City of FRESNO

REPORT TO THE PLANNING COMMISSION

AGENDA ITEM NO. VIII-B
COMMISSION MEETING 11.20.13

APPROVED BY

DEPARTMENT DIRECTOR

November 20, 2013

FROM: MIKE SANCHEZ, Planning Manager
Development & Resource Management Dept.

THROUGH: SOPHIA PAGOULATOS, Supervising Planner
Development Services Division

BY: MCKENCIE CONTRERAS, Planner III
Development Services Division

SUBJECT: CONSIDER PLAN AMENDMENT APPLICATION NO. A-10-002; REZONE APPLICATION NO. R-10-002; CONDITIONAL USE PERMIT APPLICATION NO. C-10-039; AND, RELATED ENVIRONMENTAL ASSESSMENT NO. A-10-002/R-10-002/C-10-039

RECOMMENDATION

Staff recommends that the Planning Commission take the following actions:

1. RECOMMEND APPROVAL (to the City Council) of Environmental Assessment No. A-10-002/R-10-002/C-10-039 recommending a Mitigated Negative Declaration be adopted.

2. RECOMMEND APPROVAL (to the City Council) of Plan Amendment Application No. A-10-002 proposing to amend the 2025 Fresno General Plan and the West Area Community Plan for ± 4.35 acres of the subject property from the medium-high density residential planned land use and ± 0.02 acres of the subject property from the general heavy commercial planned land use designation to the high density residential planned land use designation. The application also proposes to amend Policy W-5-b of the West Area Community Plan by adding language to the fifth point as follows: for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met.** [**Bold** text is proposed to be added.].

3. RECOMMEND APPROVAL (to the City Council) of Rezone Application No. R-10-002 requesting authorization to reclassify ± 4.35 acres of the subject property from the T-P (*Trailer Park Residential*) and ± 0.02 acres of the subject property from the C-6 (*Heavy Commercial*) zone districts to the R-3 (*Medium Density Multiple Family Residential*) zone district.

4. APPROVE Conditional Use Permit Application No. C-10-039 which proposes the construction of a 96 unit multiple family residential development with a community building and swimming pool and is contingent upon City Council approval of the related Plan Amendment and Rezone applications, and Environmental Assessment.

EXECUTIVE SUMMARY

Scott Vincent, on behalf of Brian Avery, has filed Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 pertaining to approximately 4.37 net acres of property located on the east side of North Marks

Avenue, just south of West Clinton Avenue. The plan amendment also pertains to the West Area Community Plan area.

Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan and the West Area Community Plan for ± 4.35 acres of the subject property from the medium-high density residential planned land use and ± 0.02 acres of the subject property from the general heavy commercial planned land use designation to the high density residential planned land use designation. The application also proposes to amend Policy W-5-b of the West Area Community Plan by adding language to the fifth point. The policy reads as follows:

> The following density criteria shall be applied to special permits for multiple-family apartments, condominiums, and cluster planned residential developments (net site area determined per the Fresno Municipal Code, unless superseded by State Statute or Local Ordinance.
>
> - for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met**. [**Bold** text is proposed to be added.]

Rezone Application No. R-10-002 proposes to reclassify ± 4.35 acres of the subject property from the T-P (*Trailer Park Residential*) and ± 0.02 acres of the subject property from the C-6 (*Heavy Commercial*) zone districts to the R-3 (*Medium Density Multiple Family Residential*) zone district.

These applications have been filed in order to facilitate approval of a proposed 96 unit multiple family residential development with a community building and swimming pool in accordance with Conditional Use Permit Application No. C-10-039.

PROJECT INFORMATION

PROJECT Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan and the West Area Community Plan for ± 4.35 acres of the subject property from the medium-high density residential planned land use and ± 0.02 acres of the subject property from the general heavy commercial planned land use designation to the high density residential planned land use designation. The application also proposes to amend Policy W-5-b of the West Area Community Plan by adding language to the fifth point as follows: for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met.** [**Bold** text is proposed to be added.].

Rezone Application No. R-10-002 proposes to reclassify ± 4.35 acres of the subject property from the T-P (*Trailer Park Residential*) and ± 0.02 acres of the subject property from the C-6 (*Heavy Commercial*) zone districts to the R-3 (*Medium Density Multiple Family Residential*) zone district.

Conditional Use Permit Application No. C-11-176 proposes a 96 unit multiple family residential development with a community building and swimming pool.

APPLICANT	Scott Vincent, on behalf of Brian Avery
LOCATION	2310 North Marks Avenue (Site Address for the subject property); located on the east side of North Marks Avenue, just south of West Clinton Avenue (APN: 442-090-51) **(Council District 3, Councilmember Baines) for the subject property** Plan Amendment Application No. A-10-002 also pertains to the West Area Community Plan area **(Council Districts 1-3, Councilmembers Xiong, Brandau, Baines)**
SITE SIZE	Approximately 4.37 acres for the subject property
PLANNED LAND USE	Existing - ± 4.35 acres of Medium High Density Residential & ± 0.02 acres of General Heavy Commercial Proposed - High Density Residential
ZONING	Existing - ± 4.35 acres of T-P *(Trailer Park Residential)* & ± 0.02 acres of C-6 *(Heavy Commercial)* Proposed - R-3 *(Medium Density Multiple Family Residential)*
PLAN DESIGNATION AND CONSISTENCY	Pursuant to Table 2 (Planned Land Use and Zone District Consistency Matrix) of the 2025 Fresno General Plan and Section 12-403-B-1 (Zone District Consistency Table) of the Fresno Municipal Code (FMC), the proposed R-3 zone district classification and the proposed High Density Residential planned land use designation for the subject property may be found consistent.
ENVIRONMENTAL FINDING	A Finding of a Mitigated Negative Declaration was filed with the Fresno County Clerk's office on October 25, 2013.

PLAN COMMITTEE RECOMMENDATION

The District 1 Plan Implementation Committee made a formal recommendation on November 5, 2013. The Committee recommended approval of the proposed policy amendment with no conditions.

The District 2 Plan Implementation Committee reviewed the proposed plan amendment at their meeting on October 28, 2013. However, the Committee did not have a quorum. Therefore, there was no formal recommendation or conditions. The Committee will be meeting on November 18, 2013. Any recommendation made will be presented at the Planning Commission hearing on November 20, 2013.

The District 3 Plan Implementation Committee made a formal recommendation on August 19, 2013. The Committee recommended denial of the plan amendment, rezone, and conditional use permit applications.

STAFF RECOMMENDATION

Recommend Approval (to the City Council) of: (1) Adoption of the Mitigated Negative Declaration prepared for Environmental Assessment No. A-10-002/R-10-002/C-10-039 for the Plan Amendment and Rezone Applications; (2) Plan Amendment Application No. A-10-002; and, (3) Rezone Application No. R-10-002.

Recommend Approval (by the Planning Commission) of: (1) Adoption of the Mitigated Negative Declaration prepared for Environmental Assessment No. A-10-002/R-10-002/C-10-039 for the Conditional Use Permit application; and, (2) Conditional Use Permit Application No. C-10-039.

BORDERING PROPERTY INFORMATION

	Planned Land Use	Existing Zoning	Existing Land Use
North	General Heavy Commercial	**C-6** *Heavy Commercial District*	Vacant Land & Gas Station
South	Medium-High Density Residential	**R-3/UGM** *Medium Density Multiple Family Residential District*	Multiple Family Residential
East	General Heavy Commercial	**C-6** *Heavy Commercial District*	Commercial & Vacant Land

West	General Heavy Commercial & Office	**C-6** *Heavy Commercial District* **AE-5** *Exclusive Five Acre Agricultural District*	Vacant Land & Single Family Residential

ENVIRONMENTAL FINDING

An environmental assessment initial study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations.

Preparation of the environmental assessment necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies pertinent to the Bullard Community Plan area, including the Master Environmental Impact Report (MEIR) No. 10130 for the 2025 Fresno General Plan (SCH#2001071097) and Mitigated Negative Declaration (MND) No. A-09-02 (SCH#2009051016). These environmental and technical studies have examined projected sewage generation rates of planned urban uses, the capacity of existing sanitary sewer collection and treatment facilities, and optimum alternatives for increasing capacities; groundwater aquifer resource conditions; water supply production and distribution system capacities; traffic carrying capacity of the planned major street system; and, student generation projections and school facility site location identification.

The proposed amendment of the adopted 2025 Fresno General Plan, along with the accompanying rezone and conditional use permit applications, have been determined to not be completely within the scope of MEIR No. 10130 as provided by the CEQA, as codified in the Public Resources Code (PRC) Section 21157.1(d) and the CEQA Guidelines Section 15177(c). It has been further determined that all applicable mitigation measures of MEIR No. 10130 and MND No. A-09-02 have been applied to the project, together with project specific mitigation measures necessary to assure that the project will not cause significant adverse cumulative impacts, growth inducing impacts and irreversible significant effects beyond those identified by MEIR No. 10130 or MND No. A-09-02 as provided by CEQA Section 15178(a). In addition, pursuant to Public Resources Code, Section 21157.6(b)(1), staff has determined that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete, has become available. Therefore, it has been determined based upon the evidence in the record that the project will not have a significant impact on the environment and that the filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA Section 21157.5(a)(2) and CEQA Guidelines Section 15178(b)(1) and (2).

Based upon the attached environmental assessment and the list of identified mitigation measures, staff has determined that there is no evidence in the record that the project may have a significant effect on the environment and has prepared a mitigated negative declaration for this project. A public notice of the attached mitigated negative declaration finding for Environmental Assessment Application No. A-10-002/R-10-002/C-10-039 was published on October 25, 2013 with no comments or appeals received to date.

BACKGROUND / ANALYSIS

Project Description

Scott Vincent, on behalf of Brian Avery, has filed Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 pertaining to approximately 4.37 acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue. The plan amendment also pertains to the West Area Community Plan area.

Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan and the West Area Community Plan for ± 4.35 acres of the subject property from the medium-high density residential planned land use and ± 0.02 acres of the subject property from the general heavy commercial planned land use designation to the high density residential planned land use designation. The application also proposes to amend Policy W-5-b of the West Area Community Plan by adding language to the fifth point. The policy reads as follows:

> The following density criteria shall be applied to special permits for multiple-family apartments, condominiums, and cluster planned residential developments (net site area determined per the Fresno Municipal Code, unless superseded by State Statute or Local Ordinance.
>
> - for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met**. [**Bold** text is proposed to be added.].

Rezone Application No. R-10-002 proposes a zone district reclassification of ± 4.35 acres of the subject property from the T-P (*Trailer Park Residential*) and ± 0.02 acres of the subject property from the C-6 (*Heavy Commercial*) zone districts to the R-3 (*Medium Density Multiple Family Residential*) zone district.

These applications have been filed in order to facilitate approval of a proposed 96 unit multiple family residential development with a community building and swimming pool in accordance with Conditional Use Permit Application No. C-10-039.

The development provides three floorplan options that range in size from two to three bedrooms and 945 to 1,122 square feet. Each unit will have a covered parking space assigned. The project includes a community building and swimming pool. The proposed buildings will be three stories with the community building proposed at one story.

The project is proposed to be gated with primary access taken from North Marks Avenue and an emergency access gate along the north property line of the subject property in the northeast area of the parcel. The development also proposes a pedestrian access gate along the north property line of the subject property. The access gate will provide connectivity between the proposed development and the proposed retail center to the north of the subject property.

Surrounding Uses

The subject property is bounded on the north and west by vacant land and existing single family residential planned developments. Property to the south of the subject property has been developed with single and multiple family residential land uses. Property to the east of the subject property has been developed with single and multiple family residential and rural residences.

Parking

Pursuant to Section 12-306-I-6-c of the FMC, when there is more than one dwelling unit on a single lot there shall be one and one-half parking spaces for each dwelling unit, one of which shall be in a carport or garage.

The project proposes 96 residential units which requires 144 parking spaces, 96 of which shall be in a carport or garage. The project proposes 96 carports and 96 open spaces; therefore all units will have a minimum of one covered parking space. In total, the project provides 192 parking spaces.

Land Use Plans and Policies & Density

The project includes a proposed amendment to the 2025 Fresno General Plan and the West Area Community Plan for ± 4.35 acres of the subject site from the medium-high density residential planned land use and ± 0.02 acres of the subject site from the general heavy commercial planned land use designation to High Density Residential planned land use and an amendment to Policy W-5-b of the West Area Community Plan. The policy amendment proposes to amend Policy W-5-b by adding language to the fifth point as follows: for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met**. [**Bold** text is proposed to be added.]

In order to change the planned land use designation of the subject site for the purposes of facilitating future development, the proposed project shall meet the goals, objectives and policies of the 2025 Fresno General Plan and West Area Community Plan by providing a project which introduces multiple family residential development in a manner which will maintain a pleasant living environment through reservation of adequate living spaces and protecting the integrity of adjacent neighborhoods. The close proximity of existing and planned community commercial, office commercial, school, and single and multiple family residential uses provides for a unique and diverse context; the proposed development will complement and embellish the existing mix of land uses.

Objective C-9 of the 2025 Fresno General Plan directs planning for the diversity and quality of residential housing, at locations necessary to provide for adequate and affordable housing opportunities. Housing patterns should support balanced urban growth, and should make efficient use of resources and public facilities. Supporting policy C-9-I recommends that High Density Residential uses shall be designated for those areas supportive of the City's university, college, activity centers, and intensity corridors. The subject property is located within a potential intensity corridor as depicted in Exhibit 6 of the 2025 Fresno General Plan, which supports higher density residential. New residential projects within this land use category should not be permitted to be developed at a density less than the minimum shown in Table 2 in order to better achieve the goals of the city's Housing Element.

The West Area Community Plan supports multiple family residential developments; however, it limits the density for parcels larger than four acres to R-2 density (16.13 dwelling units per acre). The table below compares the number of dwelling units per acre allowed by the 2025 Fresno General Plan and the West Area Community Plan (for parcels larger than four acres).

	2025 Fresno General Plan		West Area Community Plan
	Medium High Density Residential	High Density Residential	Policy W-5-b: Min. site area/dwelling unit is 2,700 sq. ft.
Dwelling units/acre	10.38-18.15	18.16-43.56	16.13

According to West Area Community Plan Policy W-5-b, the maximum number of dwelling units per acres would be 16.13 for parcels over four acres. This limits the type of density to an R-2 zoning population density. The policy change proposed with this project will add language to the fifth point of Policy W-5-b to allow development to occur at the density of the underlying zone district. Therefore, the change will potentially allow a higher density for parcels larger than four acres.

Below are the impacts the proposed plan amendment and rezone applications will have on project site and to the West Area Community Plan area.

Project Site

1) Currently allowed

   The 4.37 acre project site is currently planned Medium High Density Residential and allows a maximum of 18.15 dwelling units per acre per the 2025 Fresno General Plan, which would translate to 79 units on the subject property. However, the existing West Area Community Plan Policy W-5-b limits the number of units to 16.13 dwelling units per acre for parcels over four acres, allows a maximum of 70 dwelling units on the project site. The project currently proposes a total of 96 units which results in a density of 21.96 dwelling units per acre, therefore a plan amendment is necessary.

2) Proposed Plan Amendment

   The proposed plan amendment to amend the planned land use of the project site from

Medium High Density Residential to High Density Residential would increase the density maximum from 18.15 to 43.56 dwelling units per acre per the 2025 Fresno General Plan. The amendment to Policy W-5-b would no longer limit the number of units to 16.13 dwelling units per acre for parcels larger than four acres. It would allow the density of the underlying zone district, which in this case is proposing R-3 zoning (29.04 dwelling units per acre). A maximum of 126 dwelling units could be developed on the project site.

The project site is proposed to be developed with 96 dwelling units, which is a density of 21.96 dwelling units per acre. Therefore, the impact of the proposed plan amendment will not be significant given that it will increase the density by 5.83 dwelling units per acre for the project site and urban services can accommodate this increase.

West Area Community Plan area

1) Currently Allowed

There are approximately 200 acres within the West Area Community Plan that may be impacted by the proposed policy change. These parcels are planned Medium High Density Residential, which allow a maximum of 18.15 dwelling units per acre per the 2025 Fresno General Plan. However, the West Area Community Plan is more restrictive and allows a maximum of 16.13 dwelling units per acre.

2) Proposed Plan Amendment

With the policy change, if a parcel were planned Medium High Density Residential and zoned R-3, it would be allowed to develop at the maximum density of 18.15 dwelling unit per acre instead of being limited to 16.13 dwelling units per acres as exists under the current policy. The increase is approximately two dwelling units per acre. The impact of the proposed policy change would be less than significant given that there would only be a maximum of 400 dwelling units in the entire plan area (200 acres x 2 dwelling units per acre).

Therefore, it is staff's opinion that the proposed project will not significantly impact the project site or the West Area Community Plan area. The increased density is supported by the 2025 Fresno General Plan and the Housing Element, which support conservation of land, services, and costs.

Circulation Element Plan Policies and Major Street System Traffic Capacity

The subject property is located on the east side of North Marks Avenue between North Clinton and North McKinley Avenues. The subject property is located in close proximity to residential and commercial land uses which provide for a pattern of development that is anticipated to have the potential to reduce the number of average daily vehicle trips.

The mitigation measures established by the certification of MEIR No. 10130, requires that all plan amendments are required to prepare a traffic impact study (TIS). An addendum to the TIS prepared for the Southeast Corner of Clinton and Marks, dated May 19, 2010, was prepared for

the proposed apartment complex by TJKM Transportation Consultants. Since then, the applicant submitted a Traffic Count Comparison dated August 29, 2013 to revisit the traffic volumes originally collected. After review, it was concluded that the traffic conditions remained relatively unchanged. The study applied the factors outlined in the Institute of Traffic Engineers (ITE) Trip Generation Manual. The development of 96 multiple family residential units on the subject site is expected to generate an average of approximately 638 average daily trips (ADT). Of these vehicle trips it is projected that 49 will occur during the morning (7 to 9 a.m.) peak hour travel period and 60 will occur during the evening (4 to 6 p.m.) peak hour travel period. The existing 2025 Fresno General Plan planned land uses for the subject site would generate 466 ADT, 36 trips occurring during the a.m. peak hour and 43 trips during the p.m. peak hour. The proposed land use change will increase by 172 ADT, 13 a.m. and 17 p.m. peak hour trips. Although there is an increase in traffic generated by the proposal, it does not cause a significant impact.

The proposed plan amendment will change the land use to High Density Residential, which will not significantly increase the traffic volume. The trips would be directed mainly onto North Marks Avenue, which is designated as an arterial according to the 2025 Fresno General Plan and the West Area Community Plan and is currently operating at a Level of Service (LOS) 'C'. Marks Avenue between Clinton and McKinley Avenues was designed to be a four-lane divided arterial street. Currently, Marks Avenue is designed with a two-lane divided arterial with traffic control signalization at intersections with major streets and other major access points.

The TIS analyzed the Clinton/Marks and Clinton/Vassar intersections. It was determined that the intersections are currently operating at acceptable levels of service and will operate at an acceptable LOS or better with or without the project.

The Public Works Department, Traffic Engineering Division has reviewed the proposed project and potential traffic related impacts for the plan amendment, rezone, and conditional use permit applications and has determined that the streets adjacent to and near the subject site will be able to accommodate the quantity and type of traffic which may be potentially generated subject to the requirements stipulated within the memoranda from the Traffic Engineering Division and City Engineer dated October 17, 2013, respectively (available for public view at City Hall-Third Floor, 2600 Fresno Street, Fresno, CA 93721). These requirements generally include: (1) Public street improvements; (2) Installation of a paved pedestrian path or sidewalk; and, (3) Payment of applicable impact fees (including, but not limited to, the Traffic Signal Mitigation Impact (TSMI) Fee, Fresno Major Street Impact (FMSI) Fee, and the Regional Transportation Mitigation Fee (RTMF) Fee.

The area street plans are the product of careful planning that projects traffic capacity needs based on the densities and intensities of planned land uses anticipated at build-out of the planned area. These streets will provide adequate access to, and recognize the traffic generating characteristics of, individual properties and, at the same time, afford the community an adequate and efficient circulation system.

Public Services

The Department of Public Utilities (DPU) has determined that adequate sanitary sewer and water services will be available to serve the proposed project subject to implementation of the 2025 Fresno General Plan policies and the mitigation measures of Master Environmental Impact Report No. 10130; and, conditions related to water and sanitary sewer service identified within the attached memorandum from the Department of Public Utilities, Water division dated March 10, 2011 and the memorandum from the Department of Public Utilities, Planning and Engineering Division dated February 17, 2010.

The developer prepared a *Water Usage and Demand Analysis* dated June 20, 2013. The analysis states the proposed projects water usage would be lower than the adopted projections of the City of Fresno 2008 Urban Water Management Plan. The analysis was approved by the Department of Public Utilities. The proposed project will be required to provide two independent sources of water, meeting Federal and State Drinking Water Act Standards as is typical.

City police and fire protection services are available to serve the subject site. The subject property is located within two miles of the City's Fire Stations No. 9 and 19 and within the Southwest Policing District.

The Fresno Metropolitan Flood Control District (FMFCD) has indicated that the FMFCD system could accommodate the proposed rezone. The developer will be required to construct facilities to provide permanent service drainage.

District Committees

The proposed plan amendment, rezone, and conditional use permit application impact the subject property located at 2310 North Marks Avenue, which is located within Council District 3. The proposed plan amendment also impacts Council Districts 1 and 2. Therefore, the Plan Implementation Committees of Council Districts 1, 2, and 3 reviewed the plan amendment proposal.

The District 1 Plan Implementation Committee reviewed the proposed plan amendment at their meeting on November 5, 2013. The Committee recommended approval of the proposed policy amendment with no conditions.

The District 2 Plan Implementation Committee reviewed the proposed plan amendment at their meeting on October 28, 2013. However, the Committee did not have a quorum. Therefore, there was no formal recommendation. The Committee will be meeting on November 18, 2013. Any recommendation made will be presented at the Planning Commission hearing on November 20, 2013.

The District 3 Plan Implementation Committee made a formal recommendation on August 19, 2013. The Committee did not support the plan amendment, rezone, and conditional use permit applications because they were concerned with the lack of infrastructure in the area. They also believe the project was too intensive for the area.

As mentioned above, there are adequate services and infrastructure to support the project subject to compliance with the Conditions of Approval dated November 20, 2013.

Conditional Use Permit Findings

Based upon analysis of the conditional use permit application and subject to the applicant's compliance with all of the conditions of approval noted, staff concludes that the following required findings of Section 12-405-A-2 of the FMC can be made.

FINDINGS PER FRESNO MUNICIPAL CODE SECTION 12-405-A-2.	
a. All applicable provisions of this Code are complied with and the site of the proposed use is adequate in size and shape to accommodate said use, and accommodate all yards, spaces, walls and fences, parking, loading, recycling areas, landscaping, and other required features; and,	
Finding a:	The area of the proposed residential planned development is approximately 4.37 acres in size. The subject property is proposed to be developed into a 96 unit multiple family residential unit development, at an overall density of approximately 21.96 dwelling units per acre. Multi-department/agency review of the proposed development plan (Conditional Use Permit Application No. C-10-039) has demonstrated that there is adequate space to meet all applicable requirements of the Code as established and modified in the Special Permit conditions of approval dated November 20, 2013; including yards, spaces, walls and fences, parking, landscaping, open spaces, and other required features.
b. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use; and,	
Finding b:	Staff from the Public Works Department, Traffic and Engineering Services Division has estimated that the proposed development will generate approximately 49 a.m./60 p.m. peak hour vehicle trips which can be accommodated by the adjacent streets subject to the respective requirements for dedications and improvements of adjacent portions of North Marks Avenue in accordance with the Department of Public Works memorandum dated October 17, 2013. These requirements are necessary for the traffic generated by the project and to accommodate city services and meet the needs of the proposed project.
c. The proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located. The third finding shall not apply to uses which are subject to the provision of Section 12-306-N-30 of this Code.	
Finding c:	The staff of the Development and Resource Management Department has determined that the proposed project will not be detrimental to the public welfare or be injurious to property or improvements in the area in which the property is located if developed in accordance with the various conditions/requirements established through the related conditional use permit application review process.

Conclusion

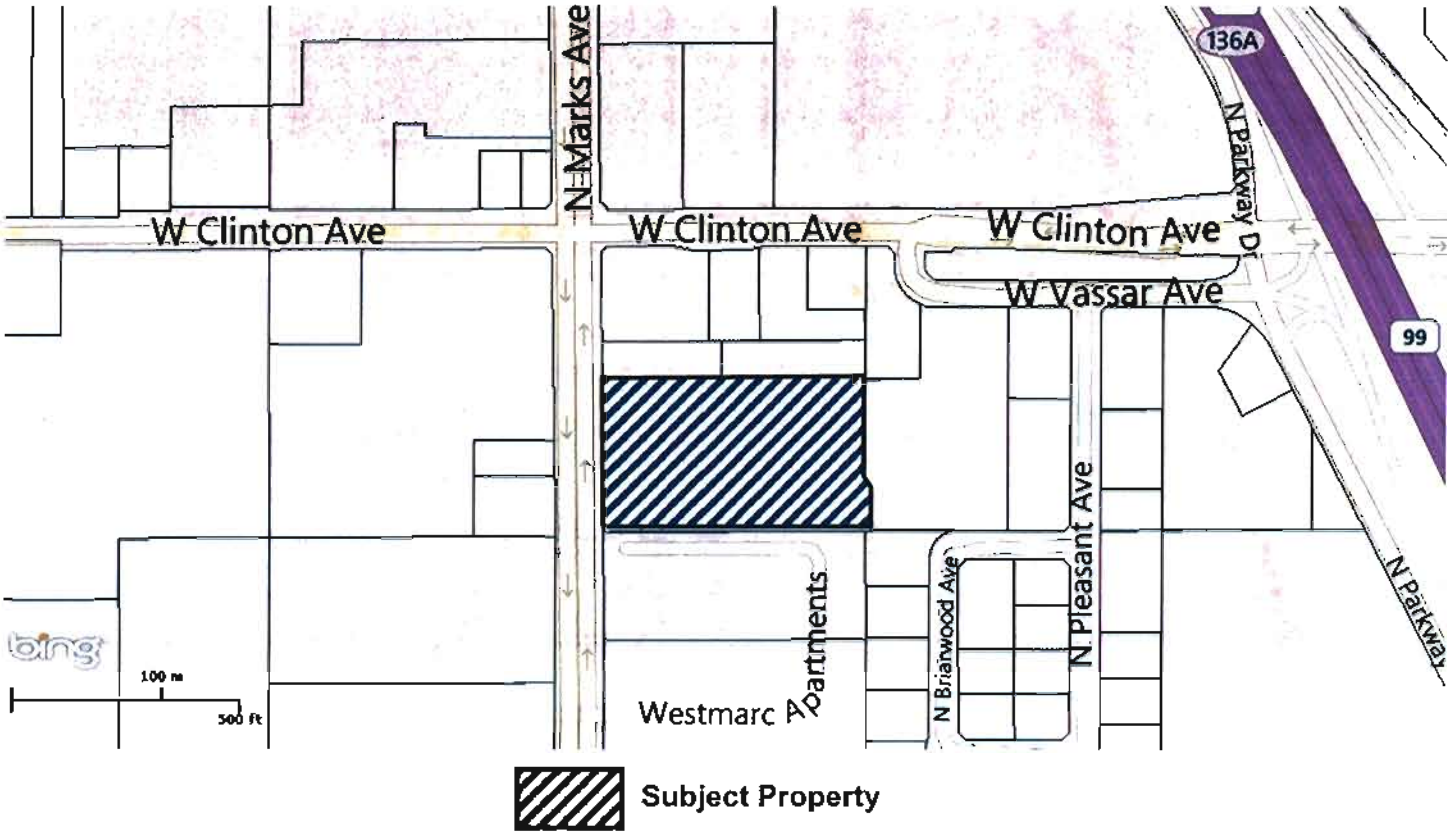
Action by the Planning Commission regarding the plan amendment, rezone application and associated environmental assessment will be a recommendation to Council.

Conditional Use Permit Application No. C-10-039 requires approval by the Planning Commission contingent upon affirmative action by the City Council respective to the proposed plan amendment and rezone applications as well as adoption of the recommended finding of a Mitigated Negative Declaration for the associated environmental assessment. Unless the Planning Commission decision, respective to the conditional use permit, is set for hearing to the Council in accordance with Section 12-406-J of the FMC, the decision of the Commission shall be final and effective at 12:01 a.m. on the sixteenth day after the date of the decision, subject to writ of administrative mandamus under 1094.6 of the Code of Civil Procedures.

The appropriateness of the proposed project has been examined with respect to its consistency with goals and policies of the 2025 Fresno General Plan and the West Area Community Plan; its compatibility with surrounding existing or proposed uses; and its avoidance or mitigation of potentially significant adverse environmental impacts. These factors have been evaluated as described above and by the accompanying environmental assessment. Upon consideration of this evaluation, it can be concluded that Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 are appropriate for the subject property.

