

## Exhibit E

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

January 17, 2024

Israel Trejo, Supervising Planner  
Planning and Development Department  
2600 Fresno Street, 3<sup>rd</sup> Floor  
Fresno, CA 93721

**SUBJECT: REVIEW OF THE UPADTED TRAFFIC IMPACT ANALYSIS REPORT DATED AUGUST 22, 2023 FOR THE COPPER RIVER RANCH DEVELOPMENT LOCATED ON THE NORTHWEST QUADRANT OF WILLOW AVENUE AND COPPER AVENUE  
TIS 23-016, P23-02992**

## **PROJECT OVERVIEW**

Traffic & Engineering Services staff has reviewed the Updated Traffic Impact Analysis (TIA) Report prepared by JLB Traffic Engineering, 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 27 parking spaces
- 28.80 acres of park space
- 3.30 acres of wastewater treatment plant

The Updated TIA evaluated the vehicular traffic operational analysis of five (5) intersections which the City of Fresno conditioned the project to construct traffic signals at varying levels of development. Vehicle trips projected to be generated by the project were calculated using the ITE Trip Generation Manual, 10<sup>th</sup> Edition. The following table below includes a comparison of the daily (ADT), AM and PM peak hour trips projected to be generated by proposed project as remaining to be Built (2020), Built (2020-2023), and Build Projections (2023-2025).

Land Use	Size	ADT	Weekday					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Remaining to be Built (2020) – Included in EIR project description								
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
Total		32,452	787	1,386	2,176	1,632	1,226	2,858
Built (2020-2023) – Since adoption of EIR								
Single Family Detached Housing	254 DU	2,397	48	138	186	155	96	251
Apartments	216 DU	1,581	23	76	99	76	45	121
City Park	0 acres	0	0	0	0	0	0	0
Commercial	22,500 SF	1,921	68	52	120	67	76	143
Total		5,899	139	266	405	298	217	515
Build Projections (2023-2025)								
Single Family Detached Housing	240 DU	2,265	41	135	176	152	87	239
Apartments	276 DU	2,020	29	98	127	98	57	155
Commercial	38,400 SF	4,241	132	119	251	165	164	329
Total		8,526	202	352	554	415	308	723

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 Olympic Avenue
  - Cedar Avenue at Olympic Avenue
  - Chestnut Avenue at Behymer Avenue
  - Sommersville 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 \$525 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 occupancy 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 (See Remaining to be Built 2020 in Table above). 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

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 occupancy 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 (See Remaining to be Built 2020 in Table above). 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 occupancy 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 (See Remaining to be Built 2020 in Table above). 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 project has proposed a full access intersection on Willow Avenue at Alicante Drive. Willow Avenue is a super arterial which allows for limited access points. All full access intersections along a super arterial shall be signalized. This intersection shall be modified to restrict eastbound left-turn movements. Prior to the project utilizing eastbound left-turn movements, the traffic signal at the intersection shall be operational. The traffic signal poles shall be installed in the ultimate location and may require the acquisition of right-of-way. The signalized 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 occupancy 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 (See Remaining to be Built 2020 in Table above). 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 occupancy 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 (See Remaining to be Built 2020 in Table above). 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. For additional building permit issuance, each entitlement shall provide a signed acknowledgement from the homebuyer (Residential units) or developer/tenant (Commercial units) that occupancy will not be permitted until traffic signal improvements listed on conditions #5 through #10 (Whichever are applicable) are completed. The developer of each entitlement shall have a sign installed at the entrance into each development stating, "Traffic signal improvements coming soon to the intersection of "street" and "street" (each applicable intersection/improvement shall be listed). No occupancies or move-in(s) will be allowed until the required traffic signal improvements are completed.

14. If the above listed traffic signals are not operational by August 1, 2024, the project shall enter into a Deferral Agreement with cash deposit(s) for the remaining work and schedule for completion of work. The Deferral Agreement will allow for 100 occupancies.
15. 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.
16. The proposed site plan shall be reviewed and approved by the City of Fresno Traffic & Engineering Services Division, Land Planning & Subdivision Inspection Section.

If you have any further questions regarding this matter, please contact me at (559) 621-8694 or [Harmanjit.Dhaliwal@fresno.gov](mailto:Harmanjit.Dhaliwal@fresno.gov) .

Sincerely,



Harmanjit Dhaliwal, PE  
Licensed Engineer Manager, Land Planning & Subdivision Inspection Section  
Public Works Department, Traffic & Engineering Services Division

C: Copy filed with Traffic Impact Study  
Nicholas D. Mascia, PE, TE, PTOE, Assistant City Manager  
Scott Mozier, PE Public Works Director  
Jill Gormley, TE Assistant Director  
Scott Tyler, PE City Traffic Engineer/Licensed Engineer Manager  
Jason Camit, Chief Surveyor