

## Exhibit G



BILL NO. 3

ORDINANCE NO. 2021-003

AN ORDINANCE OF THE CITY OF FRESNO, CALIFORNIA,  
UPDATING THE OFFICIAL ZONING MAP AS DESCRIBED  
BY SECTION 15-108 OF THE FRESNO MUNICIPAL CODE,  
AND PURSUANT TO THE PROCEDURES SET FORTH IN  
ARTICLE 58, CHAPTER 15 OF THE FRESNO MUNICIPAL  
CODE

WHEREAS, Rezone Application No. P19-00417 has been filed by Gary Giannetta on behalf of GVM Holdings, Inc., with the City of Fresno to rezone property as depicted in the attached Exhibit "B," hereinafter referred to as "subject property"; and

WHEREAS, pursuant to the provisions of Article 58, Chapter 15, of the Fresno Municipal Code, the Planning Commission of the City of Fresno held a public hearing on the 2nd day of December 2020, to consider Rezone Application No. P19-00417 and related Final EIR SCH No. 2020039061 dated June 30, 2020, during which the Commission considered the Environmental Impact Report and rezone application, and recommended approval to the Council of the City of Fresno of the Final EIR SCH No. 2020039061 and rezone application to amend the City's Zoning Ordinance on real property described herein below from the City of Fresno CC/UGM/cz (*Commercial – Community/Urban Growth Management/conditions of zoning*) zone district to the RS-5/UGM/cz (*Residential Single Family, Medium Density/Urban Growth Management/conditions of zoning*) zone district with updated conditions of zoning; and

WHEREAS, the applicant has requested to move forward with only a change to the conditions of zoning and to keep the CC/UGM/cz zone district designation at this time; and

1 of 4

Date Adopted: 01/28/2021  
Date Approved: 01/28/2021  
Effective Date: 02/28/2021

Ordinance No. 2021-003



WHEREAS, the Council of the City of Fresno, on the 28th day of January, 2021, received the recommendation of the Planning Commission and request of the applicant.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF FRESNO DOES ORDAIN AS FOLLOWS:

SECTION 1. Based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, the adoption of the proposed rezoning is in the best interest of the City of Fresno. The Council finds in accordance with its own independent judgment that FEIR SCH No. 2020039061 dated June 2020 has been properly certified pursuant to the requirements of CEQA Guidelines Section 15090 including all required written findings pursuant to CEQA Guidelines Section 15091.

SECTION 2. The Council finds the requested CC/UGM/cz (*Commercial – Community/Urban Growth Management/conditions of zoning*) zone district is consistent with the Community Commercial planned land use designation of the Fresno General Plan and West Area Community Plan.

SECTION 3. The Council finds that the zone district of the real property described hereinbelow, located in the City of Fresno, is rezoned from the CC/UGM/cz (*Commercial – Community/Urban Growth Management/conditions of zoning*) zone district to the CC/UGM/cz (*Commercial – Community/Urban Growth Management/conditions of zoning*) zone district as depicted in the attached Exhibit "B".

SECTION 4. The following conditions of zoning shall replace the conditions of zoning previously recorded on the subject property and shall be recorded and put on file with the Fresno County Recorder's Office by the record owners of the subject property



executing and causing to be recorded a covenant running with the land guaranteeing compliance with these conditions:

The project shall comply with the City of Fresno, Department of Public Works, Memorandum dated October 23, 2020, two documents dated November 19, 2020, and two documents dated November 20, 2020, which specify the phased implementation and construction of the Public Works improvements for the project and may only be superseded by the adoption of a Development Agreement by the City Council. True and correct copies of the Department of Public Works documents dated October 23, 2020, November 19, 2020, and November 20, 2020, are attached hereto as Exhibit "A".

SECTION 5. This ordinance shall become effective and in full force and effect at 12:01 a.m. on the thirty-first day after its passage.

\* \* \* \* \*





# CLERK'S CERTIFICATION

STATE OF CALIFORNIA )  
COUNTY OF FRESNO )  
CITY OF FRESNO )

I, YVONNE SPENCE, City Clerk of the City of Fresno, certify that the foregoing Ordinance was adopted by the Council of the City of Fresno, California, at a regular meeting held on the 28<sup>th</sup> day of January 2021, by the following vote:

AYES : Arias, Esparza, Karbassi, Maxwell, Soria, Chavez  
NOES : None  
ABSENT : Bredefeld  
ABSTAIN : None

YVONNE SPENCE, MMC CRM  
City Clerk

By Yvonne Spence 2/12/21  
Deputy Date

APPROVED AS TO FORM:  
DOUGLAS T. SLOAN  
City Attorney

By Mary Raterman-Doidge 2/11/21  
Mary Raterman-Doidge Date  
Senior Deputy City Attorney

Attachment: Exhibit A  
Exhibit B



Exhibit A



City Hall  
2600 Fresno Street, 4<sup>th</sup> Floor  
Fresno, California 93721  
Ph. (559) 621-8800  
www.fresno.gov

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

October 23, 2020

Chris Lang, Planner II  
Planning and Development Department  
2600 Fresno Street, 3<sup>rd</sup> Floor  
Fresno, CA 93721

**SUBJECT:** REVIEW OF THE TRAFFIC IMPACT ANALYSIS (TIA) DATED NOVEMBER 27, 2020 FOR THE PROPOSED PARC WEST DEVELOPMENT LOCATED ON THE NORTHWEST QUADRANT OF GRANTLAND AVENUE AND ASHLAN AVENUE TIS 20-010, P19-00417

## PROJECT OVERVIEW

Traffic Operations and Planning staff has reviewed the Traffic Impact Analysis (TIA) prepared by JLB Traffic Engineering, Inc. for the proposed Parc West Development, "project", which plans to develop up to 722 single-family dwelling units and a 1.819 acre neighborhood park on the northwest quadrant of Grantland Avenue and Ashlan Avenue. The approximately 160 acre site is currently vacant.

The project is proposing to amend the General Plan for approximately 11 acres of the 160 acre site to allow the northwest corner of Grantland Avenue at Ashlan Avenue to be developed with

The TIA evaluated the impacts of the project by analyzing 17 intersections and 12 roadway segments 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 the daily (ADT), AM and PM peak hour trips projected to be generated by proposed project as shown in the TIS.