Attachments: Vicinity Map
- 2011 Aerial Photograph
- Public Hearing Notice Mailing List Vicinity Map
- 2025 Fresno General Plan Planned Land Use Map
- Proposed Planned Land Use Map
- Exhibits for Conditional Use Permit Application No. C-10-039
- Conditions of Approval for Conditional Use Permit Application No. C-10-039 dated November 20, 2013 and Agency Comments
- Environmental Assessment No. A-10-002/R-10-002/C-10-039, finding of a Mitigated Negative Declaration dated October 25, 2013

Vicinity Map



VICINITY MAP

DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

PLAN AMENDMENT A-10-002, REZONE APPLICATION NO. R-10-002, & CONDITIONAL USE PERMIT APPLICATION NO. C-10-039

PROPERTY ADDRESS

2310 North Marks Avenue

Not To Scale

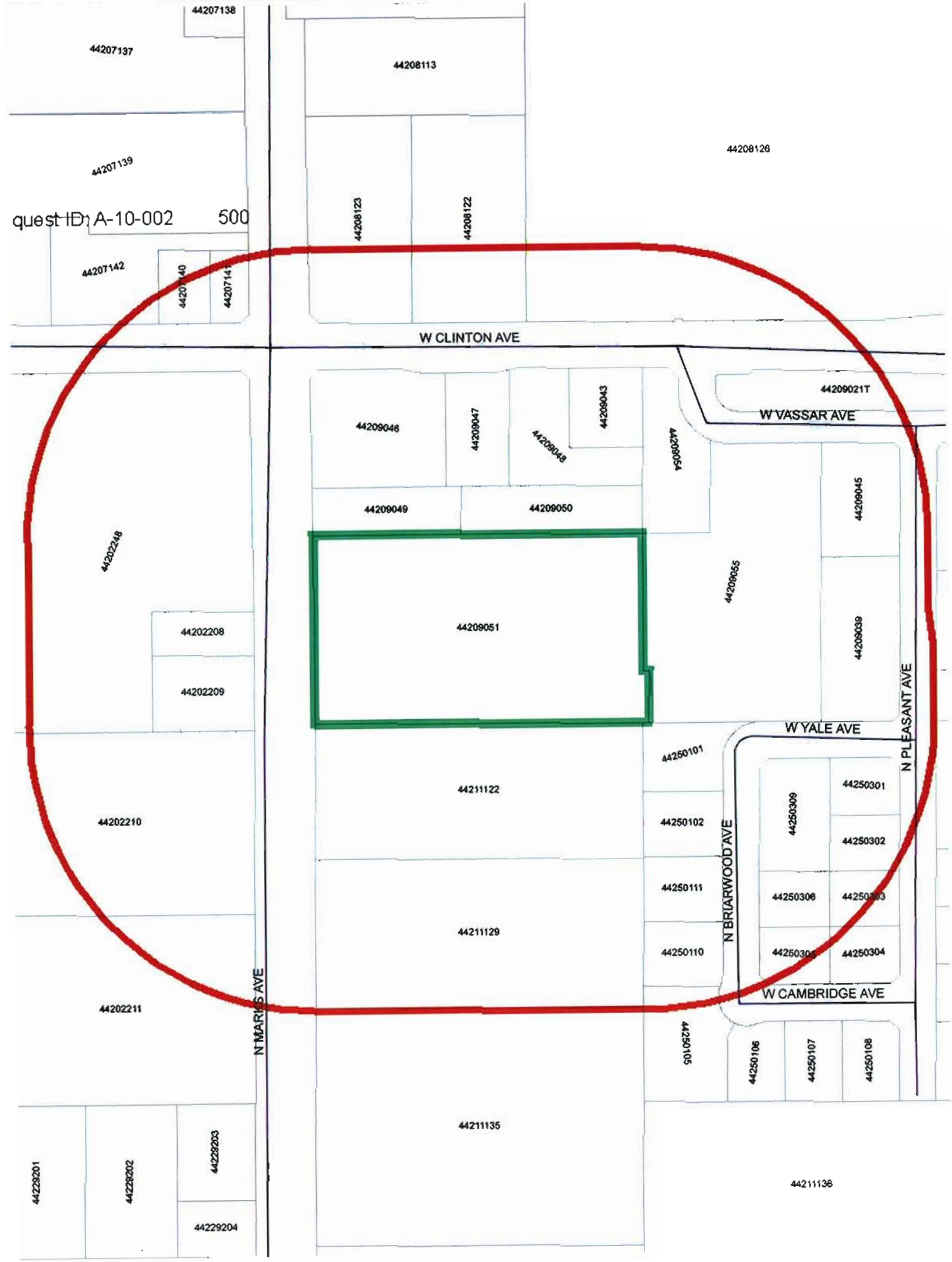
APN: 442-090-51

Zone District: T-P & C-6 to R-3
By: M.Contreras, November 5, 2013

2011 Aerial Photograph

2011 Aerial Photograph

Public Hearing Notice Mailing List Vicinity Map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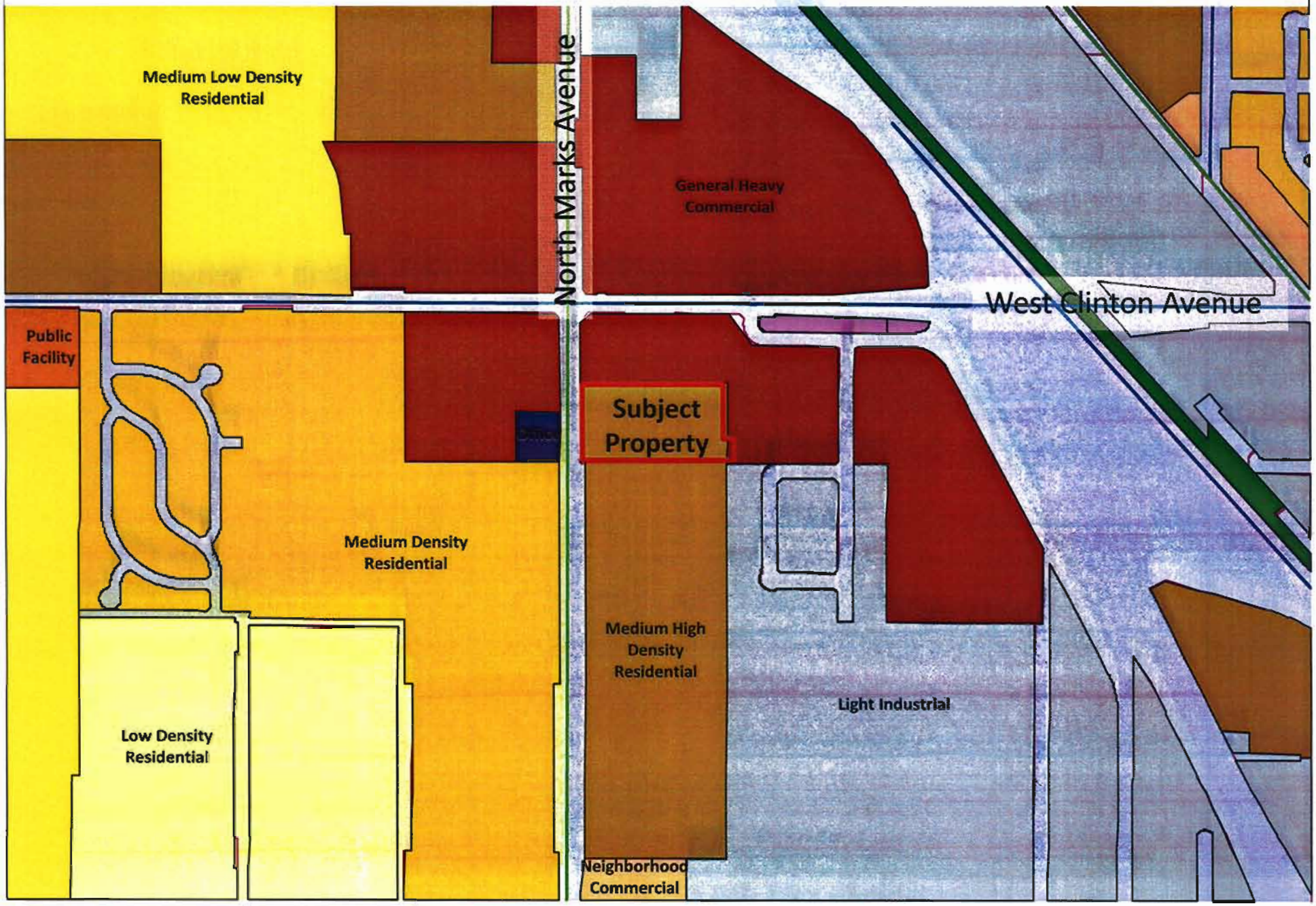
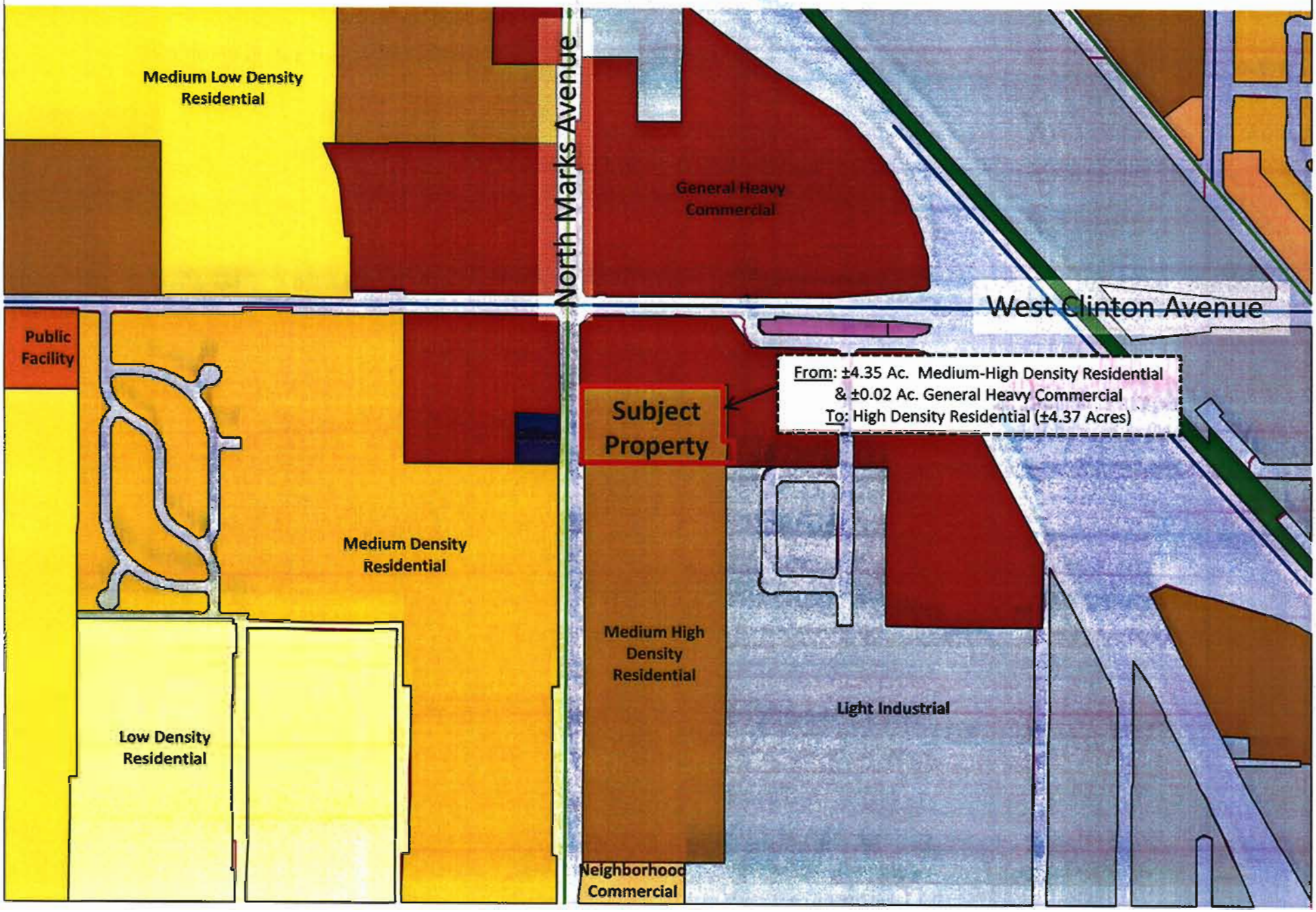
2025 Fresno General Plan Planned Land Use Map & Proposed Planned Land Use Map

2025 Fresno General Plan Planned Land Use Map

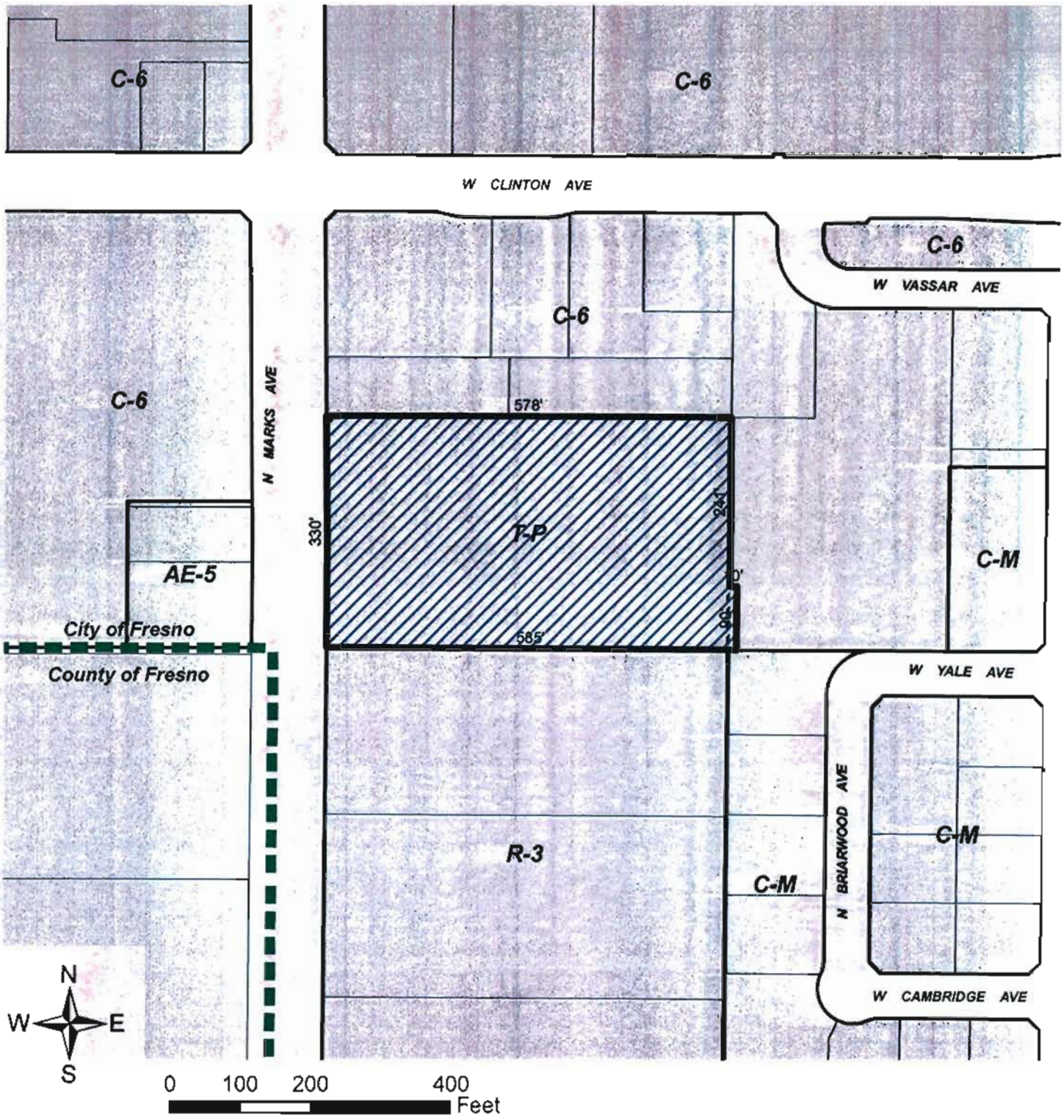


Plan Amendment Application No. A-10-002



Proposed Rezone Map

EXHIBIT A



R-10-002
APN: 442-090-51
2310 North Marks Avenue

C-6 and T-P to R-3, 4.38 Acres

Exhibits for Conditional Use Permit

ACCESSIBILITY NOTES

[illegible]

FIRE SPRINKLER NOTES

[illegible]

ENVELOPE NOTES

1. INSTALLED INSULATING MATERIAL: [illegible]
2. ALL INSULATING MATERIALS: [illegible]
3. EXTERIOR JOINTS: [illegible]
4. SITE CONSTRUCTED DOORS, WINDOWS AND SKYLIGHTS: [illegible]
5. MANUFACTURED DOORS AND WINDOWS: [illegible]

GENERAL NOTES

[illegible]

SITE NOTES

[illegible]

LEGAL DESCRIPTION

[illegible]

SUBMITTALS

[illegible]

INSULATION NOTES

[illegible]

STATISTICS

AGENCY JURISDICTION	CITY OF FRESNO
PROJECT ADDRESS	2310 NORTH MARKS AVENUE FRESNO, CALIFORNIA
PROJECT PROPOSAL	96 UNIT MULTI-FAMILY HOUSING ON 4.37 ACRES
ASSESSOR'S PARCEL	442-090-31 & 442-090-29
SITE AREA	190,390 SQ.FT. (4.37 ACRES) NET
PROJECT COVERAGE	
a. BUILDING AREA (INCLUDES CARPORTS)	50,572 SQ.FT. (26.1%)
b. PARKING/PAVED SURFACE AREA	56,736 SQ.FT. (29.7%)
c. LANDSCAPE AREA	83,391 SQ.FT. (44.2%)
PROPOSED PROJECT DENSITY	22 UNITS / ACRE
REQUIRED PARKING	
a. RESIDENT PARKING	
1. COVERED PARKING	96 STALLS
2. GUEST PARKING	48 STALLS
b. TOTAL PARKING REQUIRED	144 STALLS
c. PARKING RATIO	1.5 STALLS / UNIT
d. ACCESSIBLE PARKING	
(TENANT STALLS = 96 × 2%)	2.0 STALLS
(GUEST STALLS = 48 × 5%)	3.0 STALLS
PARKING PROVIDED	
a. RESIDENT PARKING	
1. CARPORTS	96 STALLS
2. GUEST PARKING	96 STALLS
b. TOTAL PARKING PROVIDED	192 STALLS
c. PARKING RATIO	2.0 STALLS / UNIT
d. ACCESSIBLE PARKING	
1. CARPORTS	2 STALLS
2. GUEST STALLS	3 STALLS
UNIT STATISTICS	
a. (32) UNITS TYPE 1 — 2 BEDROOM, 2 BATH GARDEN WALK-UP	845 SQ.FT.
b. (32) UNITS TYPE 2 — 2 BEDROOM, 2 BATH GARDEN WALK-UP	957 SQ.FT.
c. (32) UNITS TYPE 3 — 3 BEDROOM, 2 BATH GARDEN WALK-UP	1,122 SQ.FT.
BUILDING AREA CALCULATIONS	
a. (5) BUILDING TYPE 'B'	56,746 SQ.FT.
b. (3) BUILDING TYPE 'C'	36,192 SQ.FT.
c. TOTAL RESIDENTIAL AREA	[illegible]
d. NON-RESIDENTIAL BUILDINGS	
1. CARPORTS	15,552 SQ.FT.
2. COMMUNITY BUILDING	2,698 SQ.FT.
e. TOTAL BUILDING AREA	[illegible]
f. GROUND FLOOR AREA	50,576 SQ.FT.
OCCUPANCY TYPES	
a. BUILDING TYPE 1	R-3
b. BUILDING TYPES 2 AND 3	R-2
c. CARPORTS	U-1
CONSTRUCTION TYPES	
a. BUILDING TYPE 1	V-B
b. BUILDING TYPES 2 AND 3	V-A WITH NFPA 13-R AUTOMATIC FIRE SPRINKLER SYSTEM
c. CARPORTS	V-B

NOTE:
1. REFER TO THE BUILDING STATISTICS FOR EACH BUILDING TYPE [illegible] FOR ADDITIONAL INFORMATION.

FIRE WALL NOTES

[illegible]

INSPECTION NOTES

[illegible]

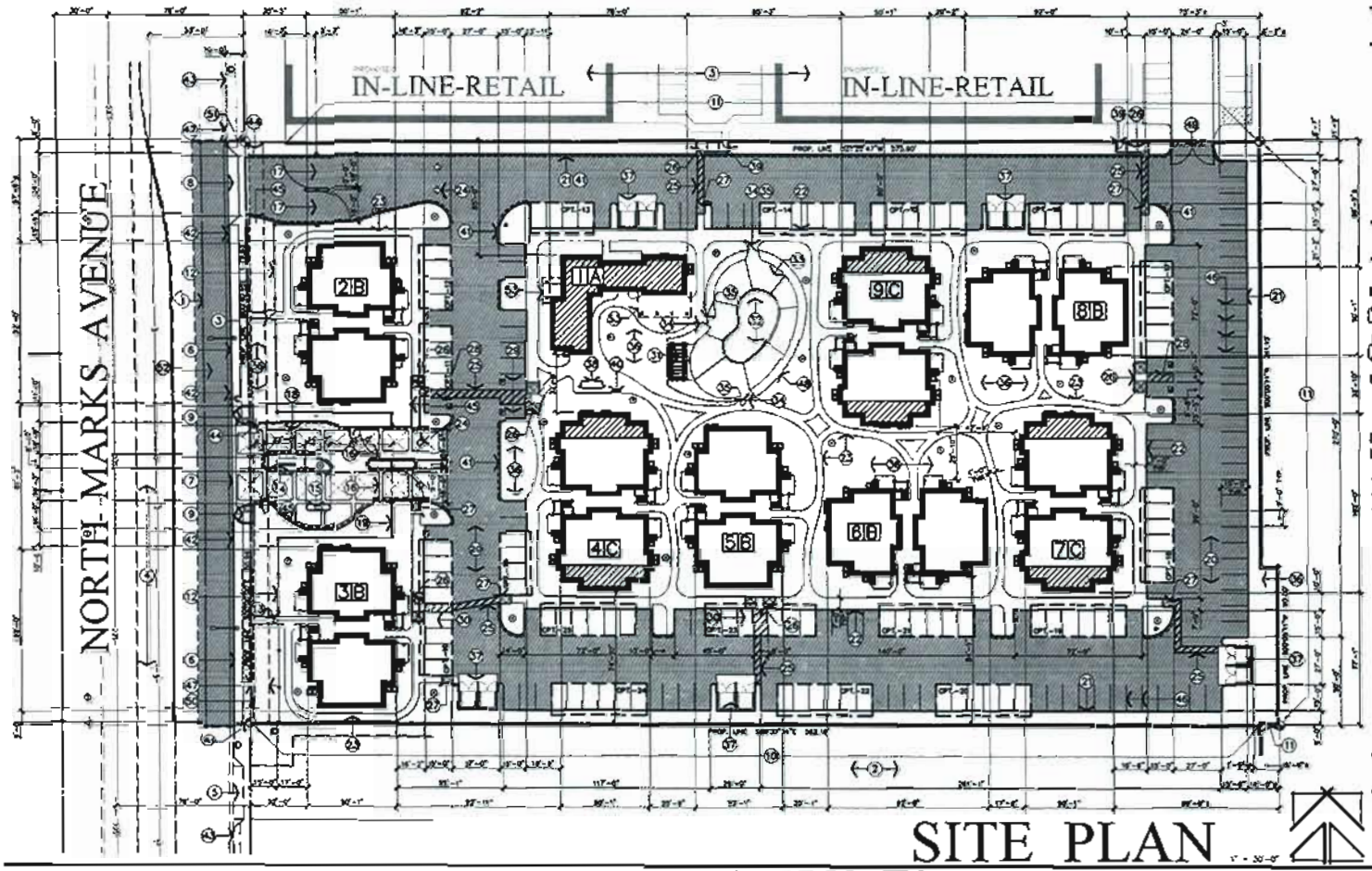
THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 96 UNIT APARTMENT COMPLEX
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO CALIFORNIA

REGISTERED ARCHITECT
SCOTT K. VINCENT
STATE OF CALIFORNIA

All drawings and written material appearing herein constitute original and unpublished work of the architect and may not be duplicated, used, or disclosed without written consent of the architect.

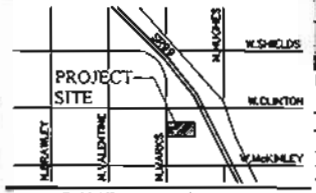
APPL. NO. C-10-039 EXHIBIT A-1 DATE 11·20·13
PROJ ENG. ______ DATE ______
TRAFFIC ENG. ______ DATE ______
COND. APPROVED BY ______ DATE
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT



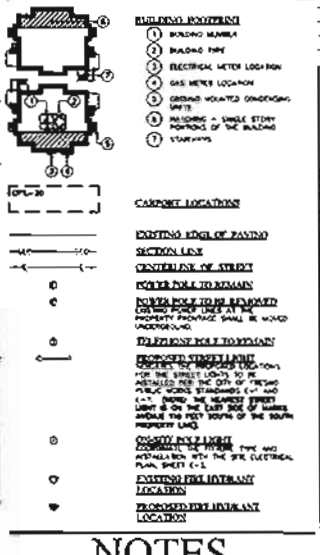
SITE PLAN

1" = 30'-0"

VICINITY MAP



SYMBOLS



NOTES

1. REFER TO SHEET T-2 FOR PROJECT STATISTICS, LEGAL DESCRIPTION AND SITE NOTES
2. ALL ON THIS PLAN ARE PROPOSED UNLESS NOTED OTHERWISE.
3. NO OBSTRUCTION SHALL BE WITHIN 3'-0" VEHICLE OVERHANG AT PARKING.

THE VINCENT COMPANY ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 96 UNIT APARTMENT COMPLEX:

CENTRAL PLAZA APARTMENTS

SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

REGISTERED ARCHITECT MARY A. VINCENT
Exp. 12-31-14
No. C-18889
STATE OF CALIFORNIA

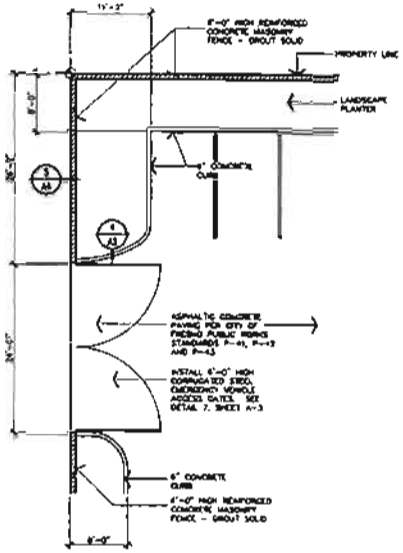
DESIGN REVIEW
PLAN CHECK
BACK CHECK
FORMATS
CONSTRUCTION
AS BUILT

All drawings and written material appearing herein constitute original work of the architect and may not be duplicated, used or disclosed without written consent of the architect.

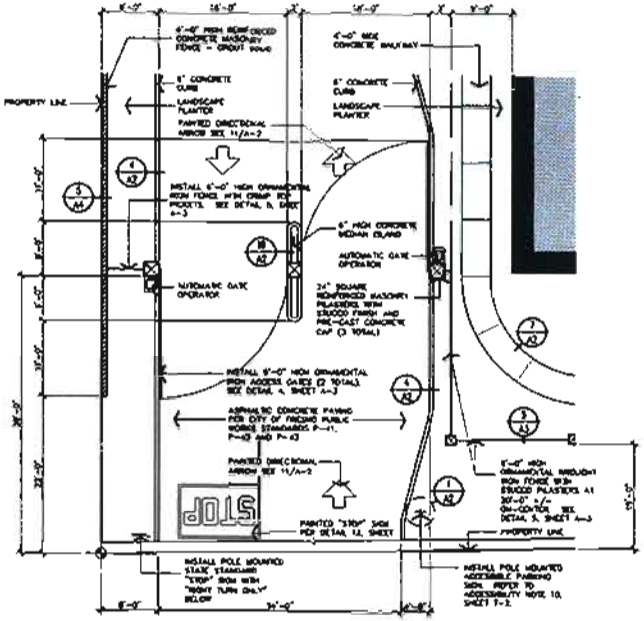
KEYNOTES

1. INDICATES THE LOCATION OF ELEVATION PROVIDED FOR SHEET A-2 UNDER PARCEL MAP, TO POST-FINAL.
2. EXISTING ADJACENT MULTI-FAMILY RESIDENTIAL DEVELOPMENT TO REMAIN.
3. PROPOSED COMMERCIAL DEVELOPMENT TO BE CONSTRUCTED UNDER SEPARATE PERMITS (NOT A PART OF THIS SUBMITTAL - SHOWN FOR REFERENCE ONLY).
4. EXISTING LANDSCAPED MEDIAN ISLAND TO REMAIN. INSTALL 12 INCH WIDE STAMPED CONCRETE BORDER AS NOTED ON THE LANDSCAPE PLAN.
5. EXISTING CONCRETE DRIVE APPROACH AT MONUMENT DEVELOPMENT TO REMAIN (NO, NOT UNLESS THE EXHIBIT).
6. INSTALL NORTH-SOUTH APPROACHWAYS ALONG THE LONGER FRONTAGE TO PROVIDE EAST-WEST-PLANE CONCRETE CURB, GUTTER, SIDEWALK, AND STRIPING 30 TRANSITION TO THE EXISTING EDGE OF PAVING PER CITY OF FRESNO PUBLIC WORKS DEPARTMENT STANDARDS P-5 AND P-100.
7. INSTALL NEW STREET LIGHT APPROVED BY PG&E, CURB, GUTTER AND ACCESSIBLE CURB RAMPS PER MBC AND CITY OF FRESNO PUBLIC WORKS STANDARD P-77.
8. INSTALL NEW 20'-0" WIDE CONCRETE DRIVE APPROACH PER CITY OF FRESNO PUBLIC WORKS STANDARDS P-7 AND P-100.
9. INSTALL CITY-SITE WHEELCHAIR RAMP PER THE REQUIREMENTS OF TITLE 24 ACCESSIBILITY, CITY OF FRESNO PUBLIC WORK STANDARDS P-100.
10. EXISTING 6'-0" HIGH REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE TO REMAIN, TYPICAL.
11. INSTALL 6'-0" HIGH REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE, TYPICAL.
12. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON FENCE WITH GATE FOR TRASH AND MASONRY PILASTERS AT 20'-0" O.C. CENTER FROM PROPERTY LINE AND MINIMUM OF 6'-0" TO BE INSTALLED AT REAR PROPERTY LINE, TYPICAL.
13. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON MEDITERRANEAN GATE WITH CANOPY FOR TRASH AND MASONRY PILASTERS AT 20'-0" O.C. CENTER FROM PROPERTY LINE AND MINIMUM OF 6'-0" TO BE INSTALLED AT REAR PROPERTY LINE, TYPICAL.
14. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE WITH CANOPY FOR TRASH AND MASONRY PILASTERS AT 20'-0" O.C. CENTER FROM PROPERTY LINE AND MINIMUM OF 6'-0" TO BE INSTALLED AT REAR PROPERTY LINE, TYPICAL.
15. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE WITH CANOPY FOR TRASH AND MASONRY PILASTERS AT 20'-0" O.C. CENTER FROM PROPERTY LINE AND MINIMUM OF 6'-0" TO BE INSTALLED AT REAR PROPERTY LINE, TYPICAL.
16. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE WITH CANOPY FOR TRASH AND MASONRY PILASTERS AT 20'-0" O.C. CENTER FROM PROPERTY LINE AND MINIMUM OF 6'-0" TO BE INSTALLED AT REAR PROPERTY LINE, TYPICAL.
17. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE WITH CANOPY FOR TRASH AND MASONRY PILASTERS AT 20'-0" O.C. CENTER FROM PROPERTY LINE AND MINIMUM OF 6'-0" TO BE INSTALLED AT REAR PROPERTY LINE, TYPICAL.
18. INDICATES LOCATION OF PROPOSED MONUMENT SIGN TO BE REVIEWED VIA SEPARATE SIGNAGE PERMIT.
19. INDICATES LOCATION OF PROJECT DIRECTORY AND VISITOR CALL BOX INSTALLATION. SHALL COMPLY WITH 2.3% OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS. COORDINATE THE INSTALLATION WITH THE SIGNAGE CONTRACTOR'S SUBMITTAL, TYPICAL.
20. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE(S) WITH AUTOMATIC OPERATORS AND 75'-0" MINIMUM PROVIDED TO BACK OF WALK. INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS, TYPICAL.
21. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE(S) FOR TENANT PARKING AND EXPRESS ONLY. INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS, TYPICAL.
22. INDICATES LOCATION OF CONCRETE CONTROL JOINTS IN PLANTER AREA. INSTALL JOINT PATTERN AS INDICATED. COORDINATE INSTALLATION WITH THE GRADING AND DRAINAGE PLAN, TYPICAL.
23. 6'-0" HIGH "SIGNAGE" AREA WITH TEXTURED PLASTER FINISH WITH LED OVER SOLID GROUTED NON-GROUTED CONCRETE MASONRY UNITS. SIZE AND APPROVED UNDER SEPARATE PERMIT, TYPICAL.
24. SHALL BE CONCRETE WITH MINIMUM 3 AGGREGATE BASE, 3000 PSI AT 28 DAYS, REINFORCED TO MEET SHRINKAGE CONTROL, TAKING DETAILS TO WITH GRADING AND DRAINAGE PLAN AND PROJECT AREA INTEGRITY, TYPICAL. PER CITY STANDARDS, PLAN, PLANS AND PLAN.
25. 6 INCH CONTINUOUS CONCRETE CURB, TYPICAL.
26. 6 INCH CONTINUOUS CONCRETE CURB WITH MISSING 5-1/2 INCH THICK CONCRETE WALK, TYPICAL.
27. 6'-0" WIDE x 5-1/2 INCH THICK CONCRETE WALKS APPLIED OVER COMPACTED WATER SOIL (MINIMUM 75-0" INCH WALKS ADJACENT TO PARKING SPACES), TYPICAL.
28. PAVING, WHITE PAINTED THREE-SIDED WALL PLANTER MINIMUM 6'-0" OF FRESNO PUBLIC WORKS STANDARDS (REFER TO DETAIL 14, SHEET A-2 FOR ADDITIONAL INFORMATION), TYPICAL.
29. INSTALL 6'-0" WIDE PAINTED CROSSWALK OF SHAPE WHERE THE PEDESTRIAN PATH-OF-TRAVEL OCCURS. THE MINIMUM ALTERNATE AS PAVING SHALL BE 5ft WITH A 2% MAXIMUM CROSS SLOPE, TYPICAL.
30. INDICATES THE LOCATION OF ON-SITE WHEELCHAIR RAMPS. COORDINATE THE INSTALLATION PER DETAIL 3, SHEET A-2 AND TYPICAL.
31. INDICATES THE LOCATION OF DEPRESSED WALKWAY WITH SLOPE 1:20 COORDINATE PROPERLY FOR THE DETAIL 3, SHEET A-2 TYPICAL.
32. INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 5'-0" WIDE UNLOADING AREA AND 5'-0" WIDE WHEELCHAIR RAMP. INSTALL SIGNAGE AND MARKING AS REQUIRED BY TITLE 24 CCR ACCESSIBILITY REQUIREMENTS AND DETAIL 1, SHEET A-2, TYPICAL.
33. INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 5'-0" WIDE UNLOADING AREA AND PAINTED WALK WHEELCHAIR RAMP. INSTALL SIGNAGE AND MARKING AS REQUIRED BY TITLE 24 CCR ACCESSIBILITY REQUIREMENTS AND DETAIL 1, SHEET A-2, TYPICAL.
34. INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 5'-0" WIDE UNLOADING AREA AND PAINTED WALK WHEELCHAIR RAMP. INSTALL SIGNAGE AND MARKING AS REQUIRED BY TITLE 24 CCR ACCESSIBILITY REQUIREMENTS AND DETAIL 1, SHEET A-2, TYPICAL.
35. INDICATES LOCATIONS OF WOOD FIBER / SAND STRUCTURE WITH REINFORCED CONCRETE MASONRY SURROUND. PLANTER AS DETAIL 1, SHEET A-2, TYPICAL.
36. INDICATES LOCATION OF SWIMMING POOL AND POOL DECKING TO BE INSTALLED UNDER SEPARATE PERMIT AND PLAN CHECK. POOL CONTRACTOR SHALL SUBMIT DRAWINGS AND CALCULATIONS TO THE CITY OF FRESNO FOR PLAN CHECK AND SEPARATE PERMIT OF WORKSHOPS, HOMES, TYPICAL.
37. COORDINATE INSTALLATION OF POOL DECKING WITH POOL CONTRACTOR. PROVIDE 1/4 INCH MIN POOL MINIMUM CROSS SLOPE AS DEEP, TYPICAL.
38. INSTALL 100 AMPERE LOAD SIGN TO READ "MAXIMUM OCCUPANT LOAD = 100 PERSONS".
39. INDICATES THE LOCATION OF 3'-0" WIDE x 8'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH PAINTED MATERIALS APPROVED FOR OUTDOOR INSTALLATION WITH LEVER TYPE EXTERIOR HARDWARE (CONFIRM KEYING REQUIREMENTS WITH THE OWNER). MOUNT PANIC HARDWARE BETWEEN 30 AND 44 INCHES ABOVE FINISHED SIDE. REFER TO DETAIL 3, SHEET A-2 FOR REQUIRED GATE CLEARANCES.
40. LANDSCAPE AREAS. COORDINATE WORK WITH LANDSCAPE PLANS/ TYPICAL.
41. INDICATES LOCATION OF 22'-0" WIDE x 10'-0" DEEP TRASH ENCLOSURE WITH REINFORCED CONCRETE MASONRY WALLS TO 44"x0" PER CITY OF FRESNO PUBLIC WORKS STANDARDS A-33 AND A-35. COORDINATE INSTALLATION WITH THE CIVIL DRAWINGS AND DETAIL 13, SHEET A-2 TYPICAL.
42. INDICATES THE LOCATION OF THE TENANT MAIL CENTER. COORDINATE INSTALLATION REQUIREMENTS WITH DETAIL 4, SHEET A-2 AND US POSTAL SERVICE REQUIREMENTS.
43. INSTALL 3'-0" WIDE x 6'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH LEVER TYPE LOCKSET (CHANGE KEYED TO TENANT EXTERIOR DOORS). MOUNTED AT 44 INCHES ABOVE WALK. REFER TO DETAIL 3, SHEET A-2 FOR REQUIRED GATE CLEARANCES.
44. INDICATES THE LOCATION OF RIBBON TYPE BICYCLE RACK WITH CAPACITY FOR 12 BICYCLES.
45. DASHED LINE INDICATES LOCATION(S) OF SIGNS TO BE PAINTED RED AND WHITE. "FIRE LANE - NO PARKING". LETTERS SHALL BE WHITE, 3 INCHES HIGH AND SPACED AT 30'-0" ON CENTER PER CITY OF FRESNO FIRE DEPARTMENT STANDARDS, TYPICAL.
46. PAINT CURB RED FOR 10'-0" ON SIDE OF DRIVE APPROACH (PROVIDE 3 COATS OF PAINT).
47. EXISTING 30'-0" CURB, GUTTER AND WALK TO REMAIN SHOWN DASHED, TYPICAL.
48. INSTALL 30" STATE STANDARD "STOP" SIGN(S) AT LOCATION(S) SHOWN. SIGN SHALL BE MOUNTED ON A 2" GALVANIZED POST WITH THE BOTTOM OF THE SIGN 7' ABOVE GROUND, LOCATED BEHIND CURB AND IMMEDIATELY BEHIND BALDOR STREET SIDEWALK. "RIGHT TURN ONLY" SIGN IS ALSO REQUIRED AT SAME LOCATION. INSTALL 30" x 36" STATE STANDARD SIGN IMMEDIATELY BELOW THE STOP SIGN ON SAME POST.
49. PROVIDE SIGN (17-INCH BY 22-INCH MINIMUM HEIGHT LETTERING) AT THE WINDOW END OF EACH PARKING STALL ON AT EACH SITE ENTRANCE THAT CLEARLY STATES, "UNAUTHORIZED VEHICLES PARKED IN DISABILITIES MAY BE TOWED AWAY AT OWNER'S EXPENSE". TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF FRESNO POLICE DEPARTMENT PARKING SUPPORT DIVISION OR BY TELEPHONING (559) 621-2207. REFER TO DETAIL 3, SHEET 1-3 FOR ADDITIONAL INFORMATION.
50. 1 INCH WIDE WHITE PAINTED STRIPING PER CITY OF FRESNO PUBLIC WORKS STANDARDS/ TYPICAL AT PARKING STALLS.
51. EXISTING 10'-0" WIDE PUBLIC UTILITIES EASEMENT.
52. PROVIDE 5'-0" HIGH ORNAMENTAL WROUGHT IRON FENCE AT POOL ENCLOSURE. REFER TO DETAIL 13, SHEET A-3 FOR ADDITIONAL INFORMATION/ TYPICAL.
53. INSTALL 5'-0" HIGH CORRUGATED STEEL EMERGENCY VEHICLE ACCESS GATES WITH CITY OF FIRE DEPARTMENT APPROVED PADLOCK/ TYPICAL.
54. DEDICATE 7'-0" WIDE PEDESTRIAN ACCESS EASEMENT + 6'-0" SIDEWALK TO ACCOMODATE PER CITY OF FRESNO PUBLIC WORKS STANDARDS.
55. CONSTRUCT TRANSITION FROM THE REQUIRED 6'-0" SIDEWALK TO THE EXISTING SIDEWALK AT ADJACENT PROPERTIES.
56. CONSTRUCT 20'-0" OF PORTLAND CEMENT PAVING (MEASURED FROM EDGE OF CURB) PER CITY OF FRESNO PUBLIC WORKS STANDARDS. (SHOWN SHADED).
57. INDICATES THE LOCATION OF COVERED PORCH / PATIO AT THE COMMUNITY BUILDING.

