilio, Traffic Planning Supervisor

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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, 3<sup>rd</sup> 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, 10<sup>th</sup> 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
<b>Existing General Plan Designation</b>								
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
<b>Total</b>		<b>20,129</b>	<b>396</b>	<b>558</b>	<b>954</b>	<b>1,032</b>	<b>871</b>	<b>1,903</b>
<b>Proposed General Plan Designation</b>								
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 <sup>st</sup> 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
<b>Total</b>		<b>19,715</b>	<b>464</b>	<b>442</b>	<b>886</b>	<b>921</b>	<b>883</b>	<b>1,804</b>
<b>Difference</b>		<b>-414</b>	<b>68</b>	<b>-116</b>	<b>-68</b>	<b>-111</b>	<b>12</b>	<b>-99</b>

*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](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 \$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](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 Trip Generation Analysis  
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