Land Use	Size	ADT	Weekday					
			AM			PM		
			Peak Hour			Peak Hour		
			In	Out	Total	In	Out	Total
Existing General Plan Designations								
Single Family Detached Housing (ITE Code 210)	678 DU	6,396	125	376	501	423	248	671
Shopping Center (ITE Code 820)	125,780 SF	4,748	73	45	118	230	249	479
Total		11,144	198	421	619	653	497	1,150
Proposed General Plan Designations								
Phase I								



Single Family Detached Housing (ITE Code 210)	84 DU	793	15	47	62	52	31	83
Phase II								
Single Family Detached Housing (ITE Code 210)	381 DU	3,597	71	211	282	238	139	377
Remaining Build-Out Phase								
Single Family Detached Housing (ITE Code 210)	379 DU	3,578	70	210	280	236	139	375
Public Park (ITE Code 411)	1.819 acres	1	0	0	0	0	0	0
Total at Build-Out	844 DU	7,968	156	468	624	526	309	835
Difference		-3,176	-42	47	5	-127	-188	-315

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:

- Garfield Avenue at Shaw Avenue
- Grantland Avenue at Barstow Avenue
- Grantland Avenue at Shaw Avenue
- Grantland Avenue at Ashlan Avenue
- Grantland Avenue at Dakota Avenue
- Grantland Avenue at Shields Avenue
- Veterans Boulevard at Gettysburg Avenue





- Veterans Boulevard at Shaw Avenue
  - Bryan Avenue at Shaw Avenue
  - Bryan Avenue at Gettysburg Avenue
  - Bryan Avenue at Ashlan Avenue
  - Hayes Avenue at Shaw Avenue
  - Hayes Avenue at Ashlan Avenue
  - Polk Avenue at Ashlan Avenue
  - Cornelia Avenue at Ashlan 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. Effective July 1, 2020 the City's Master Fee Schedule has been revised to show updated fees for Traffic Study review. 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 Grantland Avenue and the Loop Road/Indianapolis Avenue alignment prior to the issuance of building permits for 100 homes. 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) shared through-right turn lane
    - Westbound – one (1) left-turn lane and one (1) shared through-right turn lane
    - Northbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
    - Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
    - Bike lanes shall be provided in all directions
  6. The proposed project shall install a traffic signal with protected left-turn phasing per City of Fresno standards at the intersection of Grantland Avenue and Ashlan Avenue prior to the issuance of building permits for 200 homes. 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, one (1) through lane and one (1) right-turn lane
    - Westbound – one (1) left-turn lane, one (1) through lane and one (1) right-turn lane



- Northbound – one (1) left-turn lane, two (2) through lanes and one (1) right turn lane
  - Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right turn lane
  - Bike lanes shall be provided in all directions
7. The proposed project shall construct the intersection of Grantland Avenue at Gettysburg Avenue, including the installation a traffic signal with protected left-turn phasing per City of Fresno standards, prior to the issuance of building permits for 450 homes. These improvements will improve the crossing conditions for students. The intersection and the traffic signal poles shall be constructed/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, one (1) through lane and one (1) right-turn lane
  - Westbound – one (1) left-turn lane, one (1) through lane and one (1) right-turn lane
  - Northbound – one (1) left-turn lane, two (2) through lanes and one (1) right turn lane
  - Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right turn lane
  - 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 Grantland Avenue and Shields Avenue prior to the issuance of building permits for 650 homes. 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, one (1) through lane and one (1) right turn lane
  - Westbound – one (1) left-turn lane, one (1) through lane 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
9. The proposed project shall construct the roadway segment of Veterans Boulevard from Gettysburg Avenue to Shaw Avenue prior to the issuance of 650 building permits. The segment shall be constructed to include one (1) 17' travel lane in each direction, shoulders and a median island.
10. The City of Fresno is currently partnering with Caltrans to identify feasible design options to improve operations at the State Route 99 at Shaw Avenue interchange and Polk Avenue at Shaw Avenue area.





11. 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.
12. 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  
Louise Gilio, Traffic Planning Supervisor  
Harman Dhaliwal, PE  
Andrew Benelli, Assistant Director  
Francisco Magos, Engineering Services Manager  
Jason Camit, Chief Surveyor  
Brian Spaunhurst, Fresno County Planning



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

November 19, 2020

Will Tackett, Supervising Planner  
Development and Resources Management Department  
2600 Fresno Street, 3<sup>rd</sup> Floor  
Fresno, CA 93721

**SUBJECT:** REVIEW OF THE TRAFFIC IMPACT ANALYSIS (TIA) DATED DECEMBER 17, 2018 FOR THE PROPOSED TRACT 6212 ON THE WEST SIDE OF GRANTLAND AVENUE BETWEEN THE GETTYSBURG AVENUE ALIGNMENT AND ASHLAN AVENUE  
TIS 19-002, P19-00418

## PROJECT OVERVIEW

Traffic Operations and Planning staff has reviewed the Traffic Impact Analysis (TIA) prepared by JLB Traffic Engineering, Inc. for the proposed Tract 6212, "project", which plans to construct 84 single-family dwelling units on the west side of Grantland Avenue between the Gettysburg Avenue alignment and Ashlan Avenue. The project is part of the 160 acre Parc West development. The site is currently vacant.