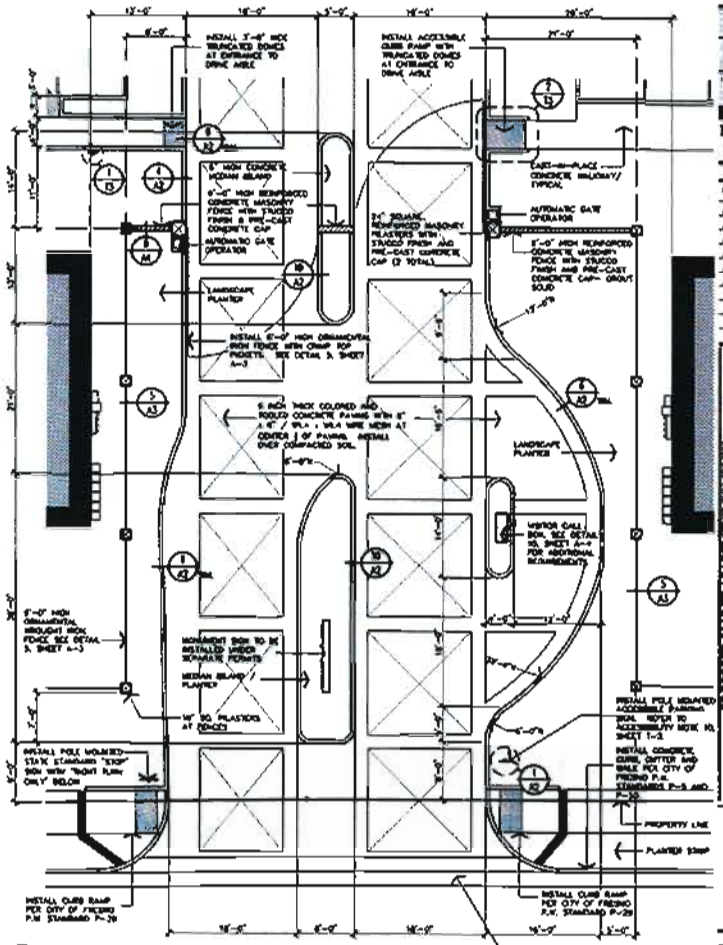
APPL. NO. C-10-039 EXHIB. A-2 DATE 11-20-13
PROJ ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____
CITY OF FRESNO PLANNING & DEVELOPMENT DEP.



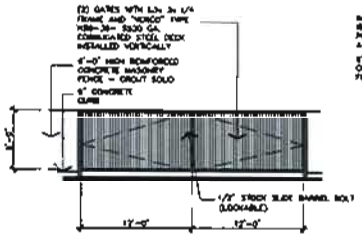
6 EMERGENCY ACCESS GATE



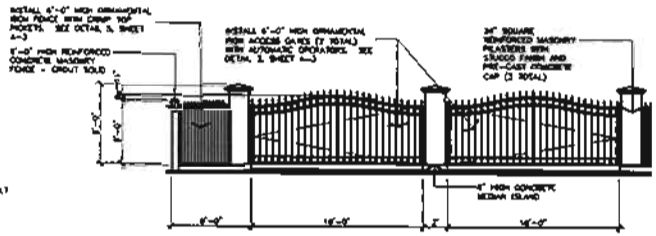
3 TENANT ACCESS GATES—PLAN VIEW



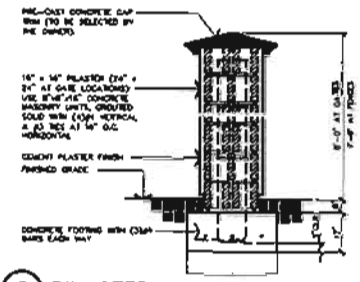
1 SITE ENTRANCE GATE—PLAN VIEW



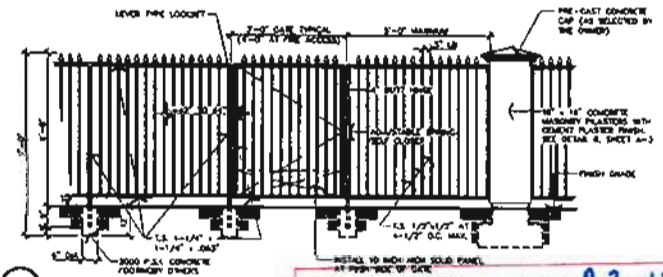
7 EMERGENCY GATE ELEVATION



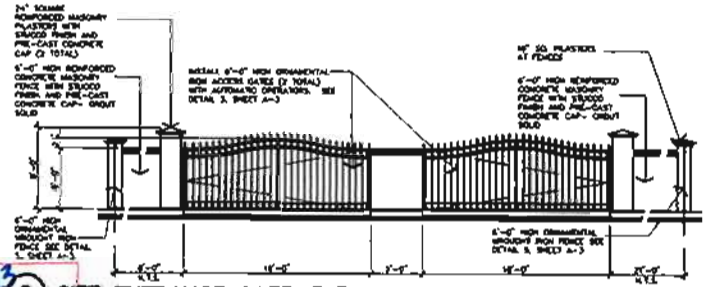
4 TENANT ACCESS GATES—ELEVATION



8 PILASTER SECTION



5 STREET FRONTAGE FENCE—ELEVATION



2 SITE ENTRANCE GATE—ELEVATION

THE VINCENT COMPANY
ARCHITECTS, INC
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 55 UNIT APARTMENT COMPLEX

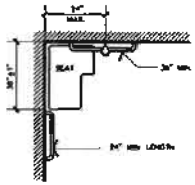
CENTRAL PLAZA APARTMENTS

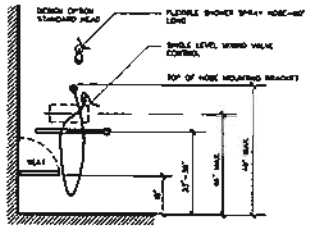
SWC OF WEST CLINTON AND NORTH BRAES AVENUES
FRESNO, CALIFORNIA

A3

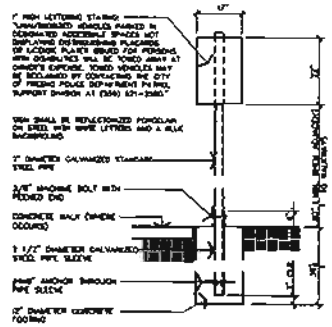
EXHIBIT A-3 11-2013
C-10-039

PROJ ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT

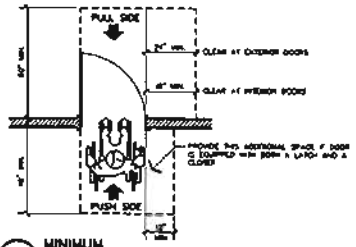




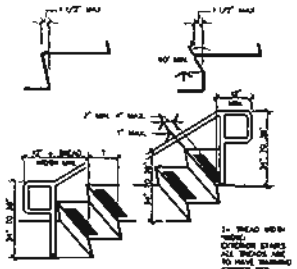
8 PUBLIC SHOWER DETAILS

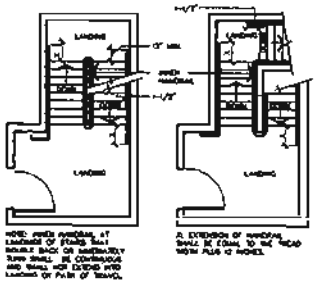


5 PARKING ENTRANCE SIGNAGE

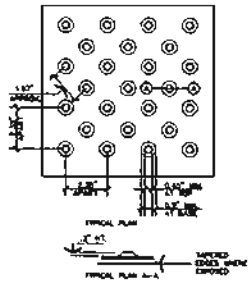


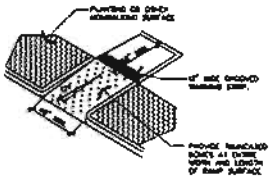
6 MINIMUM DOOR CLEARANCES

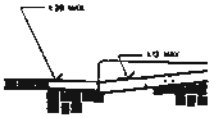




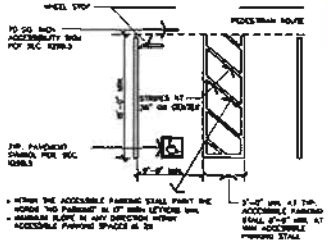
4 STAIRWAY REQUIREMENTS

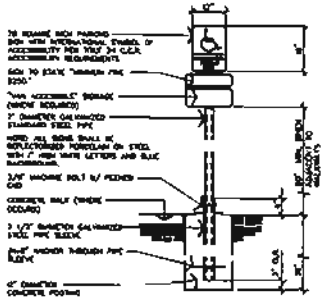


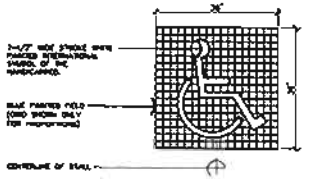




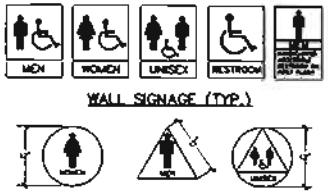
2 ON-SITE CURB RAMPS

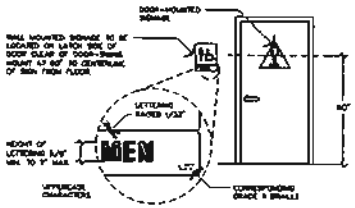




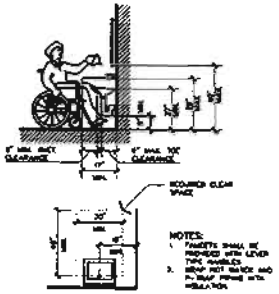


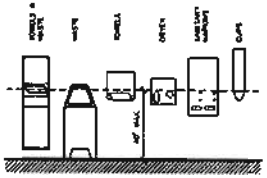
1 PARKING REQUIREMENTS





9 ACCESSIBLE SIGNAGE REQUIREMENTS





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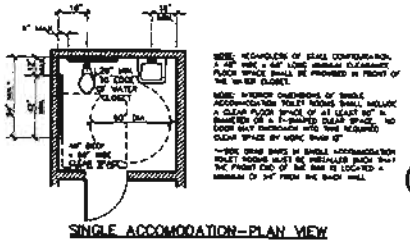
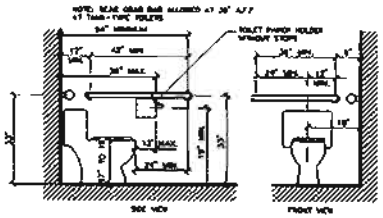
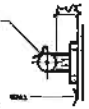
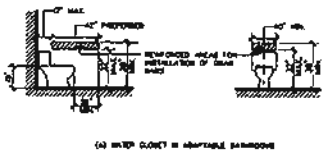
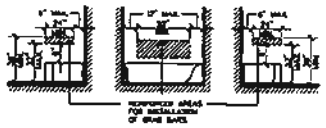
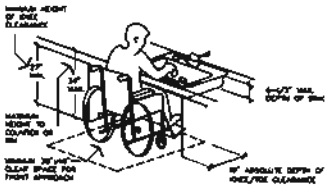


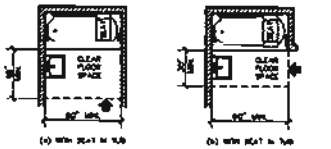












3 RESIDENTIAL UNIT ACCESS REQUIREMENTS

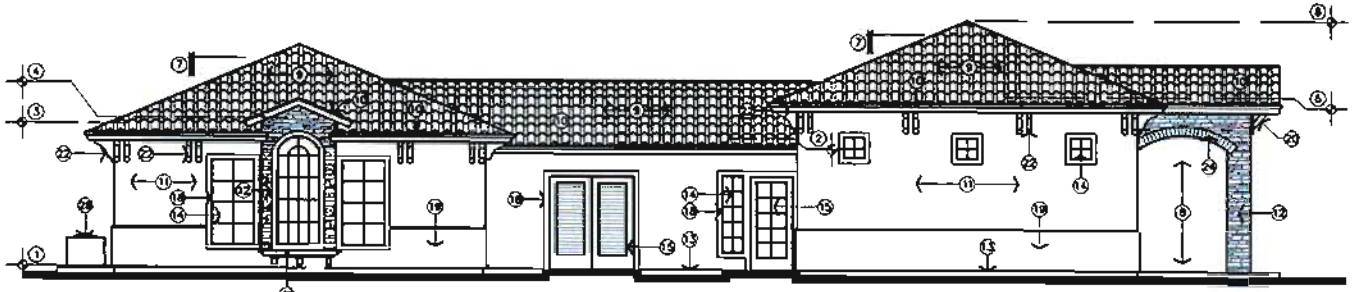
C-10-039 A-4 11-20-13

PROJ. ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE _____
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT.

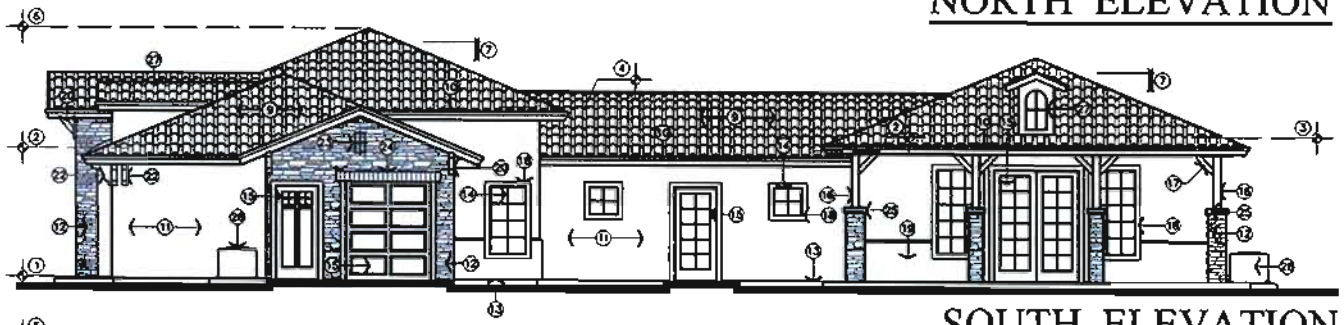
THE VINCENT COMPANY
ARCHITECTS INC
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 56 UNIT APARTMENT COMPLEX
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

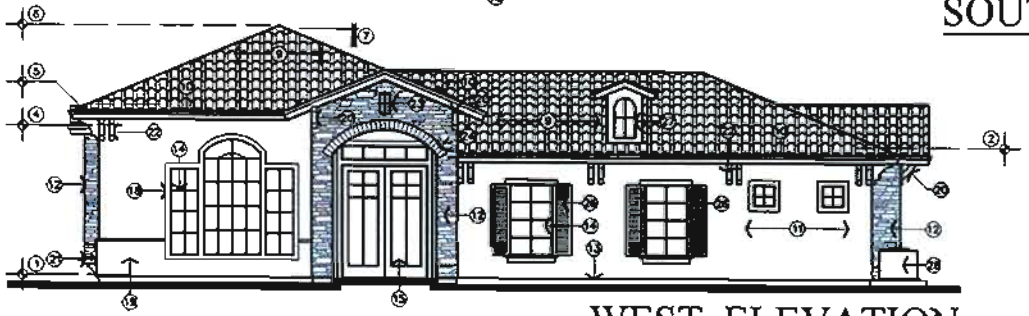
T3



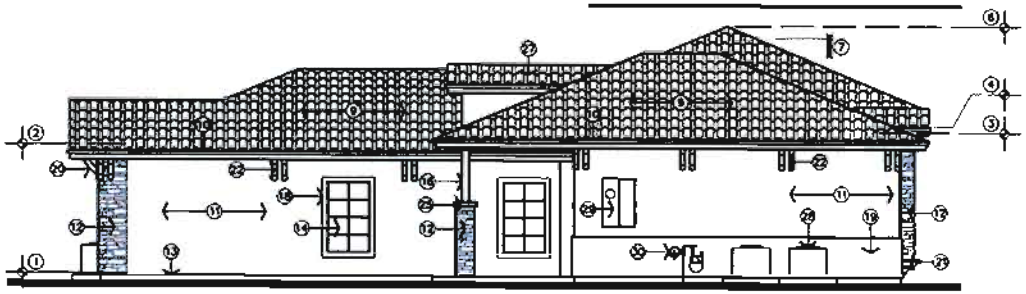
NORTH ELEVATION



SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

KEYNOTES

1. FINISHED FLOOR ELEVATION = 0'-0"
2. DOUBLE TOP PLATES ELEVATION = 9'-1"
3. DOUBLE TOP PLATES ELEVATION = 10'-1"
4. DOUBLE TOP PLATES ELEVATION = 10'-4"
5. DOUBLE TOP PLATE ELEVATION = 12'-1"
6. TOP OF RIDGE ELEVATIONS = 17'-4"
7. TYPICAL ROOF PITCH 3:12
8. OPEN TO BEYOND
9. INSTALL MISSION PROFILE CONCRETE TILE ROOFING OVER 30# ROOFING FELTS OVER PLYWOOD ROOF SHEATHING. TILE ROOFING SHALL BE INSTALLED PER THE MANUFACTURER'S MOST RECENT RECOMMENDATIONS AS APPROVED BY THE ARCHITECT.
10. INSTALL 2x8 BEVELED WOOD FASCIA WITH 1x3 SLANTED STRIP (COULD BE STRAIGHT STRIP WHERE QUEENS ARE TO BE INSTALLED). COORDINATE LOCATIONS OF RAFTERTAILS TO BE INSTALLED WITH THE ROOF PLAN/ TYPICAL.
11. INSTALL 7/8 INCH THICK BASE COAT STUCCO APPLIED OVER "HEAVY" BACKED WIRE LATH WITH LIGHT DASH INTEGRAL FINISH. APPLY LATH OVER TRUSS IN ACCORDANCE WITH MANUFACTURER'S MOST RECENT RECOMMENDATIONS.
12. INSTALL THIN SET FACE STONE VENEER ("ELDORADO STONE" STACKED STONE PER ICBO EVALUATION REPORT 3288 OR EQUAL) OVER PLYWOOD WALL SHEATHING AND WOOD STUD FRAMING AS INDICATED. COORDINATE INSTALLATION WITH THE VENEER MANUFACTURER'S MOST RECENT REQUIREMENTS/ TYPICAL.
13. INSTALL "SUPERVENT" NO. 15 (OR EQUAL) 24 GAUGE GALVANIZED SHEET METAL ROOF SCREEN/ TYPICAL.
14. VINYL FRAME WINDOWS WITH DUAL GLAZING AND MUNTINS AS INDICATED. COORDINATE INSTALLATION WITH THE FLOOR PLAN, SHEET A-1.0, AND THE WINDOW SCHEDULE, SHEET A-7.
15. EXTERIOR DOORS(S). COORDINATE INSTALLATION WITH THE FLOOR PLAN, SHEET A-1.0 AND THE DOOR SCHEDULE, SHEET A-7.
16. WOOD POST WITH PAINTED FINISH. COORDINATE INSTALLATION WITH ROOF FRAMING PLAN, SHEET A-1.1/ TYPICAL.
17. INDICATES LOCATIONS OF 4x DIAGONAL KNEE BRACE'S. COORDINATE THE INSTALLATION WITH THE ROOF FRAMING PLAN, SHEET A-1.1/ TYPICAL.
18. INSTALL 2" x 4" FOAM ACCENT TRIM WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH AT THE PERIMETER OF DOORS, WINDOWS AND ARCHES AS INDICATED. PAINT ACCENT COLOR AS NOTED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL.
19. INSTALL 4" x 24" FOAM ACCENT BAND WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH AT THE BASE OF WALL AS INDICATED. COORDINATE THE WORK WITH DETAIL 1A, SHEET A-4.2/ TYPICAL.
20. INDICATES THE LOCATION(S) OF 4x PERGOLA (OR COMPOSITE WOOD) RAFTER BRACE'S INSTALLED AT EVERY OVER. COORDINATE THE WORK WITH DETAIL 6, SHEET A-4.1/ TYPICAL.
21. INSTALL 8 INCH HIGH x 4 INCH DEEP SHEPPERD FOAM SILL TRIM WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH AS INDICATED. SLOPE THE TOP OF THE TRIM FOR DRAINAGE. PAINT ACCENT COLOR AS NOTED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL.
22. INDICATES THE LOCATION(S) OF FOAM ACCENT CORBELS WITH FIBERGLASS REINFORCING MESH WITH DASH COAT FINISH. PAINT CORBELS ACCENT COLOR AS NOTED ON THE EXTERIOR COLOR SCHEDULE/ COORDINATE THE INSTALLATION WITH DETAIL 3, SHEET A-4.1/ TYPICAL.
23. INSTALL 8 INCH WIDE x 18 INCH HIGH x 4 INCH DEEP WROUGHT IRON ACCENT TRIM AS INDICATED. COORDINATE THE INSTALLATION WITH DETAIL 6, SHEET A-3.1/ TYPICAL.
24. INSTALL THIN SET SMOOTH BRICK BULLNOSE COURSE AT THE EDGE OF THE ROOFS AT THE SEGMENTED ARCH AS INDICATED. INSTALLATION OF THE SMOOTH BRICK SHALL BE PER THE MANUFACTURER'S RECOMMENDATIONS AS APPROVED BY THE ARCHITECT/ TYPICAL.
25. INSTALL BRICK BULLNOSE COURSE "CAP" AT COLUMN WITH TRANSITION PROFILE OVERHANG WITH DRIP EDGE AND ALIGN THE TOP OF THE COURSE FOR DRAINAGE/ TYPICAL.
26. INSTALL 14 INCH WIDE x HEIGHT OF WINDOW FIXED SHUTTERS AS INDICATED. PAINT AS NOTED ON THE EXTERIOR COLOR SCHEDULE. REFER TO DETAIL 1, SHEET A-3.1 FOR ADDITIONAL INFORMATION.
27. INSTALL FALSE DORMER WITH SINGLE GLAZED ARCH TOP WINDOW WITH MUNTINS (WINDOW TYPE "F"). COORDINATE THE INSTALLATION WITH THE ROOF PLAN, SHEET A-1.2/ TYPICAL.
28. INDICATES LOCATION(S) OF GROUND MOUNTED CONDENSING UNIT(S). COORDINATE INSTALLATION REQUIREMENTS WITH MECHANICAL PLANS AND MANUFACTURER'S INSTALLATION REQUIREMENTS/ TYPICAL.
29. INDICATES LOCATION OF BUILDING ELECTRICAL MAIN SERVICE AND METERS. COORDINATE INSTALLATION WITH ELECTRICAL SITE PLAN AND LOCAL UTILITY COMPANY.
30. INDICATES LOCATION OF BUILDING GAS METERS. COORDINATE INSTALLATION WITH PLUMBING PLAN AND LOCAL UTILITY COMPANY/ TYPICAL.

EXTERIOR COLORS

MATERIAL / SURFACE	DESCRIPTION
TILE ROOFING	EAGLE ROOFING PRODUCTS MALIBU COLLECTION NO. 2840 "SUNRISE BLUSH", OR EQUAL
STUCCO WALLS (MAIN)	BLUE EAGLE BRAND NO. E-444 "VANILLA" OR EQUAL
STUCCO ACCENT WALLS	PITTSBURGH PAINTS NO. 215-4 "GOLD BUFF" OR EQUAL
THIN SET STONE ACCENTS	EL DORADO STONE "PALOSA" (BRANDED STACKED STONE) OR EQUAL
BRICK ACCENTS	CORNISH BRICK COMPANY NO. 523 COLONIAL RED MATT OR EQUAL
DOOR & WINDOW TRIM/ POSTS, BEAMS AND BRACES	PITTSBURGH PAINTS NO. 216-1 "CLEAR YELLOW" OR EQUAL
ENTRANCE DOORS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
FASCIAS AND RAFTER/TAILS /CORBELS	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
SHUTTERS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
ORNAMENTAL IRON FENCING	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
TRASH ENCLOSURE FENCE (WALL)	BLUE EAGLE BRAND NO. E-444 "VANILLA" OR EQUAL
TRASH ENCLOSURE GATES	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
NON ENTRANCE DOORS	MATCH ADJACENT SURFACE
WINDOW FRAMES	FACTORY WHITE
GAS AND ELECTRIC METERS	MATCH ADJACENT SURFACES

BUILDING 'A' ELEVATIONS

1/8" = 1'-0"

C10-089 EXHIBIT E-1 DATE 11-20-13

PROJ. ENG. _____ DATE _____

TRAFFIC ENG. _____ DATE _____

COND. APPROVED BY _____

CITY OF FRESNO PLANNING & DEVELOPMENT DEPT.