The TIA evaluated the project by analyzing 17 intersections and 12 roadway segments 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 the daily (ADT), AM and PM peak hour trips projected to be generated by the proposed project as shown in the TIA:

Land Use	Size	ADT	Weekday					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single-Family Detached Housing (ITE Code 210)	84 DU	793	15	47	62	52	31	83

DU = dwelling units

## GENERAL COMMENTS and CONDITIONS

1. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee per single-family dwelling units, 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:

- Garfield Avenue at Shaw Avenue
  - Grantland Avenue at Barstow Avenue
  - Grantland Avenue at Shaw Avenue
  - Grantland Avenue at Ashlan Avenue
  - Grantland Avenue at Dakota Avenue
  - Grantland Avenue at Shields Avenue
  - Veterans Boulevard at Gettysburg Avenue
  - Veterans Boulevard at Shaw Avenue
  - Bryan Avenue at Shaw Avenue
  - Bryan Avenue at Gettysburg Avenue
  - Bryan Avenue at Ashlan Avenue
  - Hayes Avenue at Shaw Avenue
  - Hayes Avenue at Ashlan Avenue
  - Polk Avenue at Ashlan Avenue
  - Cornelia Avenue at Ashlan 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. Effective July 1, 2020 the City's Master Fee Schedule has been revised to show updated fees for Traffic Study review. The proposed project shall pay the \$780 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 Grantland Avenue and the Loop Road/Indianapolis Avenue alignment. 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. Traffic signal improvements at this intersection are not included in the current TSMI Fee and are not reimbursable. The intersection shall be constructed to include the following configuration:
  - Eastbound – one (1) left-turn lane and one (1) shared through-right turn lane
  - Westbound – one (1) left-turn lane and one (1) shared through-right turn lane
  - Northbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
  - Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
  - Bike lanes shall be provided in all directions
6. Traffic signal plans shall be submitted and approved prior to processing of the final map.
7. The proposed project shall comply with the traffic conditions of approval for the Parc West Development issued October 23, 2020.
8. 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.
9. 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  
Louise Gillo, Traffic Planning Supervisor  
Harman Dhalwal, PE  
Andrew Benelli, Assistant Director  
Francisco Magos, Engineering Services Manager  
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Brian Spaunhurst, Fresno County Planning





## PUBLIC WORKS DEPARTMENT

City Hall  
2600 Fresno Street, 4<sup>th</sup> Floor  
Fresno, California 93721  
Ph. (559) 621-8800  
www.fresno.gov

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

November 19, 2020

Chris Lang, Planner II  
Planning and Development Department  
2600 Fresno Street, 3<sup>rd</sup> Floor  
Fresno, CA 93721

**SUBJECT:** REVIEW OF THE TRAFFIC IMPACT ANALYSIS (TIA) DATED NOVEMBER 27, 2019 FOR THE PROPOSED TRACT 6276 LOCATED ON THE SOUTHWEST CORNER OF GRANTLAND AVENUE AND GETTYSBURG AVENUE ALIGNMENT  
TIS 20-022, P20-01202

### PROJECT OVERVIEW

Traffic Operations and Planning staff has reviewed the Traffic Impact Analysis (TIA) prepared by JLB Traffic Engineering, Inc. for the Tract 6276, "project", which plans to develop up 83 single-family dwelling units on the southwest corner of Grantland Avenue and the Gettysburg Avenue alignment. The project is part of the 160 acre Parc West development. The approximately 14-acre site is currently vacant.

The TIA evaluated the impacts of the project by analyzing 17 intersections and 12 roadway segments 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 the daily (ADT), AM and PM peak hour trips projected to be generated by proposed project as shown in the TIA.

Land Use	Size	Weekday						
		ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Detached Housing (ITE Code 210)	83 DU	784	15	46	61	52	30	82

DU = dwelling units

### GENERAL COMMENTS and CONDITIONS

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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.

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  4. Effective July 1, 2020 the City's Master Fee Schedule has been revised to show updated fees for Traffic Study review. The proposed project shall pay the \$780 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 Grantland Avenue and the Loop Road/Indianapolis Avenue alignment. 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. Traffic signal improvements at this intersection are not included in the current TSMI Fee and are not reimbursable. The intersection shall be constructed to include the following configuration:
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  - Westbound – one (1) left-turn lane and one (1) shared through-right turn lane
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  - Southbound – one (1) left-turn lane, two (2) through lanes and one (1) right-turn lane
  - Bike lanes shall be provided in all directions
6. Traffic signal plans shall be submitted and approved prior to processing of the final map.
7. The proposed project shall comply with the traffic conditions of approval for the Parc West Development issued October 23, 2020.
8. The City of Fresno is currently partnering with Caltrans to identify feasible design options to improve operations at the State Route 99 at Shaw Avenue interchange and Polk Avenue at Shaw Avenue area.
9. 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.
10. 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  
Louise Gilio, Traffic Planning Supervisor  
Harman Dhaliwal, PE  
Andrew Benelli, Assistant Director  
Francisco Magos, Engineering Services Manager  
Jason Camit, Chief Surveyor  
Brian Spaunhurst, Fresno County Planning



DATE: **November 20, 2020**

TO: Will Tackett, Planning Manager  
Planning and Development Department

THROUGH: Andrew Benelli, PE, Assistant Director, City Engineer *agb*  
Public Works Department, Traffic Engineering Operations and Planning Division

FROM: Louise Gilio, Traffic Planning Supervisor  
Public Works Department, Traffic Engineering Operations and Planning Division

SUBJECT: Public Works Conditions of Approval for **T-6212 / P19-00418** an **84-lot** single family subdivision at 4445 North Grantland Avenue (Granville Homes / Giannetta)

The Public Works Department, Traffic Engineering Operations and Planning Division, has completed its review and the following requirements are to be placed on this tentative map as a condition of approval by the Public Works Department.

**Attention Planner: Applicant to provide the following information prior to submitting the Final Map. This can result in additional conditions of approval.**

1. A General Plan Amendment is required to establish this configuration.
2. Provide a dimension on the eastern property line.
3. Verify the net and gross areas. This map and previous versions have changed but the lots have not. A trail has been added to the Loop Road but the lot configuration on the new map has not changed. Verify horizontal control.
4. Identify FID easement on the plan. Will it affect this map?
5. Loop Road: Obtain a street name.
  - Show a 26' BPLE outside of the street right of way.
  - Match T-6212, T-6276 and GPA cross sections.
  - Revise to show 36' from center line to right of way.
6. Loop Road at Grantland:
  - Widen to provide for a right turn lane and bus bay at Grantland.
7. Loop Road at North "A" Avenue:
  - Identify all 4 returns
  - install a barricade at the back of the western return
8. Grantland at the Loop Road: Identify bus bay and right turn lane.
9. Outlots B and C: This open space is not eligible for Park Impact Fee credits.
10. North "A" Avenue: Provide a cross section that meets Public Works minimum standards.
11. Local Streets: Revise the cross sections to provide a minimum of 7' from flow line to back of walk, where sidewalk and utilities are to be constructed.