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

Revisions | Date

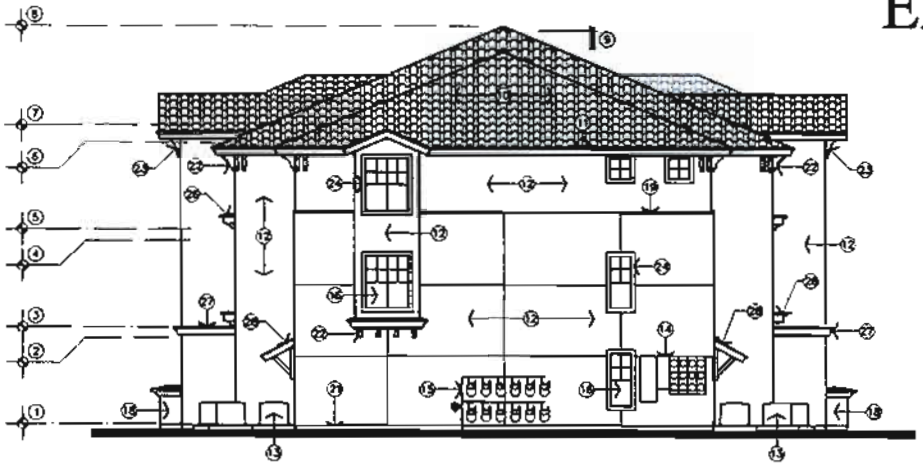
CENTRAL PLAZA APARTMENTS

SWC OF WEST CLINTON AND NORTHWEST AVENUE
FRESNO, CALIFORNIA

Project Name: CENTRAL PLAZA APTS
Project Address: FRESNO, CA
Project Number: 2009-13
Plot Date: 11.20.13
Sheet Number:

FRONT ELEVATION

BUILDING 'B' ELEVATIONS



SIDE ELEVATION

KEYNOTES

1	FINISHED FLOOR ELEVATION	+0'-0"
2	DOUBLE TOP PLATES ELEVATION	+8'-1"
3	FINISHED SECOND FLOOR ELEVATION	+9'-1 5/8"
4	DOUBLE TOP PLATES ELEVATION	+17'-2 3/8"
5	FINISHED THIRD FLOOR ELEVATION	+18'-2 1/4"
6	DOUBLE TOP PLATES ELEVATION	+26'-4 1/4"
7	DOUBLE TOP PLATES ELEVATION	+28'-4"
8	TOP OF RIDGE ELEVATION	+37'-2 1/2"
9	TYPICAL ROOF PITCH	5:12
10	INSTALL MISSION PROFILE CONCRETE TILE ROOFING OVER 30# ROOFING FELTS OVER PLYWOOD ROOF SHEATHING. THE TILE ROOFING SHALL BE INSTALLED PER THE MANUFACTURERS MOST RECENT RECOMMENDATIONS AS APPROVED BY THE ARCHITECT / TYPICAL	
11	INSTALL 2x6 REDWOOD FACIA FOR FASCIA WITH 1x3 STARTER STRIP. MEASURE STARTER STRIP VERTICALLY FROM BOTTOM AND TO BE INSTALLED COORDINATE FUNCTION LOCATIONS WITH THE ROOF PLANS/ TYPICAL	
12	INSTALL 7/8 INCH THICK THREE COAT STUCCO OVER "WRAPIT" SHEATHING WITH LATH. PROVIDE LIGHT SAND FINISH WITH INTEGRAL COLOR AS NOTED ON THE COLOR SCHEDULE. INSTALLATION OF LATH AND ACCESSORIES SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS AS APPROVED BY THE ARCHITECT/ TYPICAL	
13	INDICATES LOCATION(S) OF GROUND MOUNTED CONDENSING UNIT(S). COORDINATE INSTALLATION REQUIREMENTS WITH MECHANICAL PLANS AND MANUFACTURER'S INSTALLATION REQUIREMENTS/ TYPICAL	
14	INDICATES LOCATION OF BUILDING ELECTRICAL WIRE SERVICE AND METERS. COORDINATE INSTALLATION WITH ELECTRICAL SITE PLAN AND LOCAL UTILITY COMPANY.	
15	INDICATES LOCATION OF BUILDING GAS METERS. COORDINATE INSTALLATION WITH PLUMBING PLAN AND LOCAL UTILITY COMPANY/ TYPICAL	
16	VINYL FRAME WINDOWS WITH MUTINS AND DUAL GLAZING AS SHOWN. COORDINATE GLAZING REQUIREMENTS WITH THE WINDOW SCHEDULE, SHEET A-7/ TYPICAL	
17	INSTALL 42 INCH HIGH PRE-FABRICATED WROUGHT IRON GUARDRAIL WITH OPENINGS LESS THAN 4 INCHES. PAINT FINISH AS NOTED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL	
18	INDICATES LOCATION OF 3'-6" HIGH CONCRETE PLASTER PATIO FENCE WITH REDWOOD CAP RAIL. COORDINATE INSTALLATION WITH LAND AND COMPOSITE FLOOR PLANS/ TYPICAL	
19	INDICATES LOCATION OF 3"x3" HORIZONTAL FOAM TRIM WITH FIBERGLASS REINFORCING MESH AND SAND COAT FINISH TO MATCH ADJACENT SURFACES	
20	INSTALL 8 INCH WIDE x 16 INCH HIGH x 4 INCH DEEP WROUGHT IRON ACCENT TRIM AS BRACKETS. COORDINATE THE INSTALLATION WITH DETAIL A, SHEET A-3A/ TYPICAL	
21	INSTALL 24" GAUGE GALVANIZED SHEET METAL FLUE SCREEN/ TYPICAL	
22	INDICATES THE LOCATION(S) OF FOAM ACCENT CORBELS WITH FIBERGLASS REINFORCING MESH AND SAND COAT FINISH. PAINT CORBELS AS INDICATED ON THE EXTERIOR COLOR SCHEDULE. COORDINATE THE WORK WITH DETAIL B, SHEET A-4/ TYPICAL	
23	INDICATES THE LOCATION(S) OF 4x REDWOOD (OR COMPOSITE WOOD) BEAM BRACKETS INSTALLED AT GABLE ENDS. COORDINATE THE WORK WITH DETAIL B, SHEET A-4/ TYPICAL	
24	INSTALL 3"x4" FOAM TRIM WITH FIBERGLASS REINFORCING MESH AND SAND COAT FINISH AT DOORS, WINDOWS, ARCHES AND COLUMNS AS INDICATED/ TYPICAL	
25	INSTALL 14 INCH WIDE x HEIGHT OF WINDOW FIXED SHUTTERS AS INDICATED. PAINT AS NOTED ON THE EXTERIOR COLOR SCHEDULE. REFER TO DETAIL 1, SHEET A-3 FOR ADDITIONAL INFORMATION	
26	INDICATES LOCATION(S) OF 10 INCH WIDE x 8 INCH DEEP FOAM "PLANTER BOXES" WITH CORBELS AS INDICATED. PROVIDE FIBERGLASS REINFORCING MESH AND SAND COAT FINISH. SLOPE THE TOP OF THE ASSEMBLY FOR DRAINAGE. PAINT ACCENT COLOR AS INDICATED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL	
27	INDICATES LOCATION(S) OF 12 INCH WIDE STUCCO FOAM FASCIA WITH FIBERGLASS REINFORCING MESH AND SAND COAT FINISH. SLOPE THE TOP OF THE ASSEMBLY FOR DRAINAGE. PAINT ACCENT COLOR AS INDICATED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL	
28	INDICATES THE LOCATION OF SHED ROOF WITH MISSION PROFILE CONCRETE TILES INSTALLED OVER 30# ROOFING FELTS AND PLYWOOD SHEATHING INSTALLED ONLY WOOD FRAMING WITH RAFTER BRACES AS INDICATED/ TYPICAL	

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

Revisions	Date
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PROPOSED 5-UNIT APARTMENT COMPLEX
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTHWEST AVENUES
FRESNO, CALIFORNIA

EXTERIOR COLORS

MATERIAL/ SURFACE	DESCRIPTION
TILE ROOFING	EAGLE ROOFING PRODUCTS MALIBU COLLECTION NO. 2845 "SUNRISE BLEND". OR EQUAL
STUCCO WALLS (BODY)	BLUE EAGLE BRAND NO. 1-84 "SMALLA" OR EQUAL
STUCCO ACCENT WALL	PITTSBURGH PAINTS NO. 213-4 "GOLD DUST" OR EQUAL
STUCCO ACCENT WALL	PITTSBURGH PAINTS NO. 328-7 "SPICED COLA" OR EQUAL
DOOR/WINDOW/ COLUMN TRIM	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
ENTRANCE DOORS	PITTSBURGH PAINTS NO. 324-7 "SPICED COCOA" OR EQUAL
FASCIA/CORBELS/ PLANTER BOXES	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
SHUTTERS	PITTSBURGH PAINTS NO. 324-7 "SPICED COCOA" OR EQUAL
WROUGHT/ GUARDRAILS/ STRANDERS	PITTSBURGH PAINTS NO. 328-7 "SPICED COCOA" OR EQUAL
PATIO FENCE (WALL)	BLUE EAGLE BRAND NO. C-484 "VANILLA" OR EQUAL
PATIO FENCE (CAP TRIM)	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
IRON ENTRANCE DOORS	MATCH ADJACENT SURFACE
WINDOW FRAMES	FACTORY WHITE
GAS AND ELECTRIC METERS	MATCH ADJACENT SURFACES

Revisions	Date
○ DESIGN REVIEW	
○ PLAN CHECK	
○ BACK CHECK	
○ PERMITS	
○ CONSTRUCTION	
○ AS BUILT	

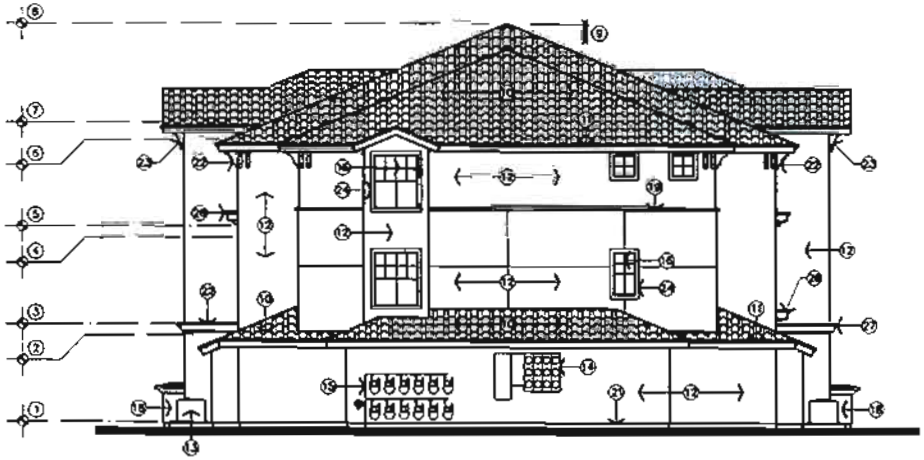
All drawings and written material appearing herein constitute original work of the architect and may not be duplicated, used, or commented without written approval of the architect.

Scale: 3/16"=1'-0"
Project Name: CENTRAL PLAZA APTS.
FRESNO, CA.
Project Number: 2006.13
Plot Date: 11.20.13
Sheet Number:

APPL. NO. C-10-039 EXHIBIT E-2 DATE 11-20-13
PROJ ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT

FRONT ELEVATION

BUILDING 'C'
ELEVATIONS



SIDE ELEVATION

KEYNOTES

1	FINISHED FLOOR ELEVATION	+0'-0"
2	DOUBLE TOP PLATES ELEVATION	+8'-1"
3	FINISHED SECOND FLOOR ELEVATION	+9'-1 3/8"
4	DOUBLE TOP PLATES ELEVATION	+17'-1 3/8"
5	FINISHED THIRD FLOOR ELEVATION	+18'-1 3/4"
6	DOUBLE TOP PLATES ELEVATION	+26'-1 3/4"
7	DOUBLE TOP PLATES ELEVATION	+28'-1"
8	TOP OF RIDGE ELEVATION	+37'-1 1/2"
9	TYPICAL ROOF PITCH	5:12
10	INSTALL MISSION PROFILE CONCRETE TILE ROOFING OVER 30# ROOFING FELTS OVER 1/2"PLYWOOD ROOF SHEATHING. THE TILE ROOFING SHALL BE INSTALLED PER THE MANUFACTURER'S MOST RECENT RECOMMENDATIONS AS APPROVED BY THE ARCHITECT/ TYPICAL	
11	INSTALL 2x8 MOHAWK 'HOR FIR' FASCIA WITH 1x3 STAINTED 2ENN. REMOVE STAINTED 2ENN WHERE EXPANSIONS ARE TO BE INSTALLED. COORDINATE EXPANSIOTED LOCATIONS WITH THE FLOOR PLAN/ TYPICAL	
12	INSTALL 7/8 INCH THICK THICK COAT STUCCO OVER "WIRE" BACKED WIRE LATH. PROVIDE LIGHT DASH FINISH WITH INTERNAL COLOR AS NOTED ON THE COLOR SCHEDULE. INSTALLATION OF LATH AND ACCESSORIES SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS AS APPROVED BY THE ARCHITECT/ TYPICAL	
13	INDICATES LOCATION(S) OF GROUND MOUNTED CONDENSING UNITS. COORDINATE INSTALLATION REQUIREMENTS WITH MECHANICAL PLANS AND MANUFACTURER'S INSTALLATION REQUIREMENTS/ TYPICAL	
14	INDICATES LOCATION OF BUILDING ELECTRICAL MAIN SERVICE AND METERS. COORDINATE INSTALLATION WITH ELECTRICAL SITE PLAN AND LOCAL UTILITY COMPANY.	
15	INDICATES LOCATION OF BUILDING GAS METERS. COORDINATE INSTALLATION WITH PLUMBING PLAN AND LOCAL UTILITY COMPANY/ TYPICAL	
16	VINYL FRAME WINDOWS WITH MUTINS AND DUAL GLAZING AS SHOWN. COORDINATE GLAZING REQUIREMENTS WITH THE WINDOW SCHEDULE, SHEET A-3/ TYPICAL	
17	INSTALL 42 INCH HIGH PRE-FABRICATED WROUGHT IRON GUARDRAILS WITH OPENINGS LESS THAN 4 INCHES. PAINT PURSUANT AS NOTED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL	
18	INDICATES LOCATION OF 3'-0" HIGH CEMENT PLASTER FAUX PORCH WITH DECORATIVE CAP TRIM. COORDINATE INSTALLATION WITH UNIT AND COMPOSITE FLOOR PLANS/ TYPICAL	
19	INDICATES LOCATION OF 2"x3" HORIZONTAL FOAM TRIM WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH TO MATCH ADJACENT SURFACES	
20	INSTALL 8 INCH WIDE x 16 INCH HIGH x 8 INCH DEEP WROUGHT IRON ACCENT TRIM AS INDICATED. COORDINATE THE INSTALLATION WITH DETAIL 1, SHEET A-3A/ TYPICAL	
21	INSTALL 24 GAUGE GALVANIZED SHEET METAL DRIP SCHEDULE/ TYPICAL	
22	INDICATES THE LOCATION(S) OF FOAM ACCENT CORBELS WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH. PAINT CORBELS AS INDICATED ON THE EXTERIOR COLOR SCHEDULE. COORDINATE THE WORK WITH DETAIL 8, SHEET A-4A/ TYPICAL	
23	INDICATES THE LOCATION(S) OF 4x RED WOOD (OR COMPOSITE WOOD) KNEE BRACES INSTALLED AT GABLE ENDS. COORDINATE THE WORK WITH DETAIL 8, SHEET A-4A/ TYPICAL	
24	INSTALL 3"x4" FOAM TRIM WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH AT DOORS, WINDOWS, ARCHES AND COLUMNS AS INDICATED/ TYPICAL	
25	INSTALL 14 INCH WIDE x HEIGHT OF WINDOW FIELD SHUTTERS AS INDICATED. PAINT AS NOTED ON THE EXTERIOR COLOR SCHEDULE. REFER TO DETAIL 1, SHEET A-3A FOR ADDITIONAL INFORMATION.	
26	INDICATES LOCATION(S) OF 10 INCH WIDE x 8 INCH DEEP FOAM "PLANTER BOXES" WITH CORBELS AS INDICATED. PROVIDE FIBERGLASS REINFORCING MESH AND DASH COAT FINISH. SLOPE THE TOP OF THE ACCENT FOR DRAINAGE. PAINT ACCENT COLOR AS INDICATED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL	
27	INDICATES LOCATION(S) OF 12 INCH WIDE STEPPED FOAM FASCIA WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH. SLOPE THE TOP OF THE ACCENT FOR DRAINAGE. PAINT ACCENT COLOR AS INDICATED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL	

EXTERIOR COLORS

MATERIAL SUMMARY	DESCRIPTION
TILE ROOFING	EAGLE ROOFING PRODUCTS, MALIBU COLLECTION NO. 2643 "SANDSTONE BLEND", OR EQUAL
STUCCO WALLS (BODY)	BLUE EAGLE BRAND NO. E-94 "VANILLA" OR EQUAL
STUCCO ACCENT WALL	PITTSBURGH PAINTS NO. 210-4 "GOLD DUST" OR EQUAL
STUCCO ACCENT WALL	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
DOOR/WINDOW/ COLUMN TRIM	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
ENTRANCE DOORS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
FASCIA/CORBELS/ PLANTER BOXES	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
SHUTTERS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
HANDRAILS/ GUARDRAILS/ SUNROOFS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
PATIO FENCE (WALL)	BLUE EAGLE BRAND NO. E-94 "VANILLA" OR EQUAL
PATIO FENCE (CAP TRIM)	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
MAIN ENTRANCE DOORS	MATCH ADJACENT SURFACE
WINDOW FRAMES	FACTORY WHITE
GAS AND ELECTRIC METERS	MATCH ADJACENT SURFACES

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.3602

Revisions	Date
△	
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PROPOSED 5 UNIT APARTMENT COMPLEX:
CENTRAL PLAZA APARTMENTS
S/W OF WEST CLINTON AND BOOTH/MARKS AVENUES
FRESNO, CALIFORNIA

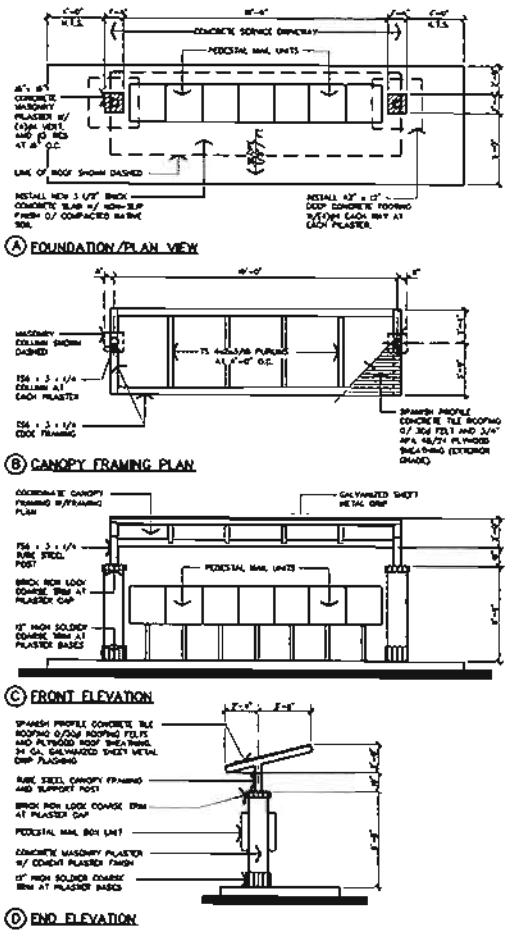
Project number
Date
Drawn by
Checked by
Revisions
Issued for
CONSTRUCTION
NO PLAN

All drawings and written materials appearing herein constitute original work of the architect and may not be used for other projects or purposes without written consent of the architect.

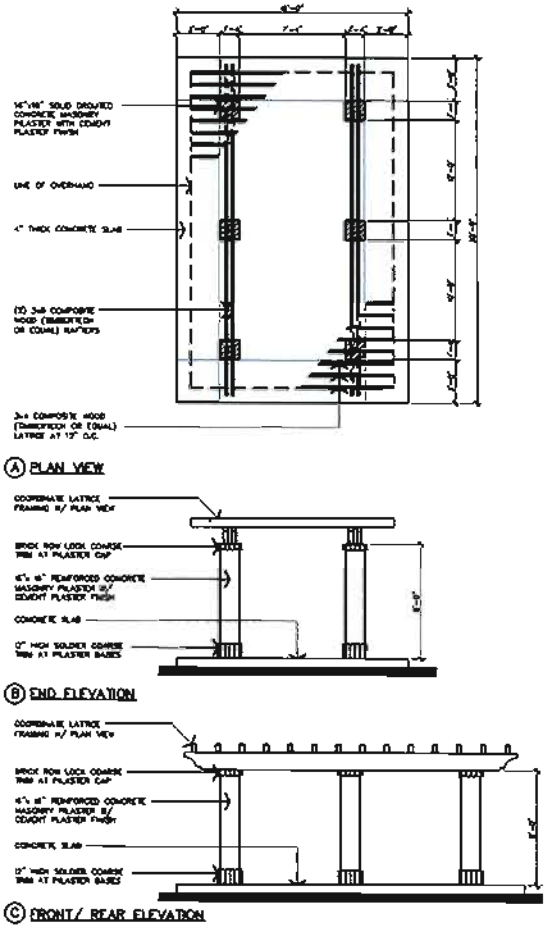
Scale: 3/16"=1'-0"

Project Name: CENTRAL PLAZA APTS.
FRESNO, CA.
Project Number: 200812
Plot Date: 11.07.13
Sheet Number
Of: Sheets

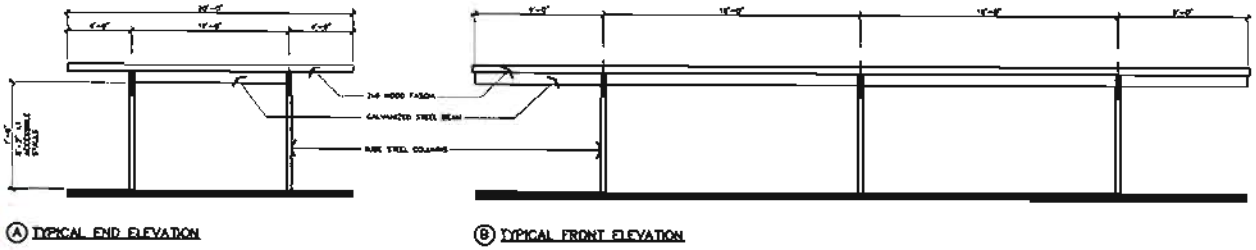
APPL. NO. C-10-039 EXHIBIT E-3 DATE 11.20.13
PROJ. ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE _____
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT.



3 RESIDENT MAIL CENTER



1 ARBOR DETAILS



2 CARPORT ELEVATIONS

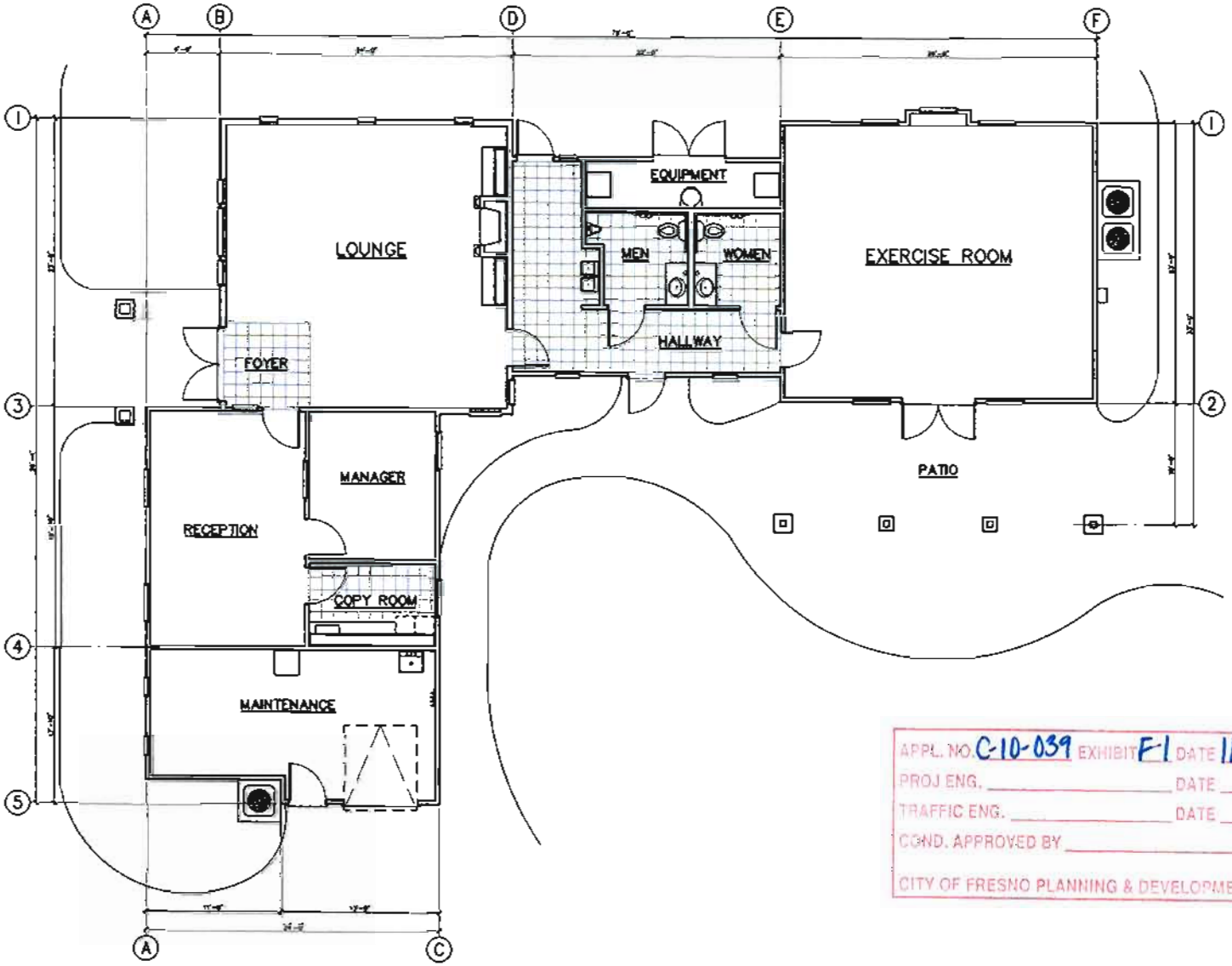
THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED MULTI-FAMILY DEVELOPMENT COMPLEX

CENTRAL PLAZA APARTMENTS

SWC OF WEST CLINTON AND NORTH VALLES AVENUES
FRESNO, CALIFORNIA

APPL. NO C-10-039 EXHIBIT E-4 DATE 11-20-13
PROJ ENG. _____ DATE
TRAFFIC ENG. _____ DATE
COND. APPROVED BY _____
CITY OF FRESNO PLANNING & DEVELOPMENT

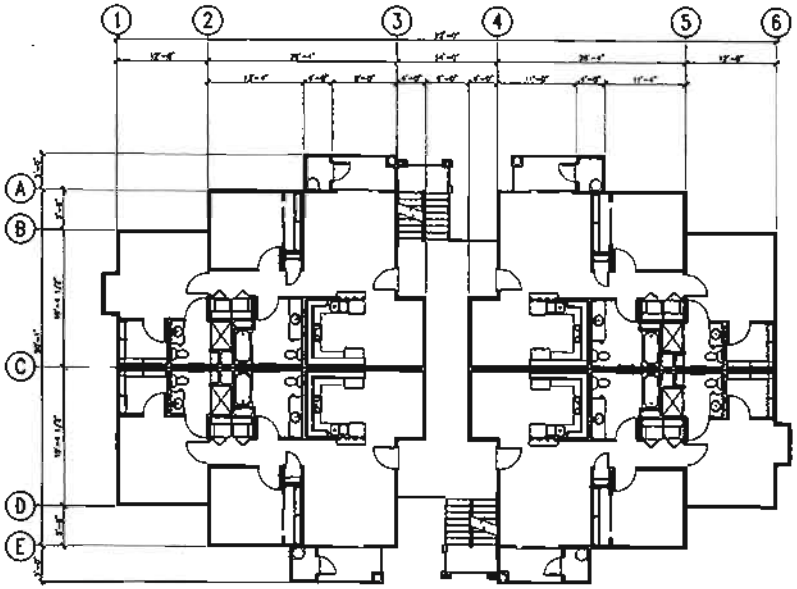


APPL. NO. C-10-039 EXHIBIT F-1 DATE 11-20-13
PROJ ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT

BUILDING 'A' FLOOR PLAN

THE VINCENT COMPANY
ARCHITECTS INC
1500 West Shaw, Ste. 30
Fresno, California 93711
Phone: 559.225.2602

CENTRAL PLAZA APARTMENTS



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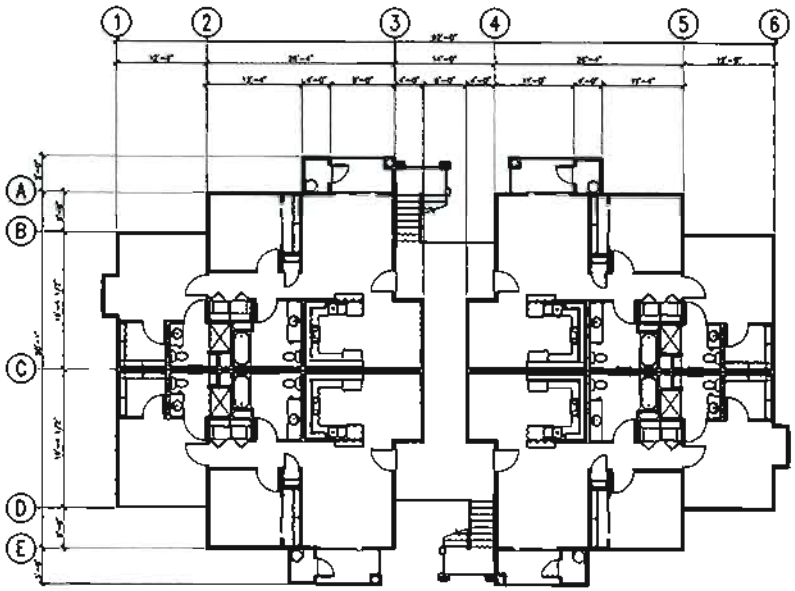

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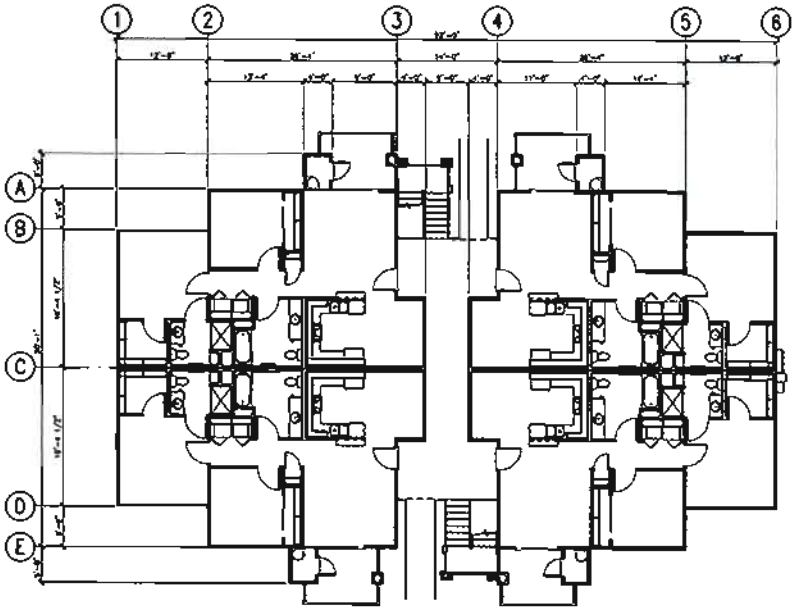


GROUND

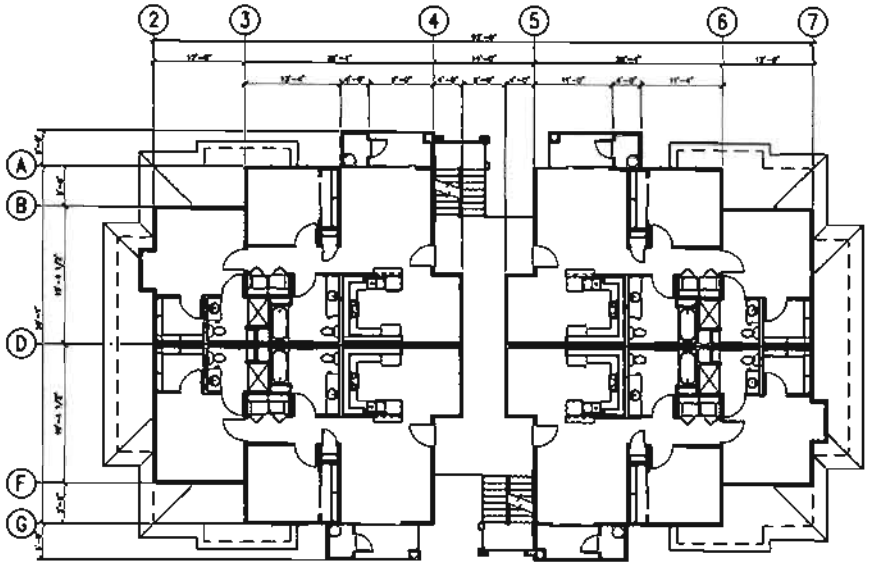
APPL NO. C-10-039 EXHIBIT F-2 DATE 11·20·13
PROJ ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT

BUILDING 'B'
COMPOSITE PLANS

1/8" = 1'-0"

THE VINCENT COMPANY
ARCHITECTS INC
1500 West Shaw, Ste. 30
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 30 UNIT APARTMENT COMPLEX:
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA



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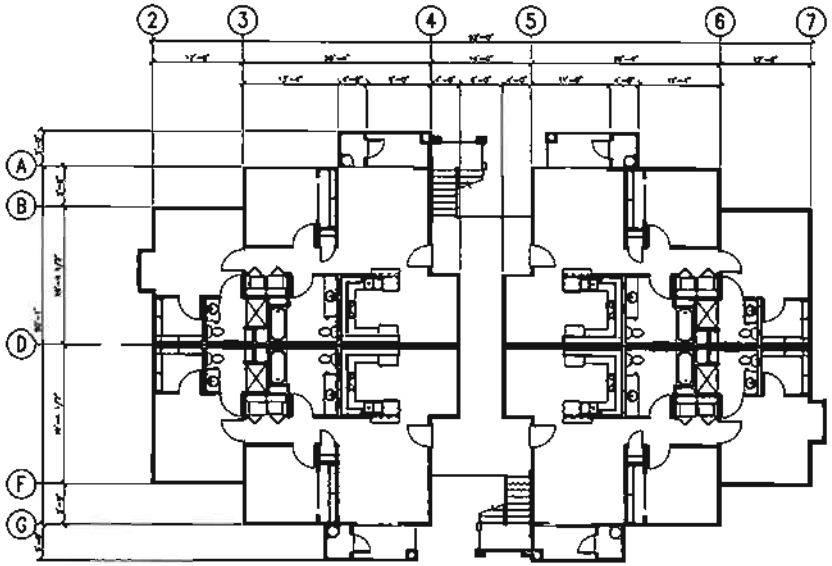

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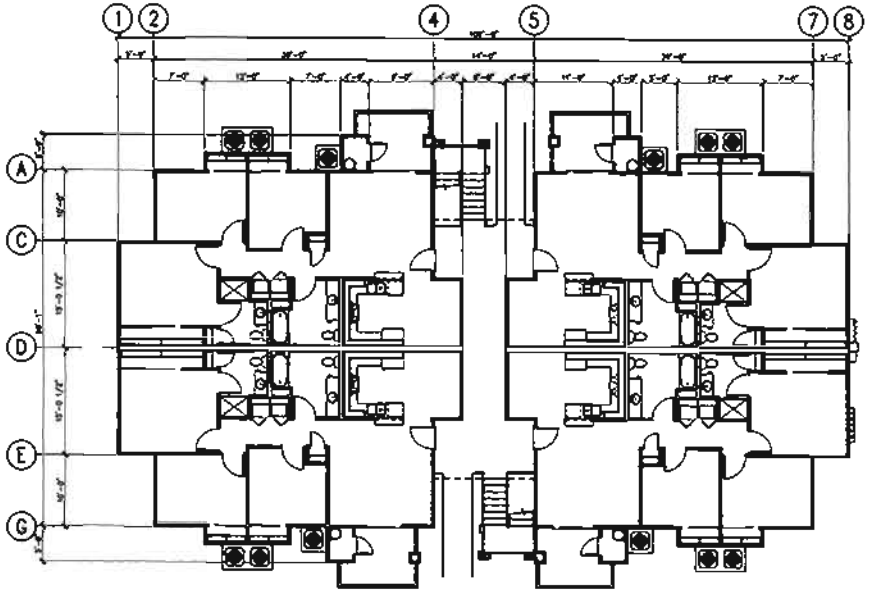


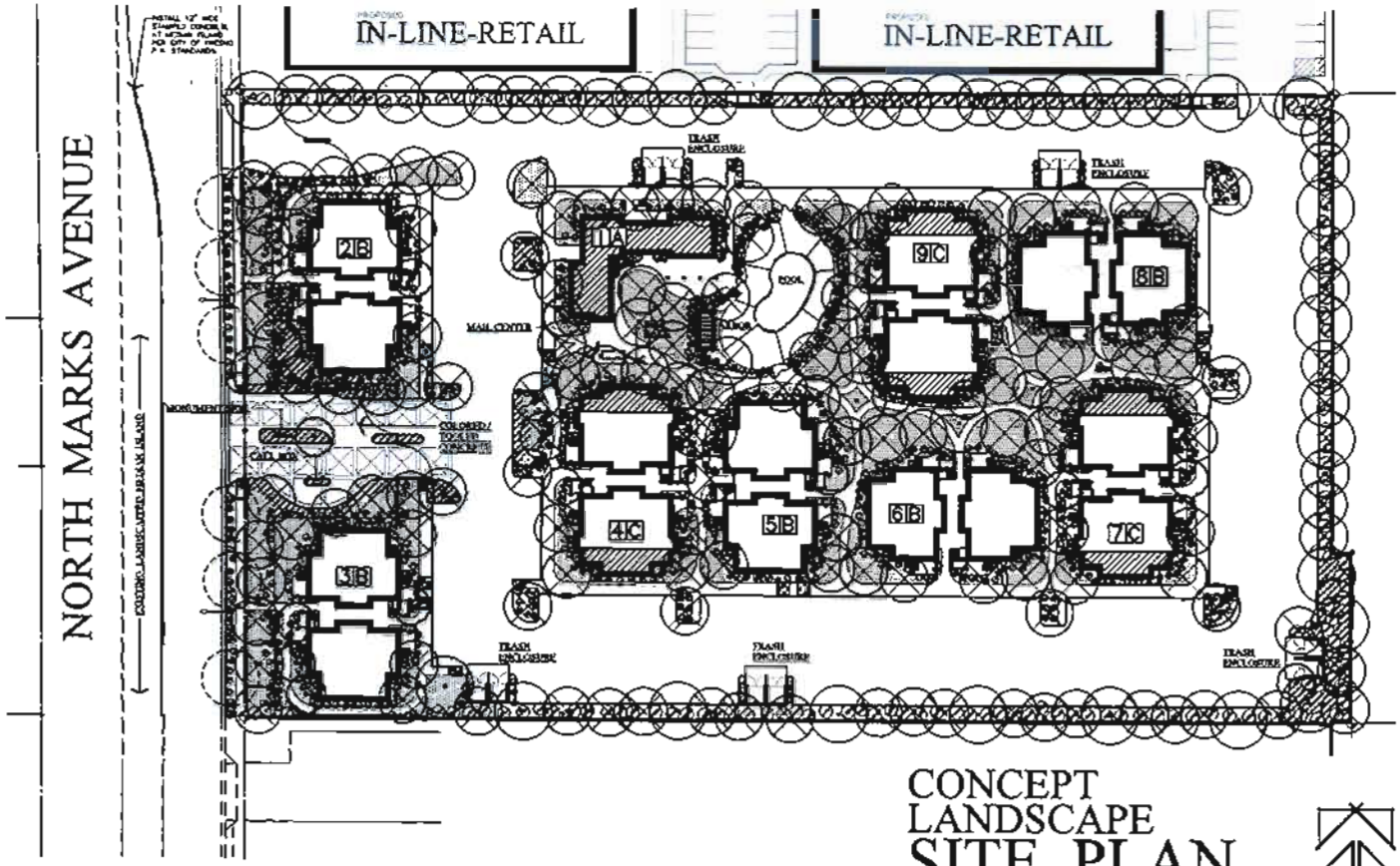
GROUND

APPL. NO. C-10-039 EXHIBIT F-3 DATE 11.20.13
PROJ ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____
CITY OF FRESNO PLANNING & DEVELOPMENT

BUILDING 'C'
COMPOSITE PLANS

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 94 UNIT APARTMENT COMPLEX:
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA



CONCEPT LANDSCAPE SITE PLAN

PLANT MATERIALS

THE FOLLOWING IS A PROPOSED LIST OF PLANT MATERIALS TO BE UTILIZED ON THIS PROJECT. FINAL QUANTITIES AND PLACEMENT WILL BE REVISED WITH THE SUBMITTAL OF FINAL LANDSCAPE PLANS PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

TREES

15 GAL.	14' O.C.	EUCALYPTUS MICROTHECA 'NOVELL' (BLACK PEPPERMINT)	
15 GAL.	12' O.C.	LAGERSTROEMIA INDICA (CRAPE MYRTLE)	
15 GAL.	30' O.C.	PINUS CANARIENSIS (CANARY ISLAND PINE)	
15 GAL.	30' O.C.	PYRUS CALLERYANA (AMERICAN PEAR)	
15 GAL.	20' O.C.	PINUS HALEPENSIS (ALEPPO PINE)	
15 GAL.	30' O.C.	PISTACHE CHINENSIS (CHINESE PISTACHE)	
15 GAL.	14' O.C.	SEQUOIA SEMPERVIRENS (COAST REDWOOD)	
15 GAL.	14' O.C.	PRUNUS CERASIFERA 'NEWPORT/RED' (PURPLE LEAF PLUM)	

SHRUBS

1 GAL.	48" O.C.	ACANTHUS MOLLIS (LAY OF THE HAT)	
5 GAL.	36" O.C.	ASPARAGUS SPRENGERI (SPRENGER ASPARAGUS)	
5 GAL.	36" O.C.	AZALEA SOUTHERN INDICA (SUN AZALEA)	
5 GAL.	36" O.C.	CAMELLIA SASANQUA (SUN CAMELLIA)	
1 GAL.	36" O.C.	FICUS PUMILA (CREEPING FIG VINE)	
5 GAL.	36" O.C.	GARDENIA CRAPEMYRTHOIDES (NO COMMON NAME)	
5 GAL.	36" O.C.	JUNIPERUS SABINA TAMARISCIFOLIA (JUNIPER TAM)	
5 GAL.	36" O.C.	NANDINA AQUIFOLIUM (CHINESE GRAPE)	
5 GAL.	36" O.C.	NANDINA DOMESTICA (HEAVENLY BAMBOO)	
5 GAL.	72" O.C.	PHOTINIA FRASERI (PHOTINIA)	
5 GAL.	72" O.C.	PITTOSPORUM TOBIRA (TOBIRA)	
5 GAL.	36" O.C.	RHAPHIOLEPIS INDICA INDICA (INDIAN HAWTHORNE)	
5 GAL.	36" O.C.	ROSMARINUS OFFICINALIS (ROSEMARY)	
5 GAL.	36" O.C.	RUSSELIOSIPHYLLUM ARGUTIOIDES (STAR JASMINE)	
5 GAL.	72" O.C.	VIBURNUM DAVIDIANUM (DAVID'S VIBURNUM)	

GROUND COVERS / ANNUALS

FLATS	12" O.C.	HYPOCYRTA GRAYBRIAN (HARDY ICEPLANT)	
FLATS	12" O.C.	GAZANIA 'COMPOS KING' (TRAILING GAZANIA)	
FLATS	12" O.C.	FICUS MINIMA (DWARF MONKEYFLOWER)	
FLATS	12" O.C.	MARGINALS (PETUNIAS, VIOLAS AND DWARF MARIGOLDS)	

SYMBOLS

	QUANTITY	
	6	STREET TREES SELECTED BY THE CITY OF FRESNO PUBLIC WORKS DEPARTMENT
	26	LARGE TREES (>1-1/2" DIAMETER CANOPY) SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
	146	MEDIUM TREES (>1-1/2" DIAMETER CANOPY) SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
	26	SMALL TREES (>1-1/2" DIAMETER CANOPY) SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
		SHRUBS / PERENNIALS SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
		GROUND COVERS / ANNUALS SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
		LAWN

SHADING CALCULATION

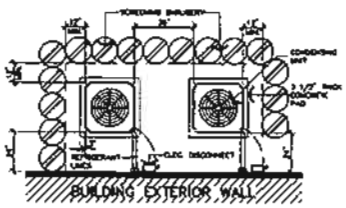
1.	PARKING AREA	96,756 S.F.
2.	Required Shading (96,756 S.F. x 50%)	48,378 S.F.
3.	Shading Provided (39 LARGE TREES @ 440 S.F. / TREE) (146 MEDIUM TREES @ 707 S.F. / TREE)	16,380 S.F. 103,222 S.F.
4.	TOTAL SHADING PROVIDED	119,602 S.F.

STREET TREES

1. STREET TREES SHALL BE PLANTED IN THE PROPERTY OWNER'S A STREET WORK PERMIT ISSUED BY THE DEPARTMENT OF PUBLIC WORKS IS REQUIRED FOR ANY WORK IN THE RIGHT-OF-WAY. CONTACT THE DEPARTMENT OF PUBLIC WORKS TO VERIFY TREE PLANTING LOCATIONS 72 HOURS PRIOR TO ANY EXCAVATION. THE PROPERTY OWNER IS REQUIRED TO PROVIDE AN AUTOMATIC IRRIGATION SYSTEM.
2. TREES PLANTED IN THE RIGHT-OF-WAY SHALL BE LOCATED WITH THE FOLLOWING MINIMUM SETBACKS:
   a. 30'-0" FROM STREET CORNERS FOR VISIBILITY AND 15'-0" FROM DRIVEWAYS, STOP SIGNS, ALLEYS, UNIT POLES, AND POWER POLES
   b. 10'-0" FROM FIRE HYDRANTS AND 5'-0" FROM STREET LIGHTS
   c. 5'-0" FROM BUILDING OVERHANGS, AND 2'-0" FROM ADJACENT CONCRETE AND ADJOINING PROPERTY LINES.
   d. 2'-0" FROM GAS, ELECTRIC AND WATER LINES, AND ROOF DRAINS.
3. DRILLING TO INSTALL WATERING SHALL BE REQUIRED PRIOR TO PLANTING EACH STREET TREE. NOTIFY PUBLIC WORKS INSPECTOR TWO WORKING DAYS IN ADVANCE OF DRILLING DATE FOR INSPECTION OF DRILLING OPERATIONS AND TO CHECK BACKFILLING PROCEDURES AND WATER SUPPLY.
4. DRILLING SHALL BE COMPLETED WITHIN THE 10 DAYS FOR WHICH CLEARANCE HAS OBTAINED FOR APPROVED LOCATIONS. HOLES SHALL BE 2 FEET IN DIAMETER AND DRILLED TO A DEPTH WHERE VISUAL EVIDENCE OF THE SUBSURFACE SOIL CONDITIONS AND DRAINAGE STRATA IS APPARENT. THE DRAINAGE HOLE SHALL BE DRILLED TO A MINIMUM DEPTH OF 10 FEET DEEP. IMMEDIATELY FOLLOWING DRILLING, THE HOLE SHALL BE BACKFILLED WITH SOIL DRILLED FROM THE HOLE, USING WATERJET METHOD TO PROCLAIM. VARIOUS BUT MACHINE MATERIAL IMMEDIATELY FOLLOWING BACKFILLING, THE WATER SHOT DESCRIBED FOR PLANTING TREE IS PLANTED BLOCK TO INDICATE THE SITE HAS BEEN DRILLED. THE DRILLED HOLES ARE BARRICADED AND CHECKED DAILY FOR 30 WORKING DAYS FOR SOIL SETTLING. SOIL LEVELS ARE ADJUSTED AS NECESSARY DURING THIS TIME. WITHIN 7 DAYS, THE BARRICADES AND EXCESS SOIL ARE REMOVED. SOILS SHALL BE ALLOWED TO SETTLE FOR A MINIMUM OF 30 DAYS PRIOR TO PLANTING.

LANDSCAPE NOTES

1. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMISSION OF IRRIGATION PLANS TO THE ARCHITECT AND CITY OF FRESNO BUILDING AND INSPECTION DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION OF THE SYSTEM. PLANS SHALL INCLUDE LOCATION AND TYPE OF ALL HEADS, LOCATION, MATERIALS AND SIZE OF ALL WATER LINES AND CALCULATION VERIFYING ADEQUACY OF WATER SUPPLY.
2. PLANTING SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH PLANTING PROCEDURES UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN. THE PLANTING FOREMAN SHALL BE ON-SITE AT ALL TIMES WHEN PLANTING IS IN PROGRESS.
3. PLANTS SHALL BE NURSERY GROWN, FREE OF WEEDS, PESTS AND DISEASES, AND SHALL BE FREE FROM DEFECTS AND INJURIES. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS, AND SIZE OF BALLS SHALL BE IN ACCORDANCE WITH AND CONFORM TO "AMERICAN STANDARD FOR NURSERY STOCK".
4. LAWN SEED SHALL BE FRESH, 100% PURE LIVE SEED IN HIGHEST SEED GRADE, PRIOR TO SEEDING PRIOR TO SEED WITH SEED DETERMINATION.
5. LARGE TREES SHALL BE PLANTED FIRST. SHRUB PLANTING SHALL BE COMPLETED BEFORE GROUND COVER AND LAWN AREAS ARE PLANTED.
6. ALL TREES, PLANTS AND GRASS PROVIDED UNDER THIS CONTRACT SHALL BE IN GOOD HEALTHY AND FLOURISHING CONDITION ONE GROWING YEAR FROM DATE OF ACCEPTANCE, EXCEPT FOR LOSS BEYOND CONTROL OF CONTRACTOR. REPLACEMENT OF TREES AND PLANTS OF COMPARABLE QUALITY AND SIZE SHALL BE MADE BY THE CONTRACTOR.
7. EXTRA CARE SHALL BE TAKEN TO PROTECT EXISTING IN-PLACE LANDSCAPING. ANY PLANT MATERIAL DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH NEW MATERIAL OF SAME VARIETY AND QUALITY.
8. ALL LANDSCAPING SHALL BE IN PLACE PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
9. NO EXPOSED UTILITY BOXES, TRANSFORMERS, METERS, PIPING (EXCEPTING THE BACKFLOW PREVENTION DEVICES) ETC. ARE ALLOWED TO BE LOCATED IN THE LANDSCAPED AREAS OR SCRIBLES OR ON THE STREET FRONTAGES OF THE BUILDINGS. BACKFLOW PREVENTERS, ETC. ARE TO BE SHOWN ON THE SITE PLAN. THE BACKFLOW PREVENTION DEVICE SHALL BE SCREENED BY LANDSCAPING OR OTHER SUCH MEANS AS MAY BE APPROVED.
10. TREES SHALL BE MAINTAINED IN GOOD HEALTH. HOWEVER, TREES MAY NOT BE TRIMMED OR PRUNED TO REDUCE THE NATURAL HEIGHT OR OVERALL SHADE OF THE TREE, EXCEPT AS NECESSARY FOR THE HEALTH OF THE TREE AND PUBLIC SAFETY, OR AS MAY BE OTHERWISE APPROVED BY THE PUBLIC WORKS DEPARTMENT.
11. PRIOR TO FINAL INSPECTION OR WRITTEN DETERMINATION, SHALL BY A LANDSCAPE PROFESSIONAL APPROVED BY THE DIRECTOR, SHALL BE SUBMITTED STATING THAT THE REQUIRED LANDSCAPING AND IRRIGATION SYSTEMS HAS INSTALLED IN ACCORDANCE WITH THE LANDSCAPE AND IRRIGATION PLANS APPROVED BY THE PLANNING DIVISION, DEVELOPMENT DEPARTMENT.
12. THE PROPERTY OWNER SHALL PLANT REQUIRED STREET TREES. A FEES PER TREE INSPECTION FEE MUST BE PAID AND A DEVELOPER SERVICE TREE PLANTING AGREEMENT MUST BE SIGNED PRIOR TO ISSUANCE OF BUILDING PERMITS.



1 CONDENSING UNIT SCREENING & CLEARANCES

APPL. NO. C-10-039 EXHIBIT L-1 DATE 11-20-13
PROJ. ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT.

THE VINCENT COMPANY
ARCHITECTS INC
1500 West Shaw, Ste. 30
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 24 UNIT APARTMENT COMPLEX:
CENTRAL PLAZA APARTMENTS
S/W CORNER WEST CLINTON AND NORTH MARKS AVENUE
FRESNO, CALIFORNIA

Project Architect

Revisions	Date
1	
2	
3	
4	
5	

Issue	Date
Preliminary Research	
Plan Check	
Bidding	
Construction	
As Built	

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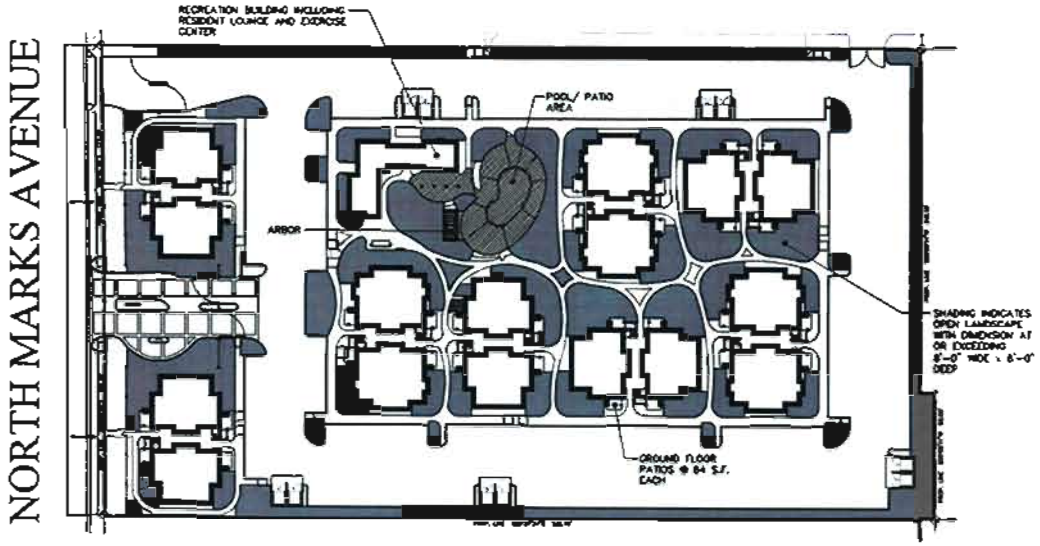
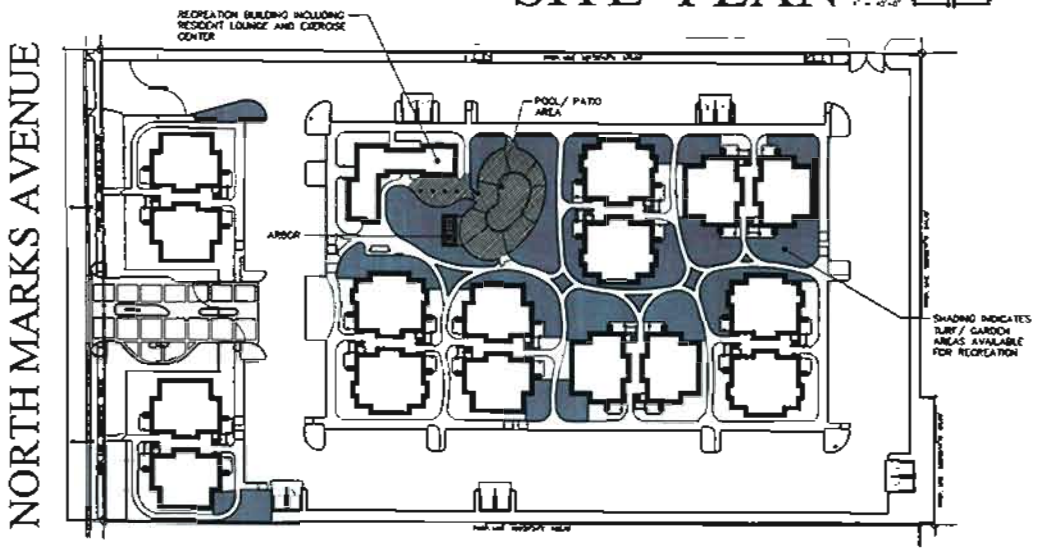
Scale: 1"=30'-0"
Project Number: CENTRAL PLAZA APTS.
Drawn by: PROJECT ARCHITECT
Date: 11/20/13
Sheet Number: L-1



OPEN SPACE
SITE PLAN



RECREATION
SITE PLAN

OPEN SPACE

a.	NET SITE AREA	[illegible] S.F. (4.37 ACRES)
b.	OPEN SPACE REQUIRED ([illegible] x 0.25)	[illegible] S.F.
c.	OPEN SPACE REQUIRED	
	1. OPEN LANDSCAPE (WITH DIMENSIONS GREATER THAN 8'x8')	[illegible] S.F.
	2. POOL AREA / ARBOR	[illegible] S.F.
	3. RECREATION BUILDING (NOT INCLUDING OFFICE AND MAINTENANCE)	[illegible] S.F.
	4. GROUND FLOOR PATIOS (32 @ 84 S.F. EA.)	[illegible] S.F.
	5. TOTAL OPEN SPACE PROVIDED	[illegible] S.F.

RECREATION SPACE

a.	OPEN SPACE REQUIRED	[illegible] S.F.
b.	RECREATION SPACE REQUIRED ([illegible] x 0.40)	[illegible] S.F.
c.	RECREATION SPACE REQUIRED	
	1. TURF / GARDEN AREAS	[illegible] S.F.
	2. POOL AREA / ARBOR	[illegible] S.F.
	3. RECREATION BUILDING (NOT INCLUDING OFFICE AND MAINTENANCE)	[illegible] S.F.
	4. TOTAL RECREATION SPACE PROVIDED	[illegible] S.F.

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 84 UNIT APARTMENT COMPLEX:
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

All drawings and written material appearing herein constitutes original work of the architect and may not be published, used or reproduced without written consent of the architect.

APPL. NO. C-10-039 EXHIBIT L-2 DATE 11-20-13
PROJ ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT.

Conditions of Approval & Agency Comments

CITY OF FRESNO
DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

CONDITIONS OF APPROVAL
NOVEMBER 20, 2013

CONDITIONAL USE PERMIT APPLICATION NO. C-10-039

2310 NORTH MARKS AVENUE (SITE ADDRESS)

The related Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 are scheduled to be heard by the Fresno Planning Commission on November 20, 2013. Conditional Use Permit Application No. C-10-039 is subject to the following conditions of approval:

PART A – ITEMS TO BE COMPLETED

The following items are required prior to issuance of building permits or occupancy:

Planner to check when completed	
☐	1. Development shall take place in accordance with Exhibits A-1, A-2, A-3, A-4, E-1, E-2, E-3, E-4, F-1, F-2, F-3, L-1, and L-2 dated November 20, 2013. Transfer all comments and conditions to the corrected exhibit(s) and **submit to planner at least 15 days prior to issuance of building permits**.
☐	2. Transfer the Department of Public Works comments on Exhibits A-1 and A-2 dated March 8, 2011 to the corrected exhibits.
☐	3. Add applicable notes/details on the site plan from the attached "General Notes and Requirements for Entitlement Applications".
☐	4. Provide documentation of an existing cross access agreement between the subject property and the parcels to the north for emergency, vehicular, and pedestrian access. If one does not exist, submit a fee of $1,094 for the preparation of the agreement and a Title Report dated within 30 days of submittal with the legal descriptions of all affected parcels. The covenant shall be recorded **prior to occupancy**.
☐	5. The westbound left-turn lane at the intersection of Clintion and Marks Avenue shall be increased from 160 feet to 325 feet **prior to issuance of occupancy**.
☐	6. Landscaping must be in place **before issuance of the certificate of occupancy**. A Hold on Occupancy shall be placed on the proposed development until such time that landscaping has been approved and verified for proper installation by the Development Services Division.

7. **Prior to final inspection**, a written certification, signed by a landscape professional approved by the Director, shall be submitted stating that the required landscaping and irrigation system was installed in accordance with the landscaping and irrigation plans approved by the Development Services Division, Development and Resource Management Department (see form, attached).

8. All dedications are required **prior to issuance of building permits.**

9. Submit complete pool/spa facility plans and specifications to the Fresno County Department of Public Health, Environmental Health Division for review and approval **prior to issuance of building permits**.

10. Submit complete food facility plans and specifications **prior to issuance of building permits** if the community building proposes a food facility or food preparation area.

11. Construct facilities required by the Fresno Metropolitan Flood Control District **prior to issuance of occupancy**.

12. Pay street tree inspection fee of $30 per street tree **prior to issuance of building permits**.

PART B – OTHER REQUIREMENTS

1) Planning/Zoning/Environmental Compliance Requirements

a) Property development standards and the complete list of planning requirements/conditions for this project are contained in the "Project Comments from Planning dated November 20, 2013", which are attached to this document for reference.

b) Development shall take place in accordance with the attached "General Notes and Requirements for Entitlement Applications" as applicable.

c) Development and project operation shall take place in accordance with the attached operational statement dated November 12, 2013.

d) Development shall take place in accordance with the R-3 *(Medium Density Multiple Family Residential)* zone district and all other applicable sections of the Fresno Municipal Code.

e) Development shall take place in accordance with the policies of the 2025 Fresno General, Bullard Community Plan, the Freeway 99-Golden State Corridor Redevelopment Plan, and with the High Density Residential planned land use designation.

f) Conditional Use Permit Application No. C-10-039 is contingent upon City Council approval of Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Environmental Assessment Application No. A-10-002/R-10-002/C-10-039.

g) All proposed signs shall be approved by the Development and Resource Management Department through the sign review process. All signs shall be designed to be architecturally compatible with the proposed buildings on the subject property.

h) Comply with all applicable mitigation measures detailed in the Master Environmental Impact Report Mitigation Monitoring Checklist for the 2025 Fresno General Plan and the project specific mitigation measures contained in Environmental Assessment No. A-10-002/R-10-002/C-10-039 dated October 25, 2013 adopted for the project.

2) <u>City and Other Services</u>

a) Development shall take place in accordance with the attached memoranda and letters from City of Fresno Departments and partner agencies (Department of Public Utilities (for sewer) dated February 17, 2010, Department of Public Utilities (for water) dated March 10, 2011, Department of Public Utilities (for solid waste) dated February 24, 2010, Fresno Fire Department dated March 15, 2011, Public Works Department, Traffic and Engineering Services Division (2) dated October 17, 2013 and November 12, 2013, Public Works Department-Engineering Division dated March 30, 2010, San Joaquin Valley Air Pollution Control District (2) dated March 2, 2010 and September 19, 2013, County of Fresno Department of Public Health dated February 18, 2010, Fresno Unified School District dated February 17, 2010, Fresno Irrigation District dated February 19, 2010, Department of Transportation dated June 16, 2010, Fresno Metropolitan Flood Control District (2) dated March 10, 2010, Public Works Department for CFD's dated February 17, 2010, United States Postal Service dated February 27, 2010, and the Redevelopment Agency dated March 12, 2010).

3) <u>Miscellaneous Requirements</u>

a) The address **2310 North Marks Avenue** is the 'Official Address' for the subject

property. The unit numbers have been assigned as shown on the enclosed address plan. **Only those addresses assigned by the City of Fresno will be recognized as 'Official Addresses'**. The address will not be entered into the City addressing computer system until building permits are applied for the project. The United States Post Office will only recognize addresses assigned by the City of Fresno. If a non-official address is given to a building and or/separate suites, the City of Fresno has the authority to charge a fee and have those addresses corrected. In addition, the United States Post Office will cease mail delivery to those addresses that are not 'Official Addresses".

b) Exercise of the special permit shall take place in accordance with all city, county, state and federal laws and regulations.

c) Approval of this special permit shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development including, but not limited to, the following:

   i) All existing and proposed improvements including but not limited to buildings and structures, signs and their uses, trees, walls, driveways, outdoor storage, and open land use areas on the subject property and all of the preceding which are located on adjoining property and may encroach on the subject property;

   ii) All public and private easements, rights-of-way and any actual or potential prescriptive easements or uses of the subject property; and,

   iii) Existing and proposed grade differentials between the subject property and adjoining property zoned or planned for residential use.

Please note that this project may be subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies, those determined through site plan review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community, and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

BACKCHECK PROCESS

Please Note: To complete the back-check process for operation/building permits relative to planning and zoning issues, submit two copies of this corrected site plan and one copy of corrected elevations and landscape plans, together with any fees and title reports for required covenants, and any required studies or analyses to McKencie Contreras in the Development Services Division for final review and approval, at least 15 days before issuance of building permits.

It may be necessary to resubmit these "corrected exhibits" a second time if not all the conditions have been complied with or are not shown on the exhibits. Once the "corrected exhibits" are approved by the Development Services Division, please place these exhibits in the plan check set and contact the Development Services Division, along with Traffic Planning, to set up an appointment to signoff and stamp these exhibits. Please bring one additional copy of the exhibit(s) to this appointment so that the Development Services Division has a final signed-off copy of the site plan.

EXPIRATION DATES

The exercise of rights granted by this special permit must be commenced by November 20, 2017 (four years from the date of approval). There is no extension. All improvements must be installed prior to the operation of the proposed use.