12. Grantland Avenue cross section:
  - Identify the trail with a **26'** Bike, Pedestrian and Landscape Easement (**BPLE**).
  - Identify r/w and delete PL.
  - Provide reference to Public Works Standards.
  - Delete reference to "sidewalk".
13. Identify a temporary onsite storm water basin per Public Works Standard **P-97** for review and approval from Public Works.

### **General Conditions:**

1. Street Dedications: Provide corner cut dedications at all intersections for accessibility ramps.
2. Right of way: All right-of-way "outside" of the subdivision border shall either be acquired **prior** to recordation of Final Map, or a deposit equal to the value of the right-of-way and an estimate of the City staff time necessary to acquire the right-of-way shall be submitted **prior** to recordation of the Final Map.
3. Local to Collector Street Intersections: The intersection of two local continuous streets shall have a minimum of **160'** offset measured from center line to center line.
4. Traffic Calming: Traffic calming shall be provided for local street lengths exceeding **800'** and four way intersections. Design to be approved on the street plans.
5. Outlots: If the subdivider seeks to dedicate to the City, in fee, an outlot for open space purposes, subdivider shall prove to the City that the outlot is free of toxic or hazardous materials pursuant to the requirements of *City Administrative Order 8-1*, including, but not limited to, performing a Phase I Soils Investigation. The soils Investigation report shall be submitted to the Public Works Department for review and approval. The subdivider must obtain Public Works approval of the soils investigation report and complete any mitigation work identified by the soils investigation **prior** to subdivider's submittal of the Final Map to the Public Works Department. Any and all costs associated of the soils investigation and any required mitigation work shall be performed at the sole expense of the subdivider.
6. Encroachment Covenants: The construction of any overhead, surface or sub-surface structures and appurtenances in the public right of way is prohibited unless an encroachment covenant is approved by the City of Fresno Public Works Department, Engineering Services Division, **(559) 621-8681**. Encroachment covenants must be approved prior to issuance of building permits.
7. Street widening and transitions shall also include utility relocations and necessary dedications.
8. Overhead Utilities: Underground all existing offsite overhead utilities with the limits of this map in accordance with *Fresno Municipal Code Section 15-4114*.
9. Irrigation /Canal Requirements: The developer shall enter into an agreement with the Fresno Irrigation District (FID) providing for piping the canal(s) and submit an executed copy of the agreement or commitment letter from FID to the Public Works Department. All piping shall be located outside of the proposed street right of way. Any piping across city streets shall be rubber gasketed reinforced concrete pipe (RGRCP) constructed perpendicular to the street. Submit engineered plans to Public Works





- Department, Engineering Services Division for review and approval. Identify the proposed easement and provide a final cross sectional detail on the map.
10. When permanent facilities are not available from the Fresno Metropolitan Flood Control District, the applicant shall identify a temporary onsite storm water basin per Public Works Standard **P-97** for review and approval from Public Works.
  11. Plan Submittal: Submit the following plans, as applicable, in a single package, to the Public Works Department for review and approval: Street: construction, signing, striping, traffic signal and streetlight and Trail: construction, grading, lighting, striping, signing, landscape and irrigation.
  12. Backing onto a major street: Backing onto a major street is prohibited.
  13. The first order of work shall include a minimum of two points of vehicular access to the major streets for **any** phase of this development.
  14. Intersection Visibility: Maintain visibility at all intersections as described in the *Fresno Municipal Code Section 15-2018*.

### **Frontage Improvement Requirements:**

#### **Public Streets:**

##### Grantland Avenue: Super Arterial

1. Dedication Requirements:
  - a. Dedicate **67'-74'** of property, from center line, for public street purposes, **within the limits of this application**, per Public Works Standard **P-51**, **P-69** and **P-70**. Center line shall be established per Official Plan Line, book 8 / page 34.
  - b. Dedicate a **26'** (minimum) easement for Bike, Pedestrian and Landscape (BPLe) purposes **only**. (Additional right of way may be required for grading and drainage purposes.) Reference Public Works Standard **P-60**.
  - c. Relinquish direct access rights to Grantland Avenue from all lots within this subdivision.
2. Construction Requirements:
  - a. Construct concrete curb and gutter to Public Works Standard **P-5** and **P-52**. The curb shall be constructed to a **10'** pattern.
  - b. Construct a **12'** wide Bike and Pedestrian **Class I Trail**, complete with lighting, signing, striping and landscaping, per the *Fresno General Plan*, the *Public Works Standards P-58, P-60, P-61* and the *Caltrans Highway Design Manual*. Identify route on the map plan complete with a cross section. Construct an expressway barrier fence within the limits of the application, per Public Works Standards **P-74** and **P-75**, as applicable.
  - c. Construct **20'** of permanent paving within the limits of this subdivision.
  - d. Construct a **20'** wide Emergency Vehicle Access per Public Works Standard **P-67**.
  - e. Construct standard curb ramps per Public Works Standards.
  - f. Construct an underground street lighting system to Public Works Standard **E-1** within the limits of this subdivision. Spacing and design shall conform to Public Works Standard **E-7** for Arterial Streets.



Loop Road: modified 2-lane Collector w/median (GPA required) South side

1. Dedication Requirements:
  - a. Dedicate **36'- 44'** of property, from center line, for public street purposes, within the limits of this application, per modified Public Works Standards **P-54, P-69** and **P-70**.
  - b. Dedicate a **26'** (minimum) easement for Bike, Pedestrian and Landscape (BPLE) purposes **only**. (Additional right of way may be required for grading and drainage purposes.)
2. Construction Requirements:
  - a. Construct **19'** of permanent paving per Public Works Standard **P-50**, within the limits of this application and transition paving as necessary.
  - b. Construct (2) standard curb returns with ramps at the entrance, per Public Works Standard **P-28**.
  - c. Construct concrete curb and gutter to *Public Works Standard P-5*. The curb shall be constructed to a **10'** pattern.
  - d. Construct a **12'** wide Bike and Pedestrian Class I Trail, complete with lighting, signing, striping and landscaping, per the *Fresno General Plan, Multi-Purpose Trails Plan Map, Public Works Standards P-58, P-60, P-61* and *Chapter 1000 of the Caltrans Highway Design Manual*. Identify route on the site plan complete with a cross section.
  - e. Construct an underground street lighting system to Public Works Standard **E-2** within the limits of this application. Spacing and design shall conform to Public Works Standard **E-9** for Locals.