Attachments: Exhibits A-1, A-2, A-3, E-1, E-2, E-3, E-4, L-1, and L-2 dated November 20, 2013 with redlines
Comments from Partner Agencies & Departments & Planning
General Notes and Requirements for Entitlement Applications
Operational Statement dated November 12, 2013
Official Address Plan

ACCESSIBILITY NOTES

[illegible]

FIRE SPRINKLER NOTES

[illegible]

ENVELOPE NOTES

INSTALLED INSULATING MATERIAL:

ALL INSULATING MATERIALS:

EXTERIOR JOINTS:

SITE CONSTRUCTED DOORS, WINDOWS AND SKYLIGHTS:

MANUFACTURED DOORS AND WINDOWS:

[illegible]

GENERAL NOTES

[illegible]

WARRANTIES AND GUARANTEES

TEST AND INSPECTIONS

[illegible]

SITE NOTES

[illegible]

Development Services

Development Services

C-10-034 A-1 11-20-13

LEGAL DESCRIPTION

1. THE REMAINDER PORTION OF LOT 9 OF ROEDING'S VILLA COLONY AS NOTED IN PARCEL MAP 2007-03 IN THE CITY OF FRESNO, FRESNO COUNTY, CALIFORNIA

SUBMITTALS

1. BEFORE SUBMITTING A PRODUCT INFORMATION, SHOP DRAWINGS OR ANY RELATED MATERIAL TO THE ARCHITECT FOR REVIEW, THE GENERAL CONTRACTOR SHALL REVIEW EACH SUCH SUBMISSION FOR CONFORMANCE WITH THE MEANS, METHODS, TECHNIQUES, SEQUENCES, AND OPERATIONS OF CONSTRUCTION, AND SAFETY PRECAUTIONS AND PROGRAMS INCIDENTAL THERETO, ALL OF WHICH ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR, AND APPROVE EACH SUCH SUBMISSION BEFORE SUBMITTING IT. THE CONTRACTOR IS FULLY RESPONSIBLE FOR ANY CHANGES OR DELAYS CAUSED BY PREMATURELY SUBMITTING ITEMS FOR REVIEW. THE ARCHITECT'S REVIEW OF SUBMITTALS DOES NOT ALLEVIATE THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE SAME SUBMITTALS. THE ARCHITECT SHALL ASSUME THAT NO SUBMITTAL COMPRISES AN INTENTIONAL [illegible]

[illegible]

INSULATION NOTES

[illegible]

STATISTICS

AGENCY JURISDICTION	CITY OF FRESNO
PROJECT ADDRESS	2310 NORTH MARKS AVENUE FRESNO, CALIFORNIA
PROJECT PROPOSAL	96 UNIT MULTI-FAMILY HOUSING ON 4.37 ACRES
ASSESSOR'S PARCEL	442-080-51
SITE AREA	193,500 SQ.FT.(4.37 ACRES) NET
PROJECT COVERAGE	
a. BUILDING AREA (INCLUDES CARPORTS)	50,573 SQ.FT. (25.4%)
b. PARKING/PAVED SURFACE AREA	56,758 SQ.FT. (29.7%)
c. LANDSCAPE AREA	85,397 SQ.FT. (44.9%)
PROPOSED PROJECT DENSITY	22 UNITS / ACRE (21.97)
REQUIRED PARKING	
a. RESIDENT PARKING	
1. COVERED PARKING	96 STALLS
2. GUEST PARKING	48 STALLS
b. TOTAL PARKING REQUIRED	144 STALLS
c. PARKING RATIO	1.5 STALLS / UNIT
d. ACCESSIBLE PARKING	
(TENANT STALLS = 96 x 2%)	2.0 STALLS
(GUEST STALLS = 48 x 5%)	3.0 STALLS
PARKING PROVIDED	
a. RESIDENT PARKING	
1. CARPORTS	96 STALLS
2. GUEST PARKING	96 STALLS
b. TOTAL PARKING PROVIDED	192 STALLS
c. PARKING RATIO	2.0 STALLS / UNIT
d. ACCESSIBLE PARKING	
1. CARPORTS	2 STALLS
2. GUEST STALLS	3 STALLS
UNIT STATISTICS	
a. (52) UNITS TYPE 1 2 BEDROOM, 2 BATH GARDEN WALK-UP	843 SQ.FT.
b. (23) UNITS TYPE 2 3 BEDROOM, 2 BATH GARDEN WALK-UP	957 SQ.FT.
c. (13) UNITS TYPE 3 3 BEDROOM, 2 BATH GARDEN WALK-UP	1,122 SQ.FT.
BUILDING AREA CALCULATIONS	
a. (5) BUILDING TYPE 'B' (8 UNITS TYPE 1 + 4 UNITS TYPE 2 PER BUILDING)	56,748 SQ.FT.
b. (3) BUILDING TYPE 'C' (6 UNITS TYPE 1, 4 UNITS TYPE 2, + 4 UNITS TYPE 3 PER BUILDING)	36,493 SQ.FT.
c. TOTAL RESIDENTIAL AREA	93,241 SQ.FT.
d. NON-RESIDENTIAL BUILDINGS	
1. CARPORTS	15,552 SQ.FT.
2. COMMUNITY BUILDING	2,098 SQ.FT.
e. TOTAL BUILDING AREA	111,138 SQ.FT.
f. GROUND FLOOR AREA	50,573 SQ.FT.
OCCUPANCY TYPES	
a. BUILDING TYPE 1	A-3
b. BUILDING TYPES 2 AND 3	R-2
c. CARPORTS	U-1
CONSTRUCTION TYPES	
a. BUILDING TYPE 1	V-B
b. BUILDING TYPES 2 AND 3	V-A WITH NFPA 13-R AUTOMATIC FIRE SPRINKLER SYSTEM
c. CARPORTS	V-B

Match

NOTE:

1. REFER TO THE BUILDING STATISTICS FOR EACH BUILDING TYPE (SHEETS A-9, A-14 AND A-22) FOR ADDITIONAL INFORMATION

FIRE WALL NOTES

1. ALL COMPONENTS OF FIRE-RATED DOOR ASSEMBLIES SHALL BEAR THE LABEL OF AN APPROVED TESTING AGENCY, INCLUDING:
   a. DOOR
   b. FRAMES
   c. CLOSING DEVICE
   d. LATCHES
   e. HINGES (BUTTS)

[illegible]

INSPECTION NOTES

[illegible]

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 96 UNIT APARTMENT COMPLEX

CENTRAL PLAZA APARTMENTS

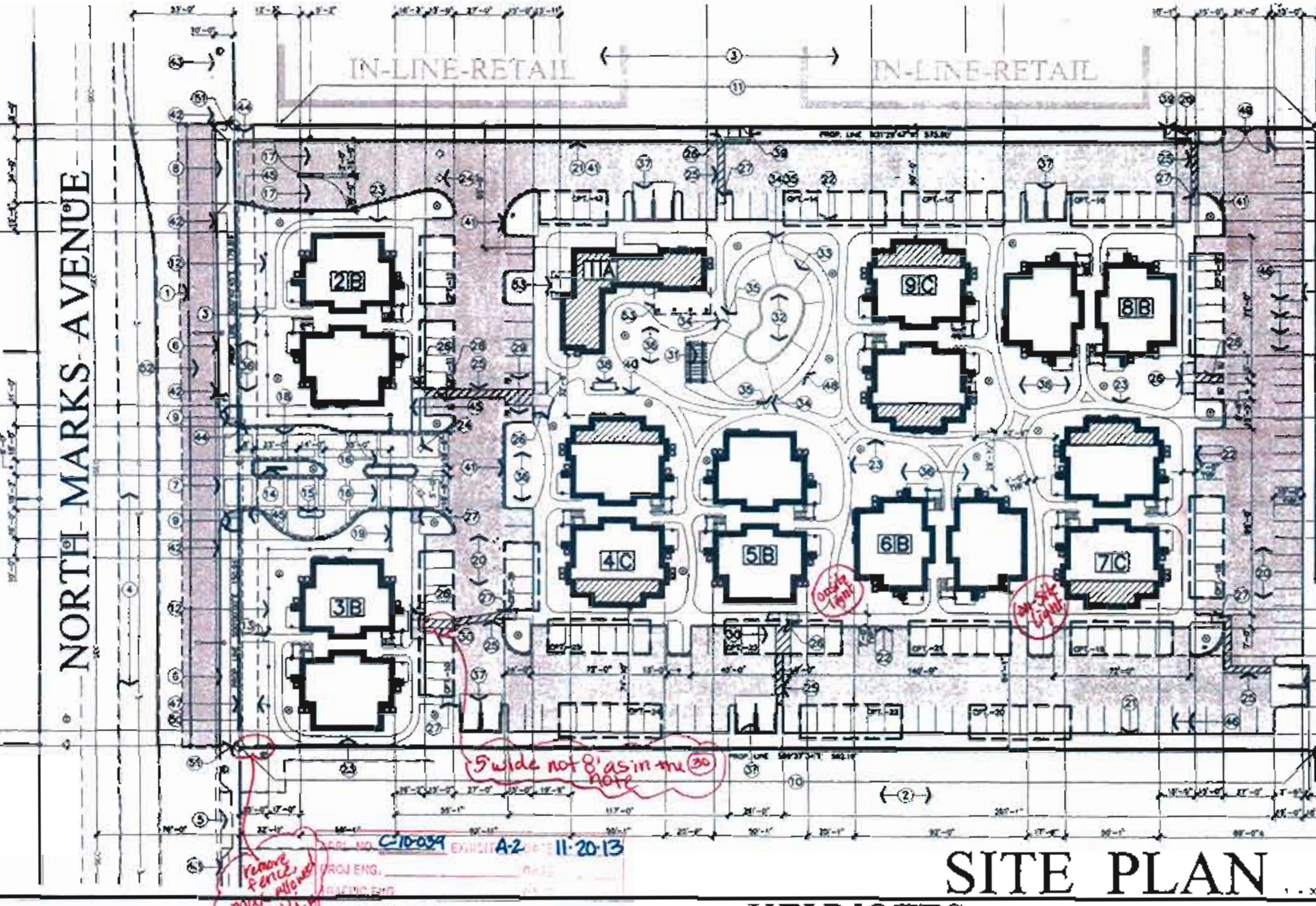
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

REGISTERED ARCHITECT SCOTT A. VINCENT STATE OF CALIFORNIA

O DESIGN REVIEW
O PLAN CHECK
O BACK CHECK
O PERMITS
O CONSTRUCTION
O AS BUILT

All drawings and written material appearing herein constitute original work of the architect and may not be duplicated, used, or disclosed without written consent of the architect.

Project Name: CENTRAL PLAZA APTS.
FRESNO, CA
Project Number: 290812
Plot Date: 11-07-13



SITE PLAN

1" = 30'-0"

C-10-094 EXHIBIT A-2 11-20-13

PROJ ENG.

TRAFFIC ENG.

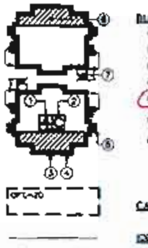
COND. APPROVED BY

KEYNOTES

1. INDICATES THE LOCATION OF DEDICATION PROVIDED FOR STREET PURPOSES UNDER PARCEL MAP PM 2007-13.
2. EXISTING ADJACENT MULTI-FAMILY RESIDENTIAL DEVELOPMENT TO REMAIN.
3. PROPOSED COMMERCIAL DEVELOPMENT TO BE CONSTRUCTED UNDER SEPARATE PERMITS (NOT A PART OF THIS WORK - SHOWN FOR REFERENCE ONLY).
4. EXISTING LANDSCAPED MEDIAN ISLAND TO REMAIN. INSTALL 12 INCH WIDE STAMPED CONCRETE BORDER AS NOTED ON THE LANDSCAPE PLAN.
5. EXISTING CONCRETE DRIVE APPROACH AT ADJACENT DEVELOPMENT TO REMAIN (NO WORK UNDER THE PERMIT).
6. INSTALL RIGHT-OF-WAY IMPROVEMENTS ALONG THE STREET FRONTAGE TO INCLUDE CAST-IN-PLACE CONCRETE CURB, GUTTER, SIDEWALK, AND ASPHALT PAVING TO TRANSITION TO THE EXISTING EDGE OF PAVING PER CITY OF FRESNO PUBLIC WORKS DEPARTMENT STANDARDS P-5 AND P-50.
7. INSTALL NEW STREET TYPE APPROACH WITH VALLEY GUTTER AND ACCESSIBLE CURB RAMPS EACH SIDE PER CITY OF FRESNO PUBLIC WORKS STANDARD P-77.
8. INSTALL NEW 35'-0" WIDE CONCRETE DRIVE APPROACH PER CITY OF FRESNO PUBLIC WORKS STANDARDS P-2 AND P-4.
9. INSTALL OFF-SITE WHEELCHAIR RAMP PER THE REQUIREMENTS OF TITLE 24 CCR ACCESSIBILITY AND CITY OF FRESNO PUBLIC WORK STANDARD P-28.
10. EXISTING 6'-0" HIGH REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE TO REMAIN/ TYPICAL.
11. INSTALL 6'-0" HIGH SOLID GROUTED REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE/ TYPICAL.
12. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON FENCE WITH CRIMP TOP PICKETS AND MASONRY PILASTERS AT 20'-0" ON-CENTER FROM PROPERTY LINE AND MAXIMUM OF 8'-0" TO BE INSTALLED AT STREET FRONTAGE/ TYPICAL.
13. INSTALL 3'-0" WIDE x 5'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH LEVER TYPE LOCKSET MASTER KEYED TO TENANT ENTRANCE DOORS. PROVIDE CLEARANCES FOR WALKWAY AT GATE PER DETAIL 2, SHEET A-2/ TYPICAL.
14. INDICATES THE LOCATION OF PROJECT MONUMENT SIGN TO BE REVIEWED UNDER SEPARATE SIGNAGE PERMIT.
15. INDICATES LOCATION OF PROJECT DIRECTORY AND VISITOR CALL BOX. INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS. COORDINATE THE INSTALLATION WITH THE SIGNAGE CONTRACTORS SUBMITTAL/ TYPICAL.
16. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE(S) WITH AUTOMATIC OPERATORS AND 75'-0" MINIMUM FROM GATE TO BACK OF WALK. INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS/ TYPICAL.
17. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE(S) FOR TENANT INGRESS AND EGRESS ONLY. INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS/ TYPICAL.
18. INDICATES LOCATION OF COLORED CONCRETE ACCENT PAVING WITH TOOLED JOINT PATTERN AS INDICATED. COORDINATE INSTALLATION WITH THE GRADING AND DRAINAGE PLAN/ TYPICAL.
19. 6'-0" HIGH "SIGNAGE" WALL WITH CEMENT PLASTER FINISH INSTALLED OVER SOLID GROUTED REINFORCED CONCRETE MASONRY UNITS AND SIGN ~~[illegible]~~ to be reviewed & approved under a sep. permit
20. ASPHALTIC CONCRETE PAVING OVER CLASS II AGGREGATE BASE OVER NATIVE SOIL COMPACTED TO 90% SHOWN SHADED. COORDINATE PAVING SECTION(S) WITH GRADING AND DRAINAGE PLAN AND PROJECT SOILS REPORT/ TYPICAL. PER PW STANDARDS P-41, P-42, AND P-43.
21. 6 INCH CONTINUOUS CONCRETE CURB/ TYPICAL.
22. 6 INCH CONTINUOUS CONCRETE CURB WITH INTEGRAL 1-1/2 INCH CONCRETE WALK/ TYPICAL.
23. 4'-0" WIDE x 3-1/2 INCH THICK CONCRETE WALKS APPLIED OVER COMPACTED NATIVE SOIL (PROVIDE 7'-0" WIDE WALKS ADJACENT TO PARKING SPACES)/ TYPICAL.
24. PROVIDE WHITE PAINTED DIRECTIONAL TRAFFIC ARROWS PER CITY OF FRESNO PUBLIC WORKS STANDARDS. REFER TO DETAIL [illegible] FOR ADDITIONAL INFORMATION/ TYPICAL.
25. INSTALL 4'-0" WIDE PAINTED CROSSWALK AT DRIVE WHERE THE ACCESSIBLE PATH-OF-TRAVEL OCCURS. THE MAXIMUM SLOPE AT RAMPS SHALL BE 5% WITH A 2% MAXIMUM CROSS SLOPE/ TYPICAL.
26. INDICATES THE LOCATION OF ON-SITE WHEELCHAIR RAMP(S). COORDINATE THE INSTALLATION WITH DETAIL 5, SHEET A-2/ TYPICAL.
27. INDICATES THE LOCATION OF DEPRESSED WALKWAY WHEEL CHAIR RAMP. COORDINATE INSTALLATION WITH DETAIL 2, SHEET T-3/ TYPICAL.
28. INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 5'-0" WIDE UNLOADING AREA AND WARPED BACK WHEELCHAIR RAMP. INSTALL SIGNAGE AND MARKING AS REQUIRED BY TITLE 24 CCR ACCESSIBILITY REQUIREMENTS AND DETAIL 1, SHEET T-3/ TYPICAL.
29. INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 8'-0" WIDE VAN ACCESSIBLE UNLOADING AREA AND WARPED WALK WHEELCHAIR RAMP. INSTALL SIGNAGE AND MARKING AS REQUIRED BY TITLE 24 CCR ACCESSIBILITY REQUIREMENTS AND DETAIL 1, SHEET T-3/ TYPICAL.
30. INDICATES LOCATION OF ACCESSIBLE CARPORT STALL WITH 8'-0" WIDE VAN ACCESSIBLE UNLOADING AREA, 8'-2" MINIMUM VERTICAL CLEARANCE AND WARPED WALK WHEELCHAIR RAMP AVAILABLE FOR ASSIGNMENT TO TENANTS WITH PHYSICAL DISABILITIES/ TYPICAL.
31. INDICATES LOCATION(S) OF WOOD ARBOR / SHADE STRUCTURE WITH REINFORCED CONCRETE MASONRY SUPPORT COLUMNS. REFER TO DETAIL 1, SHEET A-4/ TYPICAL.
32. INDICATES LOCATION OF SWIMMING POOL AND COOL DECKING TO BE INSTALLED UNDER SEPARATE PERMIT AND PLAN CHECK. POOL CONTRACTOR SHALL SUBMIT DRAWINGS AND CALCULATIONS TO THE CITY OF FRESNO FOR PLAN CHECK AND PERMITS PRIOR TO COMMENCING WORK/ TYPICAL.
33. COORDINATE INSTALLATION OF POOL DECKING WITH POOL CONTRACTOR. PROVIDE 1/4 INCH PER FOOT MAXIMUM CROSS SLOPE AT DECK/ TYPICAL.
34. INSTALL AN OCCUPANT LOAD SIGN TO READ: "MAXIMUM OCCUPANT LOAD - [illegible] PERSONS".
35. INDICATES THE LOCATION OF 5'-0" WIDE x 5'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH PANIC HARDWARE (APPROVED FOR EXTERIOR INSTALLATION) WITH LEVER TYPE EXTERIOR HARDWARE (CONFIRM KEYING REQUIREMENTS WITH THE OWNER). MOUNT PANIC HARDWARE BETWEEN 30 AND 44 INCHES ABOVE FINISHED DECK. REFER TO DETAIL 5, SHEET A-3 FOR REQUIRED GATE CLEARANCES.
36. LANDSCAPE AREAS. COORDINATE WORK WITH LANDSCAPE PLANS/ TYPICAL.
37. INDICATES LOCATION OF 22'-0" WIDE x 10'-8" DEEP TRASH ENCLOSURE WITH REINFORCED CONCRETE MASONRY WALLS TO +6'-0" PER CITY OF FRESNO PUBLIC WORKS STANDARDS P-33 AND P-35. COORDINATE INSTALLATION WITH THE CIVIL DRAWINGS AND DETAIL 13, SHEET A-2/ TYPICAL.
38. INDICATES THE LOCATION OF THE TENANT MAIL CENTER. COORDINATE INSTALLATION REQUIREMENTS WITH DETAIL 4, SHEET A-4 AND US POSTAL SERVICE REQUIREMENTS.
39. INSTALL 3'-0" WIDE x 6'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH LEVER TYPE LOCKSET (MASTER KEYED TO TENANT ENTRANCE DOORS) MOUNTED AT 44 INCHES ABOVE WALK. REFER TO DETAIL 2, SHEET A-2 FOR REQUIRED GATE CLEARANCES.
40. INDICATES THE LOCATION OF RIBBON TYPE BICYCLE RACK WITH CAPACITY FOR (10) BICYCLES.
41. DASHED LINE INDICATES LOCATION(S) OF CURBS TO BE PAINTED RED AND MARKED "FIRE LANE - NO PARKING". LETTERS SHALL BE WHITE, 3 INCHES HIGH AND SPACED AT 50'-0" ON-CENTER PER CITY OF FRESNO FIRE DEPARTMENT STANDARDS/ TYPICAL.
42. PAINT CURB RED FOR 10'-0" EACH SIDE OF DRIVE APPROACH (PROVIDE 3 COATS OF PAINT).
43. EXISTING OFF-SITE CURB, GUTTER AND WALK TO REMAIN SHOWN DASHED/ TYPICAL.
44. INSTALL 30" STATE STANDARD "STOP" SIGN(S) AT LOCATION(S) SHOWN. SIGN SHALL BE MOUNTED ON A 2" GALVANIZED POST WITH THE BOTTOM OF THE SIGN 7' ABOVE GRADE, LOCATED BEHIND CURB AND IMMEDIATELY BEHIND MAJOR STREET SIDEWALK. "RIGHT TURN ONLY" SIGN IS ALSO REQUIRED AT SAME LOCATION. INSTALL 30" x 36" STATE STANDARD SIGN IMMEDIATELY BELOW THE STOP SIGN ON SAME POST.
45. PROVIDE SIGN (17-INCH BY 22-INCH MINIMUM HEIGHT LETTERING) AT THE INTERIOR END OF EACH PARKING STALL OR AT EACH SITE ENTRANCE THAT CLEARLY STATES, "UNAUTHORIZED VEHICLES PARKED IN DISABILITIES MAY BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF FRESNO POLICE DEPARTMENT PATROL SUPPORT DIVISION OR BY TELEPHONING (559) 621-2500". REFER TO DETAIL 5, SHEET T-3 FOR ADDITIONAL INFORMATION.
46. 4 INCH WIDE WHITE PAINTED STRIPING PER CITY OF FRESNO PUBLIC WORKS STANDARDS/ TYPICAL AT PARKING STALLS.
47. EXISTING 10'-0" WIDE PUBLIC UTILITIES EASEMENT.
48. PROVIDE 5'-0" HIGH ORNAMENTAL WROUGHT IRON FENCE AT POOL ENCLOSURE. REFER TO DETAIL 15, SHEET A-2 FOR ADDITIONAL INFORMATION/ TYPICAL.
49. INSTALL 6'-0" HIGH CORRUGATED STEEL EMERGENCY VEHICLE ACCESS GATES WITH CITY OF FIRE DEPARTMENT APPROVED PADLOCK/ TYPICAL.
50. DEDICATE 2'-0" WIDE PEDESTRIAN ACCESS EASEMENT & 6'-0" SIDEWALK TO ACCOMODATE PER CITY OF FRESNO PUBLIC WORKS STANDARDS.
51. CONSTRUCT TRANSITION FROM THE REQUIRED 6'-0" SIDEWALK TO THE EXISTING SIDEWALK AT ADJACENT PROPERTIES.
52. CONSTRUCT 20'-0" OF PERMANENT PAVING (MEASURED FROM FACE OF CURB) PER CITY OF FRESNO PUBLIC WORKS STANDARDS (SHOWN SHADED).
53. INDICATES THE LOCATION OF COVERED PORCH / PATIO AT THE COMMUNITY BUILDING.

VICINITY MAP

SYMBOLS



BUILDING FOOTPRINT
1. BUILDING NUMBER
2. BUILDING TYPE
3. ELECTRICAL METER LOCATION
4. GAS METER LOCATION
5. GROUND MOUNTED CONDENSING UNITS to be screened
6. HATCHING = SINGLE STORY PORTIONS OF THE BUILDING
7. STAIRWAYS

CARPORT LOCATIONS

EXISTING EDGE OF PAVING

SECTION LINE

CENTERLINE OF STREET

POWER POLE TO REMAIN

POWER POLE TO BE REMOVED
EXISTING POWER LINES AT THE PROPERTY FRONTAGE SHALL BE MOVED UNDERGROUND.

TELEPHONE POLE TO REMAIN

PROPOSED STREET LIGHT
INDICATES THE PROPOSED LOCATIONS FOR THE STREET LIGHTS TO BE INSTALLED PER THE CITY OF FRESNO PUBLIC WORKS STANDARDS E-1 AND E-7. (NOTE: THE NEAREST STREET LIGHT IS ON THE EAST SIDE OF MARKS AVENUE 110 FEET SOUTH OF THE SOUTH PROPERTY LINE).

ON-SITE POLE LIGHT
COORDINATE THE FIXTURE TYPE AND INSTALLATION WITH THE SITE ELECTRICAL PLAN, SHEET E-2.

EXISTING FIRE HYDRANT LOCATION

PROPOSED FIRE HYDRANT LOCATION

NOTES

1. REFER TO SHEET T-2 FOR PROJECT STATISTICS, LEGAL DESCRIPTION AND SITE NOTES.
2. ALL ON THIS PLAN ARE PROPOSED UNLESS NOTED OTHERWISE.
3. NO OBSTRUCTION SHALL BE WITHIN 3'-0" VEHICLE OVERHANG AT PARKING.

THE VINCENT COMPANY ARCHITECTS, INC.

1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 96 UNIT APARTMENT COMPLEX:

CENTRAL PLAZA APARTMENTS

SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

REGISTERED ARCHITECT SCOTT A. VINCENT, STATE OF CALIFORNIA

○ DESIGN REVIEW
○ PLAN CHECK
○ BACK CHECK
○ PERMITS
○ CONSTRUCTION
○ AS BUILT

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Scale: 1"=30'-0"

Project Name: CENTRAL PLAZA APTS
FRESNO, CA

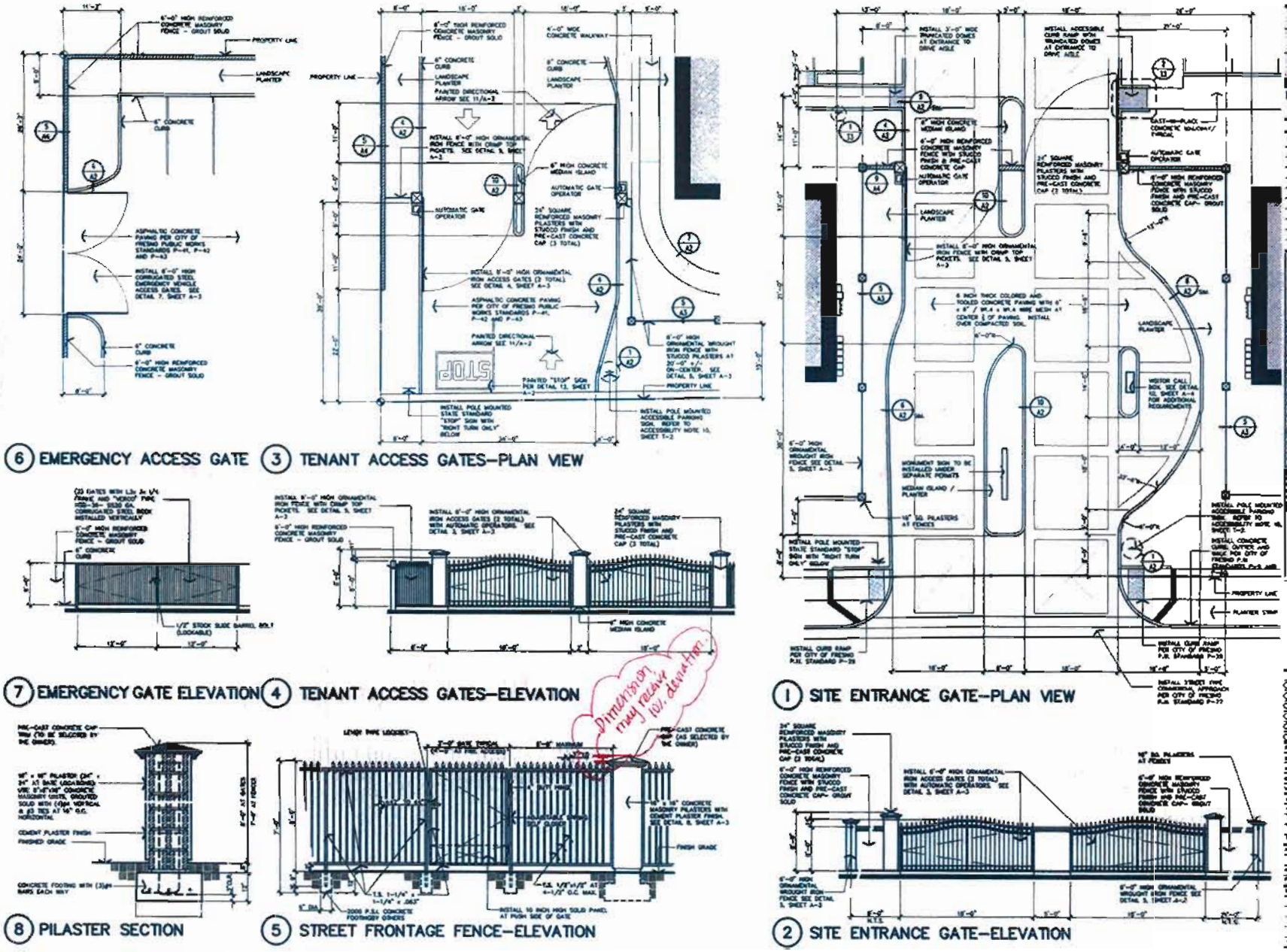
Project Number: 208812

Plot Date: 11.07.13

Sheet Number:

Of Sheets

C-10-039 A-3 11-20-13


6 EMERGENCY ACCESS GATE
3 TENANT ACCESS GATES—PLAN VIEW
7 EMERGENCY GATE ELEVATION
4 TENANT ACCESS GATES—ELEVATION
1 SITE ENTRANCE GATE—PLAN VIEW
8 PILASTER SECTION
5 STREET FRONTAGE FENCE—ELEVATION
2 SITE ENTRANCE GATE—ELEVATION

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ARCHITECTS INC
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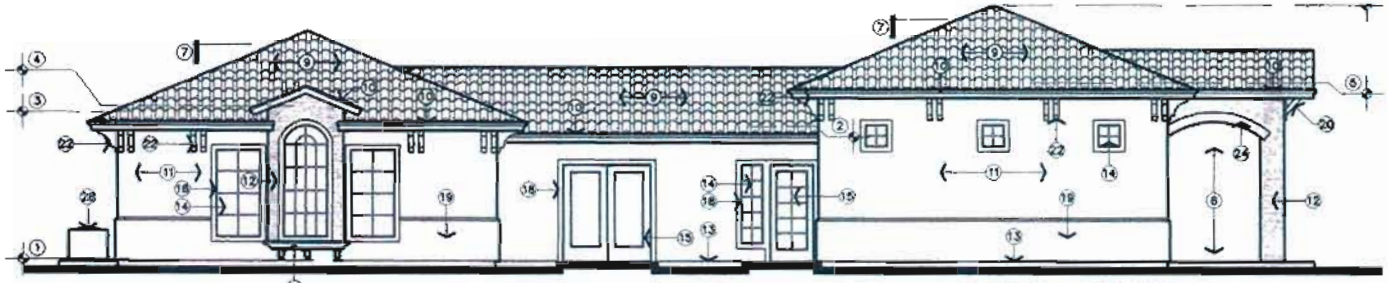
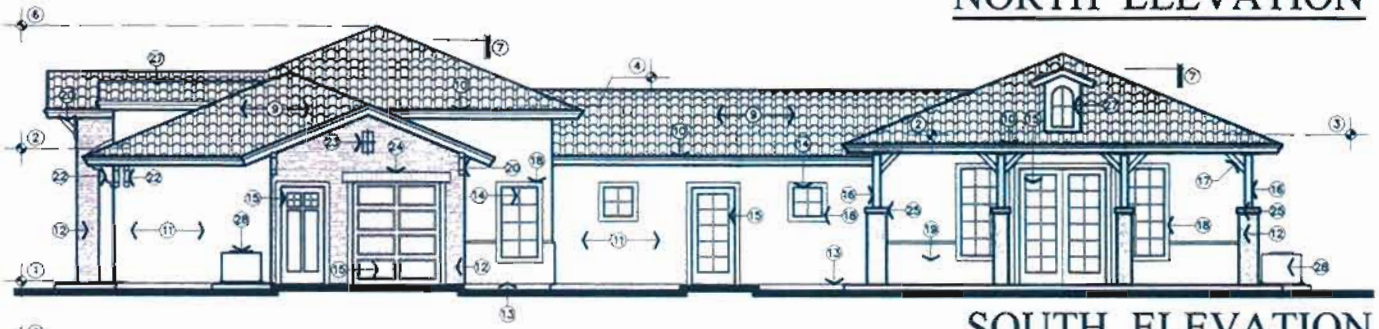
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 96 UNIT APARTMENT COMPLEX:
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

A3

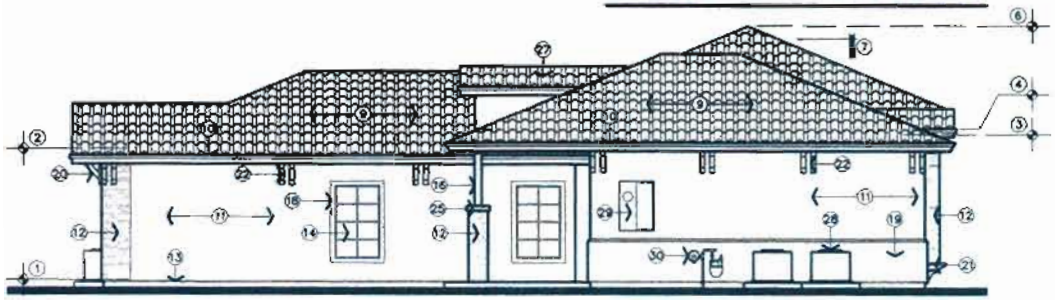


NORTH ELEVATION



SOUTH ELEVATION

WEST ELEVATION



EAST ELEVATION

EXTERIOR COLORS

MATERIAL/SURFACE	DESCRIPTION
TILE ROOFING	EAGLE ROOFING PRODUCTS MALIBU COLLECTION NO. 2845 "SUNRISE BLEND" OR EQUAL
STUCCO WALLS (BODY)	BLUE EAGLE BRAND NO. E-44 "VANILLA" OR EQUAL
STUCCO ACCENT WALL	PITTSBURGH PAINTS NO. 295-4 "GOLD RUFF" OR EQUAL
THIN SET STONE ACCENTS	EL DORADO STONE "PAOSSA SPRINGS" STACKED STONE OR EQUAL
BRICK ACCENTS	CANADA BRICK COMPANY NO. 513 COLONIAL RED MATT OR EQUAL
DOOR & WINDOW TRIM/ POSTS, BEAMS AND BRACES	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
ENTRANCE DOORS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
FASCIAS AND RAFTER TAILS /CORBELS	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
SHUTTERS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
ORNAMENTAL IRON FENCING	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
TRASH ENCLOSURE FENCE (WALL)	BLUE EAGLE BRAND NO. E-44 "VANILLA" OR EQUAL
TRASH ENCLOSURE GATES	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
NON ENTRANCE DOORS	MATCH ADJACENT SURFACE
WINDOW FRAMES	FACTORY WHITE
GAS AND ELECTRIC METERS	MATCH ADJACENT SURFACES

BUILDING 'A' ELEVATIONS

KEYNOTES

1. FINISHED FLOOR ELEVATION — + 0'-0"
2. DOUBLE TOP PLATES ELEVATION — + 9'-1"
3. DOUBLE TOP PLATES ELEVATION — +10'-1"
4. DOUBLE TOP PLATES ELEVATION — +10'-6"
5. DOUBLE TOP PLATE ELEVATION — +12'-1"
6. TOP OF RIDGE ELEVATION: — +17'-6"
7. TYPICAL ROOF PITCH — 5:12
8. OPEN TO BEYOND
9. INSTALL MISSION PROFILE CONCRETE TILE ROOFING OVER 30# ROOFING FELTS OVER PLYWOOD ROOF SHEATHING. TILE ROOFING SHALL BE INSTALLED PER THE MANUFACTURERS MOST RECENT RECOMMENDATIONS AS APPROVED BY THE ARCHITECT
10. INSTALL 2x8 REDWOOD FASCIA WITH 1x3 STARTER STRIP (DELETE STARTER STRIP WHERE GUTTERS ARE TO BE INSTALLED). COORDINATE LOCATIONS OF RAINGUTTERS TO BE INSTALLED WITH THE ROOF PLAN/ TYPICAL
11. INSTALL 7/8 INCH THICK THREE COAT STUCCO APPLIED OVER "HEAVY" BACKED WIRE LATH WITH LIGHT DASH INTERIOR FINISH. APPLY LATH OVER STUDS IN ACCORDANCE WITH MANUFACTURER'S MOST RECENT RECOMMENDATIONS.
12. INSTALL THIN SET FAUX STONE VENEER ("ELDORADO STONE" STACKED STONE PER ICBO EVALUATION REPORT 2068 OR EQUAL) OVER PLYWOOD WALL SHEATHING AND WOOD STUD FRAMING AS INDICATED. COORDINATE INSTALLATION WITH THE VENEER MANUFACTURERS MOST RECENT REQUIREMENTS/ TYPICAL
13. INSTALL "SUPERIOR" NO. 15 (OR EQUAL) 24 GAUGE GALVANIZED SHEET METAL DRIP SCREED/ TYPICAL
14. VINYL FRAME WINDOWS WITH DUAL GLAZING AND MULLIONS AS INDICATED. COORDINATE INSTALLATION WITH THE FLOOR PLAN, SHEET A-2, AND THE WINDOW SCHEDULE, SHEET A-7
15. EXTERIOR DOOR(S). COORDINATE INSTALLATION WITH THE FLOOR PLAN, SHEET A-5 AND THE DOOR SCHEDULE, SHEET A-7
16. WOOD POST WITH PAINTED FINISH. COORDINATE INSTALLATION WITH ROOF FRAMING PLAN, SHEET A-13/ TYPICAL
17. INDICATES LOCATIONS OF 4x DIAGONAL KNEE BRACES. COORDINATE THE INSTALLATION WITH THE ROOF FRAMING PLAN, SHEET A-13/ TYPICAL
18. INSTALL 2" x 4" FOAM ACCENT TRIM WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH AT THE PERIMETER OF DOORS, WINDOWS, AND ARCHES AS INDICATED. PAINT ACCENT COLOR AS NOTED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL
19. INSTALL 1" x 36" FOAM ACCENT BAND WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH AT THE BASE OF WALL AS INDICATED. COORDINATE THE WORK WITH DETAIL 14, SHEET A-42/ TYPICAL
20. INDICATES THE LOCATION(S) OF 4x REDWOOD (OR COMPOSITE WOOD) KNEE BRACES INSTALLED AT GABLE ENDS. COORDINATE THE WORK WITH DETAIL 8, SHEET A-41/ TYPICAL
21. INSTALL 8 INCH HIGH x 4 INCH DEEP STEPPED FOAM SILL TRIM WITH INTEGRAL CORBELS WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH AS INDICATED. SLOPE THE TOP OF THE TRIM FOR DRAINAGE. PAINT ACCENT COLOR AS NOTED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL
22. INDICATES THE LOCATION(S) OF FOAM ACCENT CORBELS WITH FIBERGLASS REINFORCING MESH WITH DASH COAT FINISH. PAINT CORBELS ACCENT COLOR AS NOTED ON THE EXTERIOR COLOR SCHEDULE. COORDINATE THE INSTALLATION WITH DETAIL 9, SHEET A-41/ TYPICAL
23. INSTALL 8 INCH WIDE x 18 INCH HIGH x 4 INCH DEEP WROUGHT IRON ACCENT TRIM AS INDICATED. COORDINATE THE INSTALLATION WITH DETAIL 8, SHEET A-34/ TYPICAL
24. INSTALL THIN SET THIN-BRICK ROWLOCK COURSE AT THE EDGE OF THE SOFFIT AT THE SEGMENTED ARCH AS INDICATED. INSTALLATION OF THE THIN-SET BRICK SHALL BE PER THE MANUFACTURERS RECOMMENDATIONS AS APPROVED BY THE ARCHITECT/ TYPICAL
25. INSTALL BRICK ROWLOCK COURSE "CAP" AT COLUMN WITH TRANSITION PROVIDE OVERHANG WITH DRIP EDGE AND SLOPE THE TOP OF THE COURSE FOR DRAINAGE/ TYPICAL
26. INSTALL 14 INCH WIDE x HEIGHT OF WINDOW FIXED SHUTTERS AS INDICATED. PAINT AS NOTED ON THE EXTERIOR COLOR SCHEDULE. REFER TO DETAIL 1, SHEET A-35 FOR ADDITIONAL INFORMATION
27. INSTALL FALSE DORMER WITH SINGLE GLAZED ARCH TOP WINDOW WITH MULLIONS (WINDOW TYPE "F"). COORDINATE THE INSTALLATION WITH THE ROOF PLAN, SHEET A-12/ TYPICAL
28. INDICATES LOCATION(S) OF GROUND MOUNTED CONDENSING UNIT(S). COORDINATE INSTALLATION REQUIREMENTS WITH MECHANICAL PLANS AND MANUFACTURER'S INSTALLATION REQUIREMENTS/ TYPICAL, to be screened
29. INDICATES LOCATION OF BUILDING ELECTRICAL MAIN SERVICE AND METERS. COORDINATE INSTALLATION WITH ELECTRICAL SITE PLAN AND LOCAL UTILITY COMPANY
30. INDICATES LOCATION OF BUILDING GAS METERS. COORDINATE INSTALLATION WITH PLUMBING PLAN AND LOCAL UTILITY COMPANY/ TYPICAL

APPL. NO. C-10-039 EXHIBIT E-1 DATE 11-20-13
PROJ ENG. _____ DATE _____
PROJ ENG. _____ DATE _____
CITY APPROVED BY _____ DATE _____
CITY CLERK/DEPT. PLANNING & DEVELOPMENT DIRECTOR

THE VINCENT COMPANY
ARCHITECTS INC
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

Revisions	Date
△	
△	
△	
△	
△	
△	

PROPOSED 96 UNIT APARTMENT COMPLEX

CENTRAL PLAZA APARTMENTS

SW/C OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

REGISTERED ARCHITECT
GARY A. VINCENT
No. 11270
Exp. 12-31-13
STATE OF CALIFORNIA

Revisions	Date
① DESIGN REVIEW	
② PLAN CHECK	
③ BACK CHECK	
④ PERMITS	
⑤ CONSTRUCTION	
⑥ AS BUILT	

All drawings and written material appearing herein constitute original work of the architect and may not be duplicated, used, or disclosed without written consent of the architect.

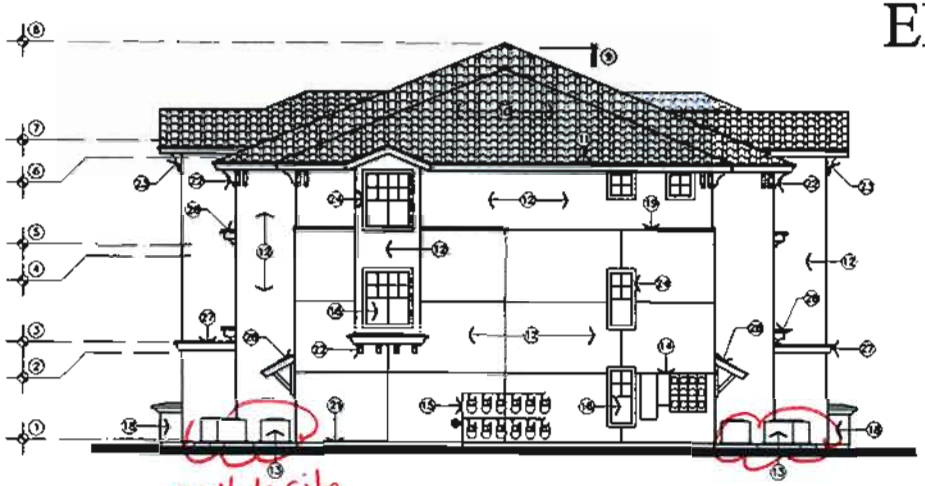
Scale: 1/4"=1'-0"
Project Name: CENTRAL PLAZA APTS
FRESNO, CA
Project Number: 200912
Pub Date: 11.07.13
Sheet Number:

Z:\2009\290812 - Central Plaza Apartments\2_DESIGN PROPOSAL\911_6_13 SPRIV30 - Exterior Elev-A.dwg, 11/7/2013 2:37:42 PM, Andy

match site plan

FRONT ELEVATION

BUILDING 'B' ELEVATIONS



match site plan

SIDE ELEVATION

provide a color schedule

KEYNOTES

1	FINISHED FLOOR ELEVATION	+0'-0"
2	DOUBLE TOP PLATES ELEVATION	+8'-1"
3	FINISHED SECOND FLOOR ELEVATION	+9'-1 3/8"
4	DOUBLE TOP PLATES ELEVATION	+17'-2 5/8"
5	FINISHED THIRD FLOOR ELEVATION	+18'-2 1/4"
6	DOUBLE TOP PLATES ELEVATION	+26'-1 1/4"
7	DOUBLE TOP PLATES ELEVATION	+34'-1"
8	TOP OF RIDGE ELEVATION	+37'-2 1/2"
9	TYPICAL ROOF PITCH	5:12
10	INSTALL MISSION PROFILE CONCRETE TILE ROOFING OVER 30# ROOFING FELTS OVER PLYWOOD ROOF SHEATHING. THE TILE ROOFING SHALL BE INSTALLED PER THE MANUFACTURERS MOST RECENT RECOMMENDATIONS AS APPROVED BY THE ARCHITECT / TYPICAL	
11	INSTALL 2x8 MEDIUM WOOD FOR FASCIA WITH 1x3 STARTER STRIP. REMOVE STARTER STRIP WHERE MANUFACTURER ARE TO BE INSTALLED. COORDINATE RAINGUTTER LOCATIONS WITH THE ROOF PLAN/ TYPICAL.	
12	INSTALL 7/8 INCH THICK THREE COAT STUCCO OVER "GRAPHT" BACKED WIRE LATH. FINISH LIGHT DASH KNOCK WITH ORIGINAL COLOR AS NOTED ON THE COLOR SCHEDULE. INSTALLATION OF LATH AND ACCESSORIES SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS AS APPROVED BY THE ARCHITECT/ TYPICAL.	
13	INDICATES LOCATION(S) OF GROUND MOUNTED CONDENSING UNIT(S). COORDINATE INSTALLATION REQUIREMENTS WITH MECHANICAL PLANS AND MANUFACTURER'S INSTALLATION REQUIREMENTS/ TYPICAL.	
14	INDICATES LOCATION OF BUILDING ELECTRICAL MAIN SERVICE AND METERS. COORDINATE INSTALLATION WITH ELECTRICAL SITE PLAN AND LOCAL UTILITY COMPANY.	
15	INDICATES LOCATION OF BUILDING GAS METERS. COORDINATE INSTALLATION WITH PLUMBING PLAN AND LOCAL UTILITY COMPANY/ TYPICAL.	
16	VINYL FRAME WINDOWS WITH MULLIONS AND DUAL GLAZING AS SHOWN. COORDINATE GLAZING REQUIREMENTS WITH THE WINDOW SCHEDULE SHEET A-7/ TYPICAL.	
17	INSTALL 42 INCH HIGH PRE-FABRICATED WROUGHT IRON GUARDRAIL WITH ORNAMENTAL SPIRE TRIM + FINIALS. PAINT RAILING AS NOTED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL.	
18	INDICATES LOCATION OF 3'-0" HIGH CEMENT PLASTER AN BO FENCE WITH INCORNATE CAP TRIM. COORDINATE INSTALLATION WITH UNIT AND COMPOSITE FLOOR PLANS/ TYPICAL.	
19	INDICATES LOCATION OF 3'-0" HORIZONTAL FOAM TRIM WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH TO MATCH ADJACENT SURFACES.	
20	INSTALL 8 INCH WIDE x 16 INCH HIGH x 6 INCH DEEP WROUGHT IRON ACCENT TRIM AS INDICATED. COORDINATE INSTALLATION WITH DETAIL 8, SHEET A-3/ TYPICAL.	
21	INSTALL 24 GAUGE GALVANIZED SHEET METAL HELP SCHILD/ TYPICAL.	
22	INDICATES THE LOCATION(S) OF FOAM ACCENT CORBELS WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH. PAINT CORBELS AS INDICATED ON THE EXTERIOR COLOR SCHEDULE. COORDINATE THE WORK WITH DETAIL 8, SHEET A-4/ TYPICAL.	
23	INDICATES THE LOCATION(S) OF 4x BEDWOOD (OR COMPOSITE WOOD) KNEE BRACES INSTALLED AT GABLE ENDS. COORDINATE THE WORK WITH DETAIL 8, SHEET A-4/ TYPICAL.	
24	INSTALL 8"x8" FOAM TRIM WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH AT DOORS, WINDOWS, ARCHES AND COLUMNS AS INDICATED/ TYPICAL.	
25	INSTALL 14 INCH WIDE x HEIGHT OF WINDOW FIXED SHUTTERS AS INDICATED. PAINT AS NOTED ON THE EXTERIOR COLOR SCHEDULE. REFER TO DETAIL 4, SHEET A-3 FOR ADDITIONAL INFORMATION.	
26	INDICATES LOCATION(S) OF 10 INCH WIDE x 8 INCH DEEP FOAM "PLANTER BOXES" WITH CORBELS AS INDICATED. PROVIDE FIBERGLASS REINFORCING MESH AND DASH COAT FINISH. SLOPE THE TOP OF THE ACCENT FOR DRAINAGE. PAINT ACCENT COLOR AS INDICATED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL.	
27	INDICATES LOCATION(S) OF 12 INCH WIDE STRETCHED FOAM FASCIA WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH. SLOPE THE TOP OF THE ACCENT FOR DRAINAGE. PAINT ACCENT COLOR AS INDICATED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL.	
28	INDICATES THE LOCATION OF SHED ROOF WITH MISSION PROFILE CONCRETE TILES INSTALLED OVER 30# ROOFING FELTS AND PLYWOOD SHEATHING INSTALLED OVER WOOD FRAMING WITH KNEE BRACES AS INDICATED/ TYPICAL.	

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

Number	Date
△	
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△	
△	
△	
△	

PROPOSED MULTI-FAMILY DEVELOPMENT FOR:

CENTRAL PLAZA APARTMENTS

S/W C OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

Plans Approved

REGISTERED PROFESSIONAL ENGINEER
ROY A. VINCENT
No. 12064
STATE OF CALIFORNIA

Number	Date
○ PRELIMINARY REVIEW	
○ PLAN CHECK	
○ BIDDING	
○ ISSUED FOR CONSTRUCTION	
○ AS BUILT	

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Reference North

Scale: 3/16"=1'-0"

Project Number: CENTRAL PLAZA APTS.

FRESNO, CA.

Drawn by: [illegible]

Plot Date: [illegible]

Sheet Number:

Sheet Title:

EXTERIOR COLORS

MATERIAL/ SURFACE	DESCRIPTION
TILE ROOFING	EAGLE ROOFING PRODUCTS WALNUT COLLECTION NO. 2842 "SUNRISE BLEND", OR EQUAL
STUCCO WALLS (MAIN)	BLUE EAGLE BRAND NO. E-44 "VANILLA" OR EQUAL
STUCCO ACCENT WALL	PITTSBURGH PAINTS NO. 543-4 "COLD BLUE" OR EQUAL
STUCCO ACCENT WALL	PITTSBURGH PAINTS NO. 326-7 "SPICED COCOA" OR EQUAL
DOOR/WINDOW/ COLUMN TRIM	PITTSBURGH PAINTS NO. 251-1 "CLEAR YELLOW" OR EQUAL
ENTRANCE DOORS	PITTSBURGH PAINTS NO. 326-7 "SPICED COCOA" OR EQUAL
FASCIA/CORBELS/ PLANTER BOXES	PITTSBURGH PAINTS NO. 251-1 "CLEAR YELLOW" OR EQUAL
SHUTTERS	PITTSBURGH PAINTS NO. 326-7 "SPICED COCOA" OR EQUAL
HANDRAILS/ GUARDRAILS/ STAIRCASES	PITTSBURGH PAINTS NO. 326-7 "SPICED COCOA" OR EQUAL
AN BO FENCE (WALL)	BLUE EAGLE BRAND NO. E-44 "VANILLA" OR EQUAL
AN BO + EAGLE (CAP TRIM)	PITTSBURGH PAINTS NO. 251-1 "CLEAR YELLOW" OR EQUAL
NON ENTRANCE DOORS	MATCH ADJACENT SURFACE
WINDOW FRAMES	FACTORY WHITE
GAS AND ELECTRIC METERS	MATCH ADJACENT SURFACES

APPL. NO. C-10-039 EXHIBIT E-2 DATE 11-20-13

PROJ ENG. _____ DATE _____

TRAFFIC ENG. _____ DATE _____

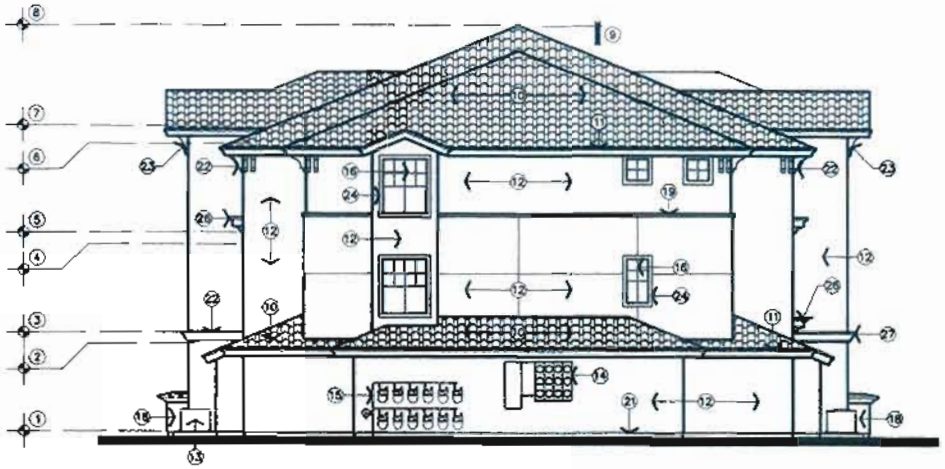
COND. APPROVED BY _____ DATE _____

CITY OF FRESNO PLANNING & DEVELOPMENT DEPT.

FRONT ELEVATION

BUILDING 'C' ELEVATIONS

3/16" = 1'-0"



SIDE ELEVATION

KEYNOTES

1. FINISHED FLOOR ELEVATION +0'-0"
2. DOUBLE TOP PLATES ELEVATION +8'-1"
3. FINISHED SECOND FLOOR ELEVATION +9'-1 5/8"
4. DOUBLE TOP PLATES ELEVATION +17'-3 5/8"
5. FINISHED THIRD FLOOR ELEVATION +18'-3 1/4"
6. DOUBLE TOP PLATES ELEVATION +26'-4 1/4"
7. DOUBLE TOP PLATES ELEVATION +28'-4"
8. TOP OF RIDGE ELEVATION +34'-2 1/2"
9. TYPICAL ROOF PITCH 5:12
10. INSTALL MISSION PROFILE CONCRETE TILE ROOFING OVER 30# ROOFING FELTS OVER PLYWOOD ROOF SHEATHING. THE TILE ROOFING SHALL BE INSTALLED PER THE MANUFACTURERS MOST RECENT RECOMMENDATIONS AS APPROVED BY THE ARCHITECT/ TYPICAL.
11. INSTALL 2x8 REDWOOD FASCIA WITH 1x2 STARTER STRIP REMOVE STARTER STRIP WHERE RAINGUTTERS ARE TO BE INSTALLED COORDINATE RAINGUTTER LOCATIONS WITH THE ROOF PLAN/ TYPICAL.
12. INSTALL 7/8 INCH THICK THREE COAT STUCCO OVER "KRAFT" BACKED WIRE LATH. PROVIDE LIGHT DASH FINISH WITH INTEGRAL COLOR AS NOTED ON THE COLOR SCHEDULE. INSTALLATION OF LATH AND ACCESSORIES SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS AS APPROVED BY THE ARCHITECT/ TYPICAL.
13. INDICATES LOCATION(S) OF GROUND MOUNTED CONDENSING UNIT(S) COORDINATE INSTALLATION REQUIREMENTS WITH MECHANICAL PLANS AND MANUFACTURER'S INSTALLATION REQUIREMENTS/ TYPICAL.
14. INDICATES LOCATION OF BUILDING ELECTRICAL MAIN SERVICE AND METERS. COORDINATE INSTALLATION WITH ELECTRICAL SITE PLAN AND LOCAL UTILITY COMPANY
15. INDICATES LOCATION OF BUILDING GAS METERS. COORDINATE INSTALLATION WITH PLUMBING PLAN AND LOCAL UTILITY COMPANY/ TYPICAL.
16. VINYL FRAME WINDOWS WITH MUTINS AND DUAL GLAZING AS SHOWN COORDINATE GLAZING REQUIREMENTS WITH THE WINDOW SCHEDULE, SHEET A-7/ TYPICAL.
17. INSTALL 42 INCH HIGH PRE-FABRICATED WROUGHT IRON GUARDRAIL WITH OPENINGS LESS THAN 4 INCHES. PAINT RAILING AS NOTED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL.
18. INDICATES LOCATION OF 3'-6" HIGH CEMENT PLASTER PATIO FENCE WITH DECORATIVE CAP TRIM. COORDINATE INSTALLATION WITH UNIT AND COMPOSITE FLOOR PLANS/ TYPICAL.
19. INDICATES LOCATION OF 2"x3" HORIZONTAL FOAM TRIM WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH TO MATCH ADJACENT SURFACES.
20. INSTALL 8 INCH WIDE x 18 INCH HIGH x 4 INCH DEEP WROUGHT IRON ACCENT TRIM AS INDICATED. COORDINATE THE INSTALLATION WITH DETAIL 6, SHEET A-34/ TYPICAL.
21. INSTALL 24 GAUGE GALVANIZED SHEET METAL WEEP SCREED/ TYPICAL.
22. INDICATES THE LOCATION(S) OF FOAM ACCENT CORBELS WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH. PAINT CORBELS AS INDICATED ON THE EXTERIOR COLOR SCHEDULE. COORDINATE THE WORK WITH DETAIL 5, SHEET A-41/ TYPICAL.
23. INDICATES THE LOCATION(S) OF 4x REDWOOD (OR COMPOSITE WOOD) KNEE BRACES INSTALLED AT GABLE ENDS. COORDINATE THE WORK WITH DETAIL 8, SHEET A-41/ TYPICAL.
24. INSTALL 2"x4" FOAM TRIM WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH AT DOORS, WINDOWS, ARCHES AND COLUMNS AS INDICATED/ TYPICAL.
25. INSTALL 24 INCH WIDE x HEIGHT OF WINDOW FIXED SHUTTERS AS INDICATED. PAINT AS NOTED ON THE EXTERIOR COLOR SCHEDULE. REFER TO DETAIL 1, SHEET A-31 FOR ADDITIONAL INFORMATION.
26. INDICATES LOCATION(S) OF 10 INCH WIDE x 8 INCH DEEP FOAM "PLANTER BOXES" WITH CORBELS AS INDICATED. PROVIDE FIBERGLASS REINFORCING MESH AND DASH COAT FINISH. SLOPE THE TOP OF THE ACCENT FOR DRAINAGE. PAINT ACCENT COLOR AS INDICATED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL.
27. INDICATES LOCATION(S) OF 12 INCH WIDE STEPPED FOAM FASCIA WITH FIBERGLASS REINFORCING MESH AND DASH COAT FINISH. SLOPE THE TOP OF THE ACCENT FOR DRAINAGE. PAINT ACCENT COLOR AS INDICATED ON THE EXTERIOR COLOR SCHEDULE/ TYPICAL.

* provide a color schedule

EXTERIOR COLORS

MATERIAL/SURFACE	DESCRIPTION
TILE ROOFING	EAGLE ROOFING PRODUCTS MALIBU COLLECTION NO. 2845 "SUNRISE BLEND", OR EQUAL
STUCCO WALLS (BODY)	BLUE EAGLE BRAND NO. E-44 "VANILLA" OR EQUAL
STUCCO ACCENT WALL	PITTSBURGH PAINTS NO. 215-4 "GOLD BUFF" OR EQUAL
STUCCO ACCENT WALL	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
DOOR/WINDOW/ COLUMN TRIM	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
ENTRANCE DOORS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
FASCIA/CORBELS/ PLANTER BOXES	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
SHUTTERS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
HANDRAILS/ SUNBRAKES/ STRINGERS	PITTSBURGH PAINTS NO. 326-7 "SPICED CIDER" OR EQUAL
PATIO FENCE (WALL)	BLUE EAGLE BRAND NO. E-44 "VANILLA" OR EQUAL
PATIO FENCE (CAP TRIM)	PITTSBURGH PAINTS NO. 211-1 "CLEAR YELLOW" OR EQUAL
NON ENTRANCE DOORS	MATCH ADJACENT SURFACE
WINDOW FRAMES	FACTORY WHITE
GAS AND ELECTRIC METERS	MATCH ADJACENT SURFACES

APPROVED C-10-039 E-3 11-20-13
PROJ ENG
SITE ENG
FIELD APPROVAL

THE VINCENT COMPANY
V.G. HILL & CO. INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

Revisions	Date
△	
△	
△	
△	
△	
△	

PROPOSED 56 UNIT APARTMENT COMPLEX

CENTRAL PLAZA APARTMENTS

SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

Project Engineer

REGISTERED PROFESSIONAL ENGINEER SCOTT A. VINCENT Exp. 12/31/14 No. C-13840 STATE OF CALIFORNIA

Revisions	Date
○ DESIGN REVIEW	
○ PLAN CHECK	
○ BACK CHECK	
○ PERMITS	
○ CONSTRUCTION	
● AS BUILT	

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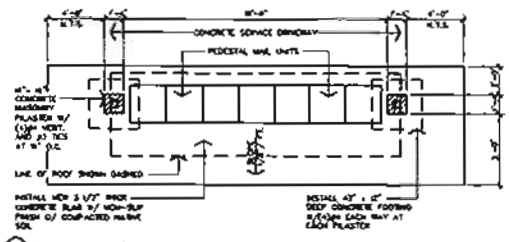
Scale: 3/16"=1'-0"

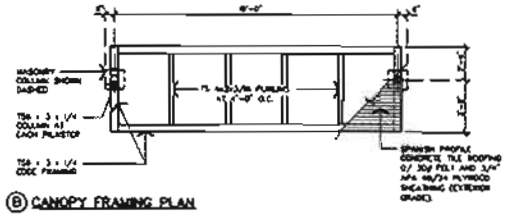
Project name: CENTRAL PLAZA APTS
FRESNO, CA.
Project number: 2009-12
Plot date: 11-07-13
Sheet number

Z:\2009\290912 - Central Plaza Apartments\2_DESIGN PROPOSALS\11_6_13 SPRA\32 - Exterior Elev-C.dwg, 11/7/2013 2:07:15 PM, Andy

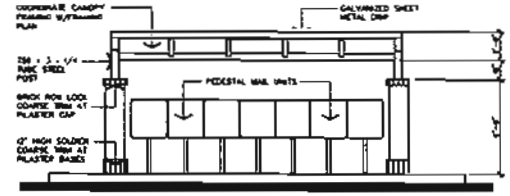
APPL. NO. C-10-039 EXHIBIT E-4 DATE 11-20-13
PROJ ENG. _____ DATE ____
TRAFFIC ENG. _____ DATE ____
COND. APPROVED BY _____
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT.



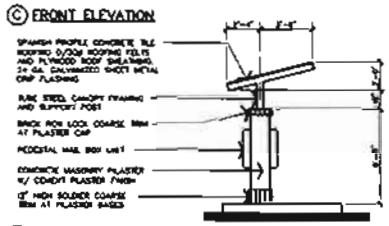
(A) FOUNDATION/PLAN VIEW



(B) CANOPY FRAMING PLAN

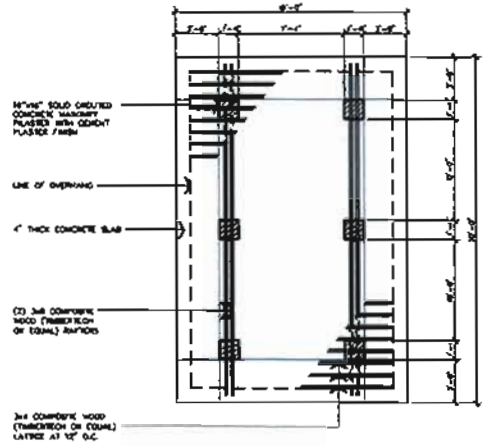


(C) FRONT ELEVATION

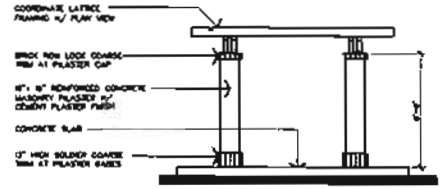


(D) END ELEVATION

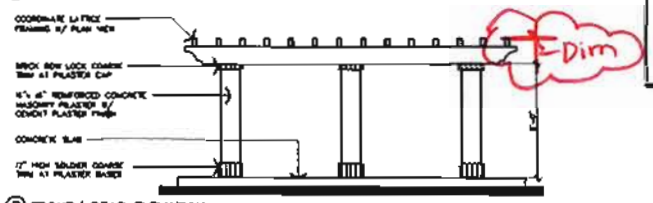
(3) RESIDENT MAIL CENTER



(A) PLAN VIEW

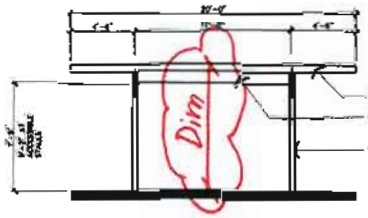


(B) END ELEVATION

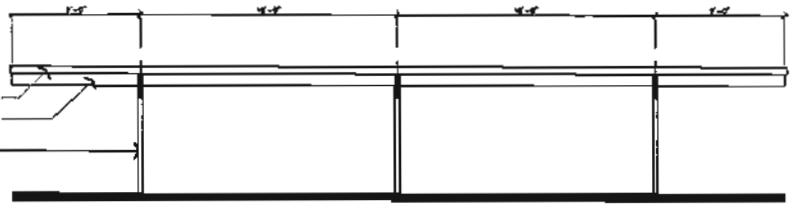


(C) FRONT/ REAR ELEVATION

(1) ARBOR DETAILS



(A) TYPICAL END ELEVATION



(B) TYPICAL FRONT ELEVATION

(2) CARPORT ELEVATIONS (provide lights @ carports)

THE VINCENT COMPANY
ARCHITECTS INC
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 5 UNIT PLAZA DEVELOPMENT CONDOMINIUMS

CENTRAL PLAZA APARTMENTS

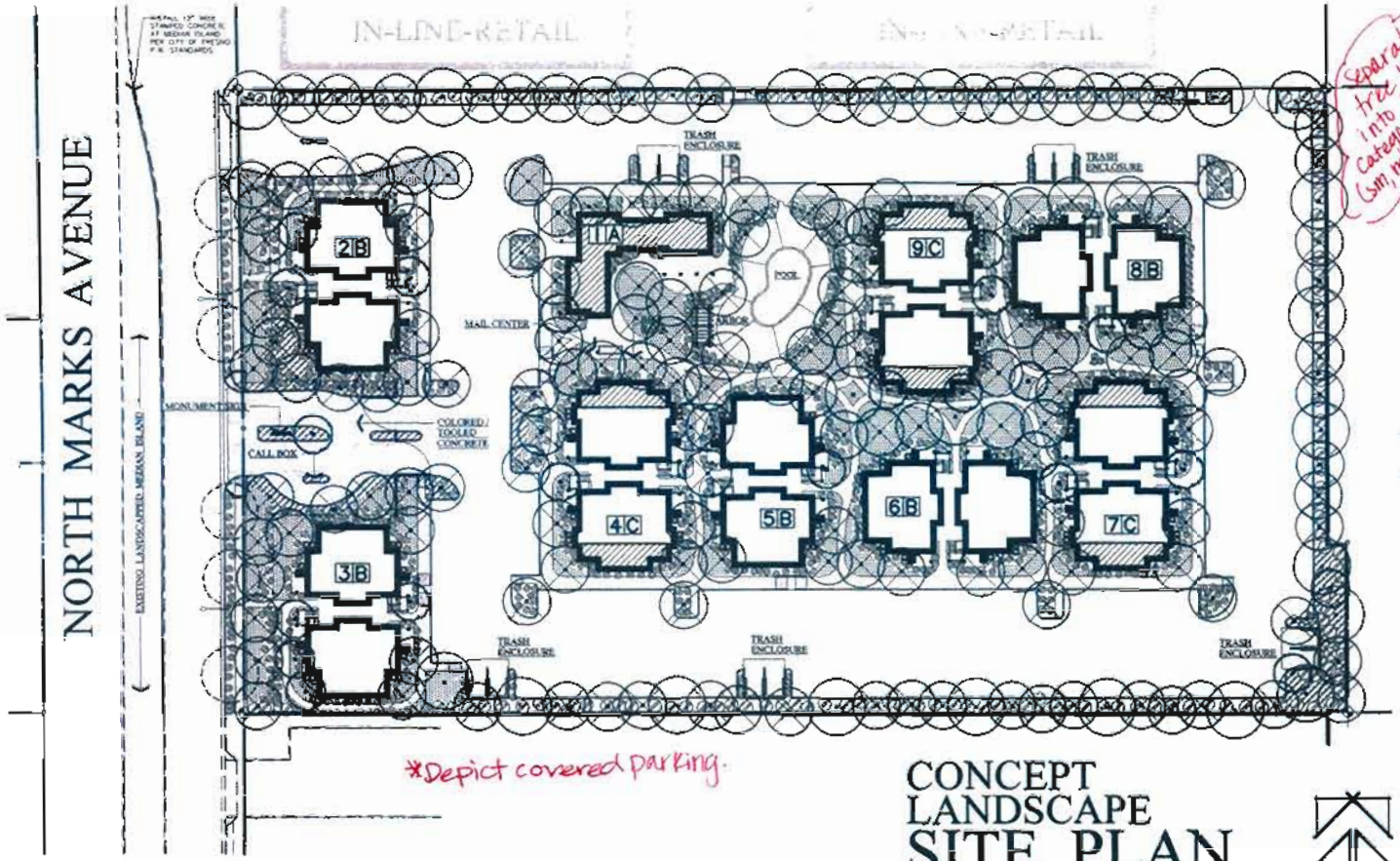
SWC OF West CLINTON AND NORTH SAUK AVENUES
FRESNO, CALIFORNIA

REGISTERED ARCHITECT
RICHARD C. VINCENT
C-10039
12/31/13
STATE OF CALIFORNIA

Revisions	Date
1 DRAWING Submittal	
2 PLAN CHECK	
3 BACK CHECK	
4 PERMIT	
5 CONSTRUCTION	
6 AS BUILT	

All drawings and written material appearing herein constitute original work of the architect and may not be duplicated, used, or disclosed without written consent of the architect.