**Interior Streets:**

1. Entry Street: Dedicate **66'** of property for street right of way and provide a cross section on the map to meet Public Works minimum standards.
2. **47.2' Interior Streets**: Local Street with parking on both sides: The proposed cross section is not part of the Public Works Standards. Dedicate **49'** for public street purposes. Revise the cross section to provide a minimum of **7'** from the flow line to the back of easement to accommodate sidewalks with utilities.
3. All streets and pedestrian ways shall connect to other streets and pedestrian ways to form a continuous vehicular and pedestrian network with connections within the subdivision and to adjacent development. Pedestrian paths of travel must meet current accessibility regulations. Sidewalks are recommended on both sides of the street. Identify ramps within the proposed subdivision wherever sidewalks are provided.
4. Provide a **10'** visibility triangle at all driveways.
5. Dead-end Streets:
  - Any temporary dead-end streets created by this subdivision shall be properly barricaded in accordance with the Public Works Standard **P-100**.
  - Provide a temporary cul-de-sac with a **40'** minimum radius near lot **33**.
6. Emergency Vehicle Access is required: Dedicate a pedestrian easement to provide accessibility behind the ramp and construct a concrete Emergency Vehicle Access (EVA) per Public Works Standard **P-67**.



### **Specific Mitigation Requirements:**

- **Within the subdivision border-**

1. Relinquish direct vehicular access to **lot 10**.

- **Inside and Outside the subdivision border-**

Comply with the mitigation measure requirements of the Traffic Operations and Planning Manager in the Development Departments FAASTER System. Reference **TIS 20-010**.

1. Grantland at the Loop Road:
  - a. Major Street non-reimbursable.
  - b. Dedicate the entire intersection, complete with ramps, right turn lanes and bus bays, if not existing.
  - c. Construct all four curb returns at the ultimate location.
  - d. Provide north-bound and south-bound left turn lanes.
  - e. Design with a full median opening to allow for left turns-in and left turns-out.
2. Loop Road:
  - a. Major Street non-reimbursable.
  - b. Provide a barricade at the west end of the intersection of the Loop Road and North "A" Avenue.

- **Outside the subdivision border-**

1. Loop Road: North side
  - a. Construct concrete curb, gutter and a **6'** sidewalk to *Public Works Standard P-5 and P-53*. The curb shall be constructed to a **12'** residential pattern (**5.5' – 6' - .5'**). Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, Section 26-2.11(C).
  - b. Construct (2) standard curb ramps per Public Works Standard **P-28** at North "A" Avenue.
  - c. Dedicate and construct a bus bay at the northwest corner of the Loop Road and Grantland.

**Traffic Signal Mitigation Impact (TSMI) Fee:** This project shall pay the current Traffic Signal Mitigation Impact Fee (TSMI Fee) at the time of building permit based on the trip generation rate(s) as set forth in the latest edition of the ITE Generation Manual for **84 single family units** (fee rate as shown in the Master Fee Schedule). In some cases, traffic signals may be conditioned on multiple maps. If the signal is existing at the time of the final map, the applicant would not be required to construct the signal but would be required to pay the applicable fee.

**Fresno Major Street Impact (FMSI) Fee :** This Map is in the **New Growth Area**; therefore pay all applicable growth area fees and City-wide regional street impact fees. In some cases, center section improvements or bridges may be conditioned on multiple maps. If the improvements are





existing at the time of the final map, the applicant would be not be required to construct them, but would be required to pay the applicable fee.

**Fresno Major Street Impact (FMSI) Requirements:**

**Grantland Avenue: Arterial (New Growth Area / Regional Street)**

1. Where missing, dedicate and construct (3) 12' southbound travel lanes and a 5' shoulder center section travel lanes and a raised concrete median island within the limits of this subdivision. Construct a raised concrete median with 250' left turn pockets at all major intersections. Details of said street and right of way shall be depicted on the approved final tract map and street plans. If not existing, an additional 8' dedication is required beyond the edge of pavement. Dedication shall be sufficient to accommodate arterial standard and any other grading or transitions as necessary based on a **55 MPH** design speed.

**Regional Transportation Mitigation Fee (RTMF):** Pay all applicable **RTMF** fees 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 **prior** to certificate of occupancy.



DATE: November 20, 2020

TO: Chris Lang, Planner III  
Planning and Development Department

THROUGH: Andrew Benelli, PE, Assistant Director, City Engineer *aqb*  
Public Works Department, Traffic Operations and Planning Division

FROM: Louise Gilio, Traffic Planning Supervisor  
Public Works Department, Traffic Operations and Planning Division

SUBJECT: Public Works Conditions of Approval for **T-6276 / P20-01202** an **83**-lot single family subdivision at 4445 North Grantland Avenue (Granville / Giannetta Engineering)

The Public Works Department, Traffic Operations and Planning Division, has completed its review and the following requirements are to be placed on this tentative map as a condition of approval by the Public Works Department.

**Attention Planner: Applicant to provide the following information prior to submitting the Final Map.** This can result in additional conditions of approval.

1. The assessor's parcel numbers provided do not match the configuration of the proposed map: **512-021-26** and **512-021-50s**. APN **512-010-33s** is shown within the border but is not included on the map or in Accela. Should this be an outlot? Verify all numbers.
2. Revise street cross sections to Public Works Standards or resubmit cross sections to meet our minimum requirements as shown on the standards. Provide cross sections on the map for all streets that are not proposed to a Public Works Standard.
  - "E" Avenue: Provide a cross section that meets minimum standards.
  - Grantland Avenue cross section: Revise to read "Veteran's Boulevard" and identify the trail with a **26'** Bike, Pedestrian and Landscape Easement (**BPLE**). Identify r/w and delete PL. Widen at intersection. Provide reference to Public Works Standards. Delete reference to "sidewalk".
  - Redesign Veteran's / Grantland Transition, "temporary road" to meet a **55 mph** design with standard taper per the Caltrans HDM. Show right of way and pedestrian access.
  - Local Streets: Revise the cross sections to provide a minimum of **7'** from flow line to back of walk, where sidewalk **and** utilities are to be constructed.
  - Indianapolis alignment / Loop Road: Obtain a street name. Revise map to show the "Loop Road" constructed with a Class I Trail that includes a **26'** **BPLE**. Revise to **36'** street easement on south side. Delete the reference to "sidewalk". Provide a cross section for the Loop Road at the intersection of Veteran's Boulevard. Identify right turn and bus bay. Reference Public Works Standards.



3. Identify the second point of access.
4. Verify that the border is correct. Incorrect boundaries could result in extending timelines due to the need for separate processes, timelines and fees.
5. Outlot B and D: FID/City agreement required.
6. A General Plan Amendment is required. If not existing prior to final map, submit a new application to the Planning and Development Department for processing.
7. Identify a temporary onsite storm water basin per Public Works Standard **P-97** for review and approval from Public Works.
8. Notes: Verify that note 5 is accurate. (underground structures)
9. Loop Road: Match T-6212, T-6276 and GPA cross sections to match these conditions of approval.
10. Veteran's Boulevard: Identify bus bay and right turn lane at the intersection.

### **General Conditions:**

1. Street Dedications: Provide corner cut dedications at all intersections for accessibility ramps.
2. Right of way: All right-of-way "outside" of the subdivision border shall either be acquired **prior** to recordation of Final Map, or a deposit equal to the value of the right-of-way and an estimate of the City staff time necessary to acquire the right-of-way shall be submitted **prior** to recordation of the Final Map.
3. Local to Collector Street Intersections: The intersection of two local continuous streets shall have a minimum of **160'** offset measured from center line to center line.
4. Traffic Calming: Traffic calming shall be provided for local street lengths exceeding **800'** and four way intersections. Design to be approved on the street plans.
5. Outlots: If the subdivider seeks to dedicate to the City, in fee, an outlot for open space purposes, subdivider shall prove to the City that the outlot is free of toxic or hazardous materials pursuant to the requirements of *City Administrative Order 8-1*, including, but not limited to, performing a Phase I Soils Investigation. The soils Investigation report shall be submitted to the Public Works Department for review and approval. The subdivider must obtain Public Works approval of the soils investigation report and complete any mitigation work identified by the soils investigation **prior** to subdivider's submittal of the Final Map to the Public Works Department. Any and all costs associated of the soils investigation and any required mitigation work shall be performed at the sole expense of the subdivider.
6. Encroachment Covenants: The construction of any overhead, surface or sub-surface structures and appurtenances in the public right of way is prohibited unless an encroachment covenant is approved by the City of Fresno Public Works Department, Engineering Services Division, **(559) 621-8681**. Encroachment covenants must be approved prior to issuance of building permits.
7. Street widening and transitions shall also include utility relocations and necessary dedications.





8. Overhead Utilities: Underground all existing offsite overhead utilities with the limits of this map in accordance with *Fresno Municipal Code Section 15-4114*.
9. Irrigation /Canal Requirements: The developer shall enter into an agreement with the Fresno Irrigation District (FID) providing for piping the canal(s) and submit an executed copy of the agreement or commitment letter from FID to the Public Works Department. All piping shall be located outside of the proposed street right of way. Any piping across city streets shall be rubber gasketed reinforced concrete pipe (RGRCP) constructed perpendicular to the street. Submit engineered plans to Public Works Department, Engineering Services Division for review and approval. Identify the proposed easement and provide a final cross sectional detail on the map.
10. When permanent facilities are not available from the Fresno Metropolitan Flood Control District, the applicant shall identify a temporary onsite storm water basin per Public Works Standard **P-97** for review and approval from Public Works.
11. Plan Submittal: Submit the following plans, as applicable, in a single package, to the Public Works Department for review and approval: Street: construction, signing, striping, traffic signal and streetlight and Trail: construction, grading, lighting, striping, signing, landscape and irrigation.
12. Backing onto a major street: Backing onto a major street is prohibited.
13. The first order of work shall include a minimum of two points of vehicular access to the major streets for **any** phase of this development.
14. Intersection Visibility: Maintain visibility at all intersections as described in the *Fresno Municipal Code Section 15-2018*.

### **Frontage Improvement Requirements:**

#### **Public Streets:**

##### Veteran's Boulevard: Super Arterial

1. Dedication Requirements:
  - a. Dedicate **67' – 74'** of property, from center line, for public street purposes, **within the limits of this application**, per *Public Works Standard P-51, P-69 and P-70*. Center line shall be established per *Official Plan Line, book 8, page 34*.
  - b. Dedicate **26'** (minimum) for Bike, Pedestrian and Landscape Easement (BPLE) purposes **only**. Utilities shall be located between the face of curb and the right of way. Additional right of way may be required for grading and drainage purposes. Reference *Public Works Standard P-60*.
  - a. Relinquish direct access rights to Veteran's Boulevard from all lots within this subdivision.
2. Construction Requirements:
  - a. Construct concrete curb and gutter to *Public Works Standards P-5 and P-52*. The curb shall be constructed to a **10'** pattern.
  - b. Construct standard dual curb ramps per Public Works Standard **P-30** at the proposed Loop Road (collector, both sides) Major street to major street: **R=30'**.



- c. Construct a **12'** wide Bike and Pedestrian **Class I Trail**, complete with lighting, signing, striping and landscaping, per the *Fresno General Plan*, the *Public Works Standards P-58, P-60, P-61* and the *Caltrans Highway Design Manual*. Identify route on the map plan complete with a cross section. Construct an expressway barrier fence, per *Public Works Standards P-74, P-75* and the *Caltrans Highway Design Manual*, as applicable.
- d. Construct **20'** of permanent paving per *Public Works Standard P-50* within the limits of this subdivision and transition paving, as necessary.
- e. Construct an **80'** bus bay curb and gutter at the southwest corner of Veteran's Boulevard and the "Loop Road" (collector) to *Public Works Standard P-73*, complete with a **10'** monolithic sidewalk.
- f. Construct an underground street lighting system to *Public Works Standards E-1 and E-7*, within the limits of this subdivision. Street lights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in *Section 3-3.17* of the *City Specifications and Standard Drawings E-15, E-18* or as approved by the City Engineer.

Loop Road: modified 2-lane Collector w/median (GPA required) North side

1. Dedication Requirements:
  - a. Dedicate **42.5' – 50.5'** of property, from center line, for public street purposes, within the limits of this application, per modified Public Works Standard **P-54, P-69 and P-70**.
  - b. Dedicate corner cuts for public street purposes at all intersections.
  - c. Relinquish direct access rights to the Loop Road from all lots within this subdivision.
2. Construction Requirements:
  - a. North side: Construct concrete curb, gutter and a **6'** sidewalk to *Public Works Standard P-5 and P-53*. The curb shall be constructed to a **12'** residential pattern (**5.5' – 6' - .5'**).
  - b. Construct standard curb ramps per Public Works Standard **P-28** at all intersections.
  - c. Construct an **80'** bus bay curb and gutter at the northwest corner of the Loop Road and Veteran's Boulevard to *Public Works Standard P-73*, complete with a **12'** monolithic sidewalk.
  - d. Construct **19'** of permanent paving per *Public Works Standard P-50* (measured from face of curb) within the limits of this subdivision and transition paving, as necessary.
  - e. Construct an underground street lighting system to *Public Works Standards E-1 and E-8*, within the limits of this subdivision. Street lights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in *Section 3-3.17* of the *City Specifications and Standard Drawings E-15, E-18* or as approved by the City Engineer.

**Interior Streets: Dedicate and Construct within the boundaries of the map.**

1. Entry Street, North "A" Avenue: Dedicate **66'** of property for street right of way as shown in the cross section.





2. **47.2' Interior Streets:** Local Street with parking on both sides: The proposed cross section is not part of the Public Works Standards. Dedicate **49'** for public street purposes. Revise the cross section to provide a minimum of **7'** from the flow line to the back of easement to accommodate sidewalks with utilities.
3. **West "E" Avenue:** Parking 1-side. Dedicate and construct to meet Public Works minimum standards. Provide a cross section. (28' minimum curb to curb.)
4. **North "D" Avenue:** Parking one side. Dedicate **45'** to provide for **24.5'** minimum on the west side.
5. Dedicate, design and construct all ramps, curb, gutter, sidewalk, permanent paving, cul-de-sacs, easements and underground street lighting systems on all interior local streets to *Public Works Standards P-4, P-5, P-6, P-18, P-28, P-50, E-2 and E-9*.
6. All streets and pedestrian ways shall connect to other streets and pedestrian ways to form a continuous vehicular and pedestrian network with connections within the subdivision and to adjacent development. Pedestrian paths of travel must meet current accessibility regulations. Sidewalks are recommended on both sides of the street. Identify ramps within the proposed subdivision wherever sidewalks are provided.
7. Provide a **10'** visibility triangle at all driveways.
8. Design local streets with a minimum of **250'** radius.
9. Dead-end Streets: Any temporary dead-end streets created by this subdivision shall be properly barricaded in accordance with the *Public Works Standard P-100*.

#### **Specific Mitigation Requirements:**

- **Within the subdivision border-**

1. Relinquish direct vehicular access rights to:
  - a. the east property line of lot 1.
  - b. the west property line of lot 83.
2. Loop Road:
  - a. Major Street non-reimbursable.
  - b. Provide a barricade at the west end of the intersection of the Loop Road and North "A" Avenue.

- **Inside and Outside of the subdivision border-**

Comply with the mitigation measure requirements of the Traffic Operations and Planning Manager in the Development Departments FAASTER System. Reference **TIS 20-010**.

#### **Grantland Avenue:**

1. Vacation Requirements:
  - a. A vacation of excessive street right of way is required along Grantland Avenue between the Loop Road and the Gettysburg alignment. A feasibility study for the required vacation of the existing public rights of way is required to be completed **prior to the processing of the final map**. Submit an application to Public Works to initiate





a feasibility study for the proposed vacations. Contact Jason Camit at **621-8681** for details.

Intersection of Veterans Boulevard / Loop Road:

1. Dedication Requirements:
  - a. Dedicate the entire intersection, complete with ramps, right turn lanes and bus bays, if not existing.
2. Construction Requirements:
  - a. Construct the entire intersection, if not existing.
  - b. The intersection of Veteran's Boulevard and the Loop Road shall be designed with a full median opening to allow for left turns-in and left turns-out.
  - c. Construct all four curb returns at the ultimate location.
  - d. Provide north-bound and south-bound left turn lanes.

Veterans / Grantland Transition: Temporary Road (Redesign required)

1. Dedication Requirements: (Design speed **55** mph)
  - a. Where missing, dedicate street right of way,  
West side: from **67' to 21'** from centerline  
East side: from **67' to 17'** from centerline
2. Construction Requirements:
  - a. Construct from: 6-lane w/median to: **34'** (17'-17') of permanent paving with an asphalt concrete dike on each side, per Public Works Standard **P-50**, transition paving, as necessary.
  - b. West side: Construct a **4'** minimum asphalt concrete safe route to school.
  - c. Construct an underground street lighting system to *Public Works Standards E-2 and E-9, within the limits of this roadway*. Street lights installed on major streets shall be fed from a service pedestal with a master photo control as detailed in *Section 3-3.17 of the City Specifications and Standard Drawings E-15, E-18* or as approved by the City Engineer.

• **Outside of the subdivision border-**

Loop Road: modified 2-lane Collector w/median (GPA required) South Side

1. Dedication requirements:
  - a. Dedicate **36'- 44'** of property, from center line, for public street purposes, within the limits of this application, per modified Public Works Standard **P-54, P-69 and P-70**.
  - b. Dedicate (2) corner cuts for public street purposes on the south side.
2. Construction requirements:
  - a. Major Street non-reimbursable.
  - b. Construct concrete curb and gutter to *Public Works Standard P-5 and P-53*. (Provide a 10' pattern.)



- c. Construct **(2)** ramps on the south side per Public Works Standard **P-28**.
- d. Construct **19'** of permanent paving per *Public Works Standard P-50* (measured from face of curb) from Veteran's Boulevard to the western boundary of this map, transition paving, as necessary.

Veteran's Boulevard:

1. Dedication Requirements:
  - a. **APN: 512-070-55** – Dedicate a **26'** BPLE from the edge of the map to the temporary road.
2. Construction Requirements:
  - a. Extend the construction of the trail from the edge of the map to the proposed temporary road from Veterans to Grantland.

**Traffic Signal Mitigation Impact (TSMI) Fee:** This project shall pay all applicable TSMI Fees **at the time of building permit**. Contact the Public Works Department, Frank Saburit at (559)621-8797. The fees are based on the Master Fee schedule. In some cases, traffic signals may be conditioned on multiple maps. If the signal is existing at the time of the final map, the applicant would be not be required to construct the signal but would be required to pay the applicable fee.

**Fresno Major Street Impact (FMSI) Fee:** This Map is in the **New Growth Area**; therefore pay all applicable growth area fees and City-wide regional street impact fees. In some cases, center section improvements or bridges may be conditioned on multiple maps. If the improvements are existing at the time of the final map, the applicant would be not be required to construct them, but would be required to pay the applicable fee.

**Fresno Major Street Impact (FMSI) Requirements:**

Veteran's Boulevard: Super Arterial, Regional Street

1. Dedicate and construct within the limits of this subdivision:
  - a raised **26'** concrete median island with **250'** left turn pockets at all major intersections (where applicable)
  - **(3) 12'** travel lanes (west side) with **5'** shoulder,
  - **(1) 12'** travel lane (east side) with a **5'** shoulder

Details of said street shall be depicted on the approved tentative tract map. If not existing, an additional 8' dedication is required beyond the edge of pavement. Dedication shall be sufficient to accommodate arterial standard and any other grading or transitions as necessary based on a **55 MPH** design speed.
2. If not existing, dedicate sufficient right-of-way and construct additional paving for southbound to northbound U-turns at the loop road per Public Works Standard **P-66**.

**Regional Transportation Mitigation Fee (RTMF):** Pay all applicable **RTMF** fees 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 **prior** to certificate of occupancy.

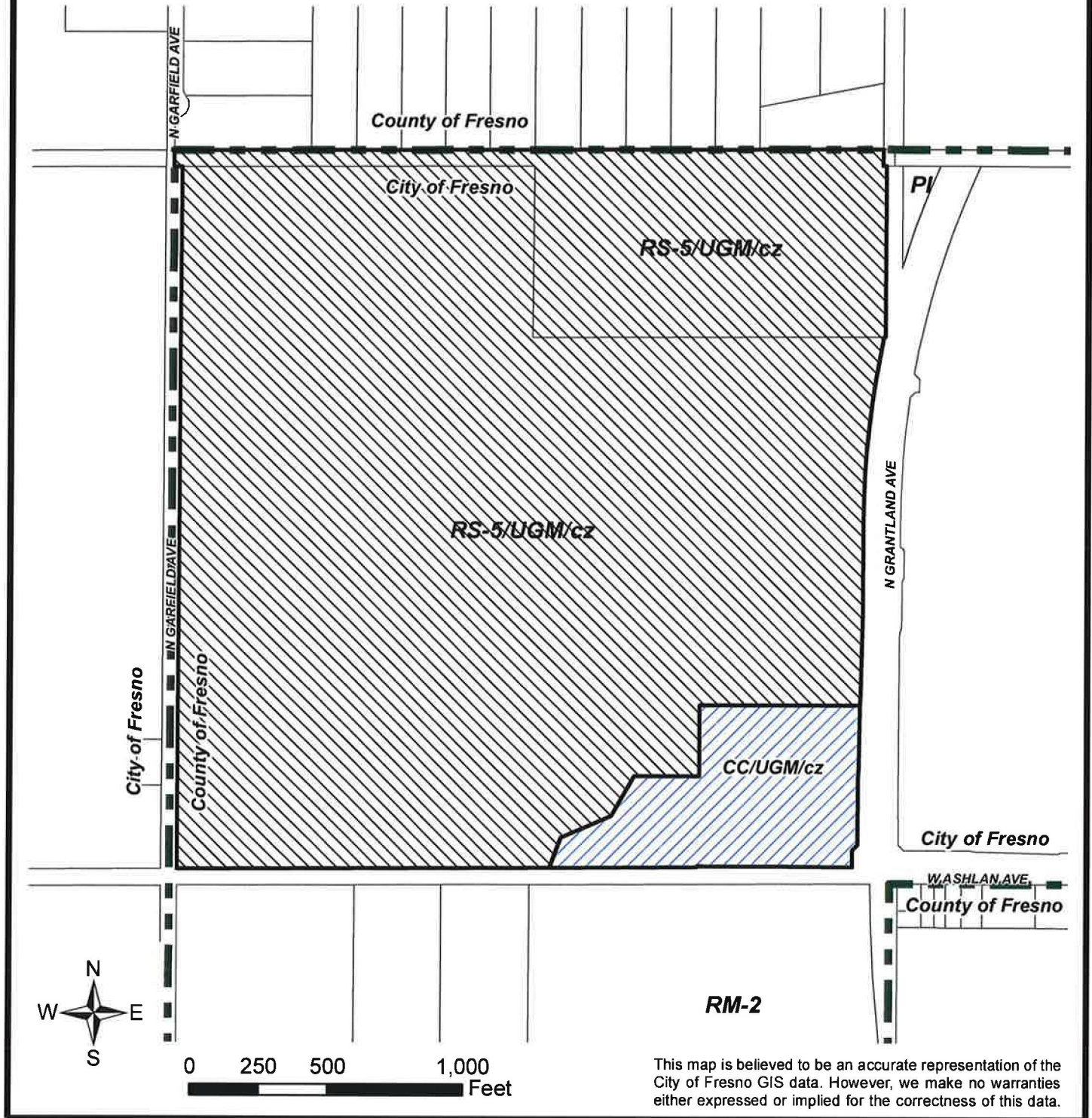




Exhibit B



# EXHIBIT A - REZONE



P19-00417

APN: 51202126, 50S

4445 N Grantland Ave

City Limits

Proposes to Rezone Approximately 10.96 Acres from the CC/UGM/cz Zone District to the CC/UGM/cz Zone District (replacing conditions of zoning).

Proposes to Rezone Approximately 149 Acres from the RS-5/UGM/cz Zone District to the RS-5/UGM/cz Zone District (replacing conditions of zoning).