Project Name: CENTRAL PLAZA APTS.
FRESNO, CA.
Project Number: 2004-02
Plot Date: 11-07-13
Sheet Number:



Separate tree list into 3 categories (sm, med, lrg)

CONCEPT LANDSCAPE SITE PLAN

PLANT MATERIALS

THE FOLLOWING IS A PROPOSED LIST OF PLANT MATERIALS TO BE UTILIZED ON THIS PROJECT. FINAL QUANTITIES AND PLACEMENT WILL BE PROVIDED WITH THE SUBMITTAL OF FINAL LANDSCAPE PLANS PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

TREES

15 GAL.	18" O.C.	EUCALYPTUS SIDEROXYLON 'ROSEA' (BLACK IRON BARK)	
15 GAL.	12" O.C.	LAGERSTROEMIA INDICA (CREPE MYRTLE)	
15 GAL.	18" O.C.	PINUS CANARIENSIS (CANARY ISLAND PINE)	
15 GAL.	30" O.C.	PYRUS CALLERYANA (ARISTOCAT PEAR)	
15 GAL.	20" O.C.	PINUS MILEPENSIS (MILEPO PINE)	
15 GAL.	30" O.C.	PISTACHE CHINENSIS (CHINESE PISTACHE)	
15 GAL.	18" O.C.	SEQUOIA SEMPERVIRENS (COAST REDWOOD)	
15 GAL.	18" O.C.	PRUNUS CERASIFERA 'ATROPURPUREA' (PURPLE LEAF PLUM)	

SHRUBS

1 GAL.	18" O.C.	AGAPANTHUS AFRICANUS (LILY OF THE NILE)	
3 GAL.	36" O.C.	ASPARAGUS SPRENGERI (SPRENGER ASPARAGUS)	
5 GAL.	36" O.C.	AZALEA SOUTHERN INDICA (SUN AZALEA)	
5 GAL.	36" O.C.	CAMELLIA SASANQUA (SUN CAMELLIA)	
1 GAL.	20" O.C.	FICUS PUMILA (CREEPING FIG VINE)	
5 GAL.	36" O.C.	GANOPELIS CHRYSANTHEMOIDES (NO COMMON NAME)	
5 GAL.	36" O.C.	JUNIPERUS SABINA TAMARISCIFOLIA (JUNIPER)	
5 GAL.	36" O.C.	MAHONIA AQUIFOLIUM (CHINESE GRAPE)	
5 GAL.	36" O.C.	NANDINA DOMESTICA (HEAVENLY BAMBOO)	
5 GAL.	72" O.C.	PHOTINIA FRASERI (PHOTINIA)	
5 GAL.	72" O.C.	PITTOSPORUM TOBIRA (TOBIRA)	
5 GAL.	36" O.C.	RAPHIOLEPIS INDICA ROSEA (INDIAN HAWTHORN)	
5 GAL.	36" O.C.	ROSEMARY OFFICINALIS (ROSEMARY)	
5 GAL.	36" O.C.	TRACHELOSPERMUM JASMINOIDES (STAR JASMINE)	
5 GAL.	72" O.C.	XYLOSMA CONGESTUM (SHINEY XYLOSMA)	

GROUND COVERS / ANNUALS

FLATS	12" O.C.	HYPERICUM CALYCINUM (AARONS BEARD)	
FLATS	12" O.C.	LAZANIA 'COPPER KING' (TRAILING LAZANIA)	
FLATS	12" O.C.	VINCA MINOR (DWARF PERIWINKLE)	
FLATS	12" O.C.	ANNUALS (SEASONAL MUMS AND DWARF MARIGOLDS)	

SYMBOLS

QUANTITY

- STREET TREES — SPECIES TO BE SELECTED BY THE CITY OF FRESNO PUBLIC WORKS DEPARTMENT
  - Koelreuteria Paniculata
  - Golden rain tree
- 23 — LARGE TREES (30 - 35 FOOT CANOPY) SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
- 15 — MEDIUM TREES (25 - 30 FOOT CANOPY) SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
- 24 — SMALL TREES (20 - 25 FOOT CANOPY) SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
- SHRUBS / PERRENIALS SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
- GROUND COVER / ANNUALS SELECTED FROM THE LIST OF PROPOSED PLANT MATERIALS
- LAWN

SHADING CALCULATION

1.	PAVED PARKING AREA	34,198 S.F.
2.	SHADING REQUIRED (50% OF 1st + SURF.)	28,378 S.F.
3.	SHADING PROVIDED: (217 LARGE TREES @ 962 S.F. / TREE)	20,302 S.F.
	(110) MEDIUM TREES @ 707 S.F. / TREE	77,770 S.F.
4.	TOTAL SHADING PROVIDED	97,072 S.F.

* Will review once tree list is divided in categories. 50% min. required.

STREET TREES

1. STREET TREES SHALL BE PLANTED BY THE PROPERTY OWNER. A STREET WORK PERMIT ISSUED BY THE DEPARTMENT OF PUBLIC WORKS IS REQUIRED FOR ANY WORK IN THE RIGHT-OF-WAY. NOTIFY THE DEPARTMENT OF PUBLIC WORKS TO VERIFY TREE PLANTING LOCATIONS 72 HOURS PRIOR TO ANY EXCAVATION. THE PROPERTY OWNER IS REQUIRED TO PROVIDE AN AUTOMATIC IRRIGATION SYSTEM.
2. TREES PLANTED IN THE RIGHT-OF-WAY SHALL BE LOCATED WITH THE FOLLOWING MINIMUM SETBACKS:
   a. 30'-0" FROM STREET CORNERS FOR VISIBILITY AND 15'-0" FROM DRIVEWAYS, STOP SIGNS, ALLEYS, LIGHT POLES, AND POWER POLES.
   b. 10'-0" FROM FIRE HYDRANTS AND 8'-0" FROM SEWER LINES.
   c. 5'-0" FROM BUILDING OVERHANGS, AND 2'-0" FROM ADJACENT CONCRETE AND ALIGNING PROPERTY LINES.
   d. 3'-0" FROM GAS, ELECTRIC AND WATER LINES, AND ROOF DRAINS.
3. DRILLING TO PIERCE HARDPAN SHALL BE REQUIRED PRIOR TO PLANTING EACH STREET TREE. NOTIFY PUBLIC WORKS INSPECTOR TWO WORKING DAYS IN ADVANCE OF DRILLING DATE FOR INSPECTION OF DRILLING OPERATIONS AND TO CHECK BACKFILLING PROCEDURES AND SAFETY BARRIERS.
4. DRILLING SHALL BE COMPLETED WITHIN THE 14 DAYS FOR WHICH CLEARANCE WAS OBTAINED FOR APPROVED LOCATIONS. HOLES SHALL BE 3 FEET IN DIAMETER AND DRILLED TO A DEPTH WHERE VISUAL EVIDENCE OF THE SUBSURFACE SAND OR GRAVEL DRAINAGE STRATUM IS APPARENT. THE DRAINAGE HOLE SHALL BE DRILLED TO A MINIMUM DEPTH OF 10 FEET DEEP. IMMEDIATELY FOLLOWING DRILLING, THE HOLE SHALL BE BACKFILLED WITH SOIL SPILLED FROM THE HOLE USING SUFFICIENT WATER TO THOROUGHLY SATURATE THE BACKFILL MATERIAL. IMMEDIATELY FOLLOWING BACKFILLING, THE WHITE SPOT DESIGNATING THE PLANTING SITE IS PAINTED BLACK TO INDICATE THE SITE HAS BEEN DRILLED. THE DRILLED SITES ARE BARRICADED AND CHECKED DAILY FOR 30 WORKING DAYS FOR SOIL SETTLING. SOIL LEVELS ARE ADJUSTED, AS NECESSARY DURING THIS TIME. AFTER 7 DAYS, THE BARRICADES AND EXCESS SOIL ARE REMOVED. SOILS SHALL BE ALLOWED TO SETTLE FOR A MINIMUM OF 30 DAYS PRIOR TO PLANTING.

LANDSCAPE NOTES

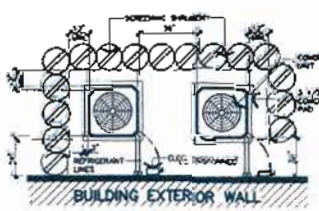
1. LANDSCAPE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR SUBMISSION OF IRRIGATION PLANS TO THE ARCHITECT AND CITY OF FRESNO BUILDING AND INSPECTION DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION OF THE SYSTEM. PLANS SHALL INCLUDE LOCATION AND TYPE OF ALL HEADS, LOCATION, MATERIALS AND SIZE OF ALL WATER LINES AND CALCULATION VERIFYING ADEQUACY OF WATER SUPPLY.
2. PLANTING SHALL BE PERFORMED BY WORKMEN FAMILIAR WITH PLANTING PROCEDURES UNDER THE SUPERVISION OF A QUALIFIED PLANTING FOREMAN. THE PLANTING FOREMAN SHALL BE ON-SITE AT ALL TIMES WHEN PLANTING IS IN PROGRESS.
3. PLANTS SHALL BE NURSERY GROWN, TYPICAL OF THEIR SPECIES AND VARIETY, AND SHALL BE FREE FROM DEFECTS AND INJURIES. QUALITY AND SIZE OF PLANTS, SPREAD OF ROOTS, AND SIZE OF BALLS SHALL BE IN ACCORDANCE WITH ANSI Z60.1-1969 "AMERICAN STANDARD FOR NURSERY STOCK".
4. LAWN SEED SHALL BE FRESH STOCK, 85% PURE LIVE SEED BY WEIGHT. SEED SHALL PASS A GERMINATING TEST WITH 85% GERMINATION.
5. LARGE TREES SHALL BE PLANTED FIRST. SHRUB PLANTING SHALL BE COMPLETED BEFORE GROUND COVER AND LAWN AREAS ARE PLANTED.
6. ALL TREES, PLANTS, AND GRASS PROVIDED UNDER THIS CONTRACT SHALL BE IN GOOD HEALTHY AND FLOURISHING CONDITION ONE GROWING YEAR FROM DATE OF ACCEPTANCE. EXCEPT FOR LOSS BEYOND CONTROL OF CONTRACTOR, REPLACEMENT OF TREES AND PLANTS OF COMPARABLE QUALITY AND SIZE SHALL BE MADE BY THE CONTRACTOR.
7. EXTRA CARE SHALL BE TAKEN TO PRESERVE EXISTING MATURE LANDSCAPING. ANY PLANT MATERIAL DAMAGED DURING CONSTRUCTION SHALL BE REPLACED WITH NEW MATERIAL OF LIKE MATURITY AND QUALITY.
8. ALL LANDSCAPING SHALL BE IN PLACE PRIOR TO ISSUANCE OF A CERTIFICATE OF OCCUPANCY.
9. NO EXPOSED UTILITY BOXES, TRANSFORMERS, METERS, PIPING (EXCEPTING THE BACKFLOW PREVENTION DEVICE) ETC. ARE ALLOWED TO BE LOCATED IN THE LANDSCAPED AREAS OR SETBACKS OR ON THE STREET FRONTAGES OF THE BUILDINGS. ALL TRANSFORMERS, ETC. ARE TO BE SHOWN ON THE SITE PLAN. THE BACKFLOW PREVENTION DEVICE SHALL BE SCREENED BY LANDSCAPING OR OTHER SUCH MEANS AS MAY BE APPROVED.
10. TREES SHALL BE MAINTAINED IN GOOD HEALTH. HOWEVER, TREES MAY NOT BE TRIMMED OR PRUNED TO REDUCE THE NATURAL HEIGHT OR OVERALL GROWTH OF THE TREE, EXCEPT AS NECESSARY FOR THE HEALTH OF THE TREE AND PUBLIC SAFETY, OR AS MAY BE OTHERWISE APPROVED BY THE PUBLIC WORKS DEPARTMENT.
11. PRIOR TO FINAL INSPECTION, A WRITTEN CERTIFICATION, SIGNED BY A LANDSCAPE PROFESSIONAL APPROVED BY THE DIRECTOR, SHALL BE SUBMITTED STATING THAT THE REQUIRED LANDSCAPING AND IRRIGATION SYSTEM WAS INSTALLED IN ACCORDANCE WITH THE LANDSCAPE AND IRRIGATION PLANS APPROVED BY THE PLANNING DIVISION, DEVELOPMENT DEPARTMENT.
12. THE PROPERTY OWNER WILL PLANT REQUIRED STREET TREES – A $50 PER TREE INSPECTION FEE MUST BE PAID AND A DEVELOPER STREET TREE PLANTING AGREEMENT MUST BE SIGNED PRIOR TO ISSUANCE OF BUILDING PERMITS.

DEVELOPMENT NO. C-10-039 EXHIBIT L-1 DATE 11-20-13

CONDITIONS _____ DATE _____

_____ DATE _____

_____ DATE _____



(1) CONDENSING UNIT SCREENING & CLEARANCES

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 96 UNIT APARTMENT COMPLEX:

CENTRAL PLAZA APARTMENTS

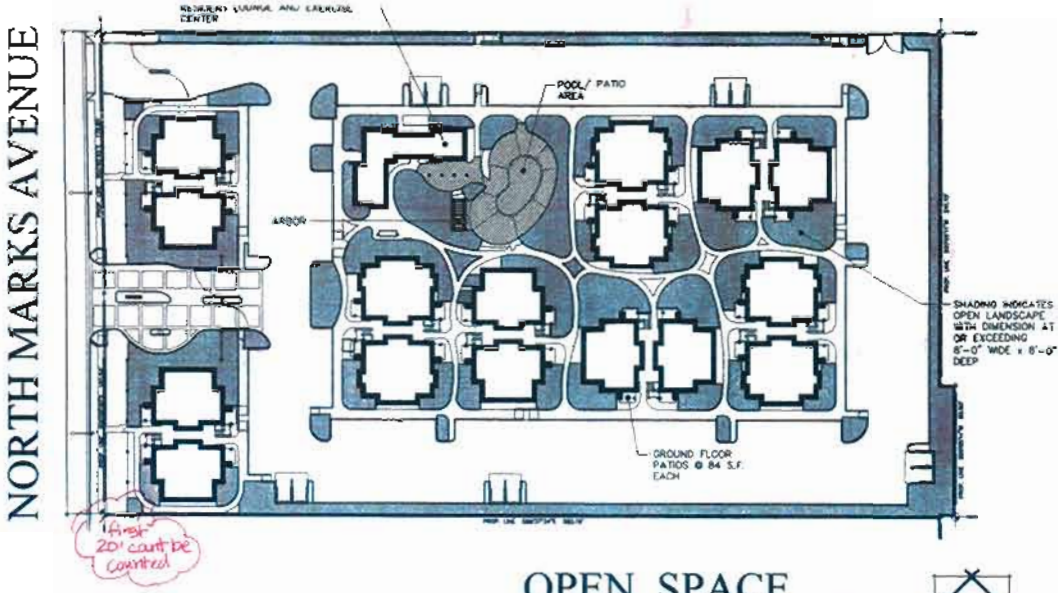
S.W.C. OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

Project Number: 2980812
Plot Date: 11.07.13
Plotted Number:

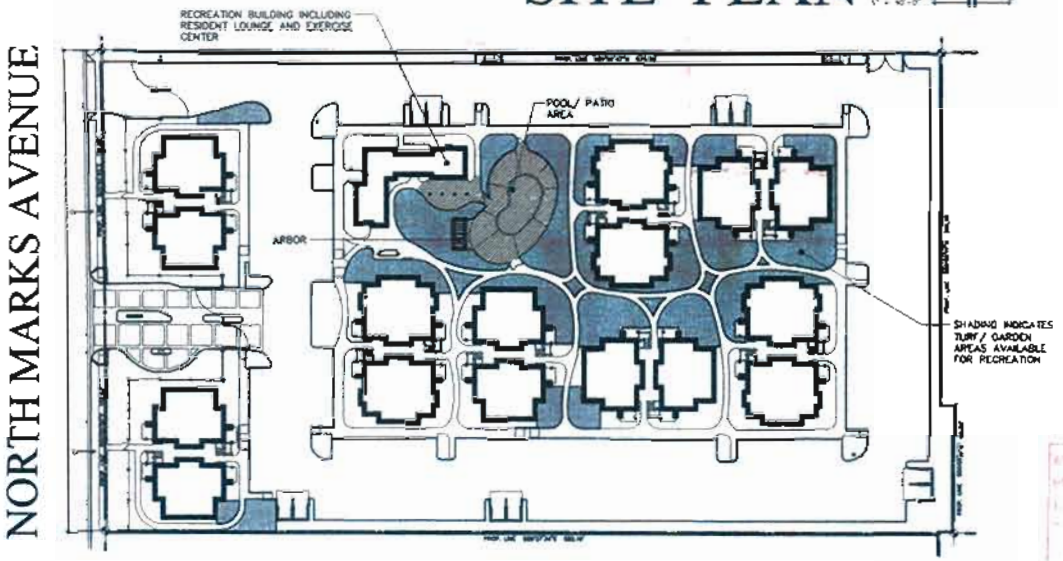
Scale: 1"=30'-0"

Project Name: CENTRAL PLAZA APTS.
Filename: L-1

Z:\2009\280812 - Central Plaza Apartments\2_DESIGN PROPOSALS\11_6_13 SPR\L1 - Landscape Plan.dwg, 11/7/2013 2:08:18 PM, Andy



OPEN SPACE
SITE PLAN



RECREATION
SITE PLAN

OPEN SPACE

a	NET SITE AREA	193,599 S.F. (4.37 ACRES)
b	OPEN SPACE REQUIRED (193,599 x 0.25)	48,400 S.F.
c	OPEN SPACE REQUIRED	
	1 OPEN LANDSCAPE (WITH DIMENSIONS GREATER THAN 8'x8')	39,323 S.F.
	2 POOL AREA / ARBOR	4,300 S.F.
	3 RECREATION BUILDING (NOT INCLUDING OFFICE AND MAINTENANCE)	2,013 S.F.
	4 GROUND FLOOR PATIOS (32 @ 84 S.F. EA.)	2,688 S.F.
	5 TOTAL OPEN SPACE PROVIDED	48,614 S.F.

RECREATION SPACE

d	OPEN SPACE REQUIRED	48,400 S.F.
e	RECREATION SPACE REQUIRED (48,400 x 0.40)	19,360 S.F.
f	RECREATION SPACE REQUIRED	
	1 TURF / GARDEN AREAS	16,883 S.F.
	2 POOL AREA / ARBOR	4,200 S.F.
	3 RECREATION BUILDING (NOT INCLUDING OFFICE AND MAINTENANCE)	2,013 S.F.
	4 TOTAL RECREATION SPACE PROVIDED	23,286 S.F.

C-10-039 L-2 11-2013

THE VINCENT COMPANY
ARCHITECTS INC
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 95 UNIT APARTMENT COMPLEX:
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

REGISTERED ARCHITECT
SCOTT A. VINCENT
Exp. 12/31/11
No. C-13690
STATE OF CALIFORNIA

Revisions | Date
- DESIGN REVIEW
- PLAN CHECK
- BACK CHECK
- PERMITS
- CONSTRUCTION
- AS BUILT

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Scale: 1"=40'-0"
Project Name: CENTRAL PLAZA APTS.
FRESNO, CA.
Project Number: 200912
Plot Date: 11/27/13
Sheet Number

City of
FRESNO

DEPARTMENT OF PUBLIC UTILITIES

Providing Life's Essential Services

Date: February 17, 2010

To: McKENCIE CONTRERAS, Planner III
Planning and Development Department

From: ROBERT A. DIAZ, Senior Engineering Technician
Department of Public Utilities, Planning and Engineering

Subject: SANITARY SEWER REQUIREMENTS FOR CONDITIONAL USE PERMIT C-10-039, PLAN AMENDMENT A-10-002 AND REZONE R-10-002.

General

A-10-002, R-10-002, and C-10-039 were filed by the Vincent Company Architects on behalf of Central Plaza Shopping Center, LLC, and pertain to 4.37 acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue, 2310 North Marks Avenue, APN 442-090-42. A-10-002 proposes to amend the 2025 Fresno General Plan, the West Area Community Plan, and the Freeway 99-Golden State Corridor Redevelopment Project Area Plan from the medium-high density residential, 10.38 to 18.15 dwelling units per acre, planned land use designation to the high density residential, 18.16 to 43.56 dwelling units per acre, land use designation. R-10-002 proposes a zone district reclassification from T-P, Trailer Park Residential, to R-3, Medium Density Multiple Family Residential. C-10-039 proposes the construction of a 96-unit multiple family residential development with a community building and swimming pool.

Environmental Recommendations

A NEGATIVE DECLARATION MAY BE ISSUED: The project may have adverse impacts but impacts can be mitigated without further study or are not serious enough to warrant an Environment Impact Report.

Sanitary Sewer Requirements

The nearest sanitary sewer mains to serve the proposed project are a 45-inch main located in North Marks Avenue and a 12-inch main located in the West Yale Avenue Alignment between North Marks and North Briarwood Avenues. Sewer facilities are available to provide service to the site subject to the following requirements:

1. Retain the existing 60-foot Public Utility Easement within the West Yale Avenue Alignment between North Briarwood & North Marks Avenues.
2. On-site sanitary sewer facilities shall remain private.
3. Installation of Sewer house branch(s) shall be required.
4. All sewer main easements shall be clear and unobstructed by buildings or other structures. No fencing or wall shall either enclose or be located above the sewer main. The planting plan, for any proposed landscape within the easement, shall be approved by the Department of Public Utilities. No Trees shall be located within 8 feet of the sewer main.

5. The project developer should contact Wastewater Management Division/Environmental Services (559) 621-5100 regarding conditions of service for special users.

Sanitary Sewer Fees

The following Sewer Connection Charges are due and shall be paid for the Project:

1. Sewer Facility Charge (Non-Residential)

2. Upon connection of this Project to the City Sewer System the owner shall be subject to payment of Sewer Facility charges per Fresno Municipal Code Section 6-304 and 6-305. Sewer Facility Charges consist of two components, a Wastewater Facilities Charge and Trunk Sewer Charge where applicable.

3. Sewer Facility Charges are collected after occupancy on a bi-monthly basis over time based on metered (water or sewer effluent) usage. The developer may contact the Department of Public Utilities/Wastewater-Environmental Control at (559) 621-5153 to receive an estimated cost of the Sewer Facility Charges applicable to the project (based on a constant sewer discharge and loading (Biochemical Oxygen Demand [BOD] and Total Suspended Solids [TSS] levels anticipated) at the current rates in effect, at that time, per Fresno's Master Fee Resolution. The developer shall provide data regarding estimated sewer discharge rates [flow] and loading [BOD/TSS levels] required for calculating the estimated charges.

City of
FRESNO

DEPARTMENT OF PUBLIC UTILITIES – WATER DIVISION

Providing Life's Essential Services

DATE: March 10, 2011

TO: McKENCIE CONTRERAS, Planner III
Planning and Development Department – Current Planning

FROM: ROBERT A. DIAZ, Senior Engineering Technician
Department of Public Utilities – Water Division

SUBJECT: WATER REQUIREMENTS FOR CONDITIONAL USE PERMIT C-10-039

General

A-10-002, R-10-002, and C-10-039 were filed by the Vincent Company Architects on behalf of Central Plaza Shopping Center, LLC, and pertain to 4.37 acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue, 2310 North Marks Avenue, APN 442-090-42. A-10-002 proposes to amend the 2025 Fresno General Plan, the West Area Community Plan, and the Freeway 99-Golden State Corridor Redevelopment Project Area Plan from the medium-high density residential, 10.38 to 18.15 dwelling units per acre, planned land use designation to the high density residential, 18.16 to 43.56 dwelling units per acre, land use designation. R-10-002 proposes a zone district reclassification from T-P, Trailer Park Residential, to R-3, Medium Density Multiple Family Residential. C-10-039 proposes the construction of a 96-unit multiple family residential development with a community building and swimming pool.

Environmental Recommendations

A NEGATIVE DECLARATION MAY BE ISSUED: The project may have adverse impacts but impacts can be mitigated without further study or are not serious enough to warrant an Environment Impact Report.

Water Requirements

The nearest water mains to serve the proposed project are a 14-inch main located in North Marks Avenue and an 8-inch main located in the West Yale Avenue Alignment between North Briarwood & North Marks Avenues. Water facilities are available to provide service to the site subject to the following requirements:

1. Retain the existing 60-foot Public Utility Easement within the West Yale Avenue Alignment between North Briarwood & North Marks Avenues
2. On-site sanitary Water facilities shall be private.
3. Installation of water service & meter box shall be required.
4. The City guarantees a minimum 35-PSI to the meter. If this is insufficient flow for the proposed project, then the building may incorporate booster pumps for domestic water & fire flow use within the building(s)
5. The development shall implement mitigation measures such as the installation of low flow fixtures, the use of artificial lawns or xeriscape, the use of evaportranspiration controllers, etc., to facilitate water consumption at a rate of 180 gallons per person per day.

6. The project shall incorporate water use efficiency for landscaping. This shall include the use of artificial turf, native plant material(s), and reduction of turf areas. Discouraging the development of artificial lakes, fountains and ponds unless only untreated surface water or recycled water supplies are used for these decorative and recreational water features, as appropriate and sanitary.
7. All landscaping shall meet the "Waterwise" standard. The State of California has adopted landscape efficiency standards and the development shall at a minimum meet those standards.
8. Seal and abandon any existing on-site well in compliance with the State of California Well Standards, Bulletin 74-90 or current revisions issued by California Department of Water Resources and City of Fresno standards.
9. All water main easements shall be clear and unobstructed by buildings or other structures. No fencing or wall shall either enclose or be located above the water main. The planting plan, for any proposed landscape within the easement, shall be approved by the Department of Public Utilities. No Trees shall be located within 8 feet of the water main

Water Fees

The following Water Connection Charges and fees shall be paid for the project.

1. Wet-tie(s), water service(s) and/or meter(s) installation(s)
2. Frontage Charge

City of
FRESNO
DEPARTMENT OF PUBLIC UTILITIES

Date: February 24, 2010

To: MCKENCIE CONTRERAS, Planner I
Planning and Development Department, Advance Planning

From: CHRIS WEIBERT, Management Analyst II
Public Utilities Department, Administration

Subject: A-10-002, R-10-002, and C-10-039 were filed by the Vincent Company Architects on behalf of Central Plaza Shopping Center, LLC, and pertain to 4.37 acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue, 2310 North Marks Avenue, APN 442-090-42. A-10-002 proposes to amend the 2025 Fresno General Plan, the West Area Community Plan, and the Freeway 99-Golden State Corridor Redevelopment Project Area Plan from the medium-high density residential, 10.38 to 18.15 dwelling units per acre, planned land use designation to the high density residential, 18.16 to 43.56 dwelling units per acre, land use designation. R-10-002 proposes a zone district reclassification from T-P, Trailer Park Residential, to R-3, Medium Density Multiple Family Residential. C-10-039 proposes the construction of a 96-unit multiple family residential development with a community building and swimming pool.

Does Project Affect Your Agency/Jurisdiction

Yes - Project will be serviced by Solid Waste Division

Suggestions to Reduce Impacts/Address Concerns

Enclosure shall be constructed on a level surface.

Recommended Conditions of Approval

Project will be serviced by Solid Waste Division.
Enclosure shall be built in accordance with current Solid Waste standards.
Three or more enclosures required for this project.
Provide access to gates by 5:30 a.m. or provide remote, key or access code.
Maintain 18' clearance at entrance/exit gates.

Additional Information

Location of enclosure is acceptable

FIRE DEPARTMENT

Date: March 15, 2011

To: MCKENCIE CONTRERAS, Planner
Planning and Development Department , Advance Planning

From: Mike Schmidt, Supervising Inspector
Fire Department, Fire Prevention & Investigative Services

Subject: A-10-002, R-10-002, and C-10-039 were filed by the Vincent Company Architects on behalf of Central Plaza Shopping Center, LLC, and pertain to 4.37 acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue, 2310 North Marks Avenue, APN 442-090-42. A-10-002 proposes to amend the 2025 Fresno General Plan, the West Area Community Plan, and the Freeway 99-Golden State Corridor Redevelopment Project Area Plan from the medium-high density residential, 10.38 to 18.15 dwelling units per acre, planned land use designation to the high density residential, 18.16 to 43.56 dwelling units per acre, land use designation. R-10-002 proposes a zone district reclassification from T-P, Trailer Park Residential, to R-3, Medium Density Multiple Family Residential. C-10-039 proposes the construction of a 96-unit multiple family residential development with a community building and swimming pool.

Hydrants

Note on plans: Developer must install on-site hydrants. Provide fire hydrant flow of 2500 GPM with a minimum 8" water main.

General

Note on plans: All required fire access lanes shall be provided and maintained with an approved "all weather" surface capable of supporting 80,000 lb. vehicles.

Note on plans: Provide sign(s) (17" X 22" minimum) at all public entrance drives to the property "Warning - Vehicles stopped, parked or left standing in fire lanes will be immediately removed at owner's expense - 22658 California Vehicle Code - Fresno Police Department 621-2300."

CITY OF FRESNO - DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

REVISED SITE PLAN TO COMPLY WITH COMMENTS-

PROJECT HAS NOT YET BEEN APPROVED

REQUEST FOR COMMENTS

ENTITLEMENT NO. A-10-002, R-10-002, C-10-039

Address: 2310 North Marks Avenue

To: Traffic—Mario

Return Completed Form to:
McKencie Contreras *Ph: (559) 621-8066*
2600 Fresno Street
Fresno, CA 93721

DATE ROUTED: 03.10.11 BACK CHECK COMMENT DEADLINE: 03.21.11

If no response is received by the comment deadline, it will be assumed that you have no comments to submit.

EXHIBIT A-1, A-2, A-3 & A-4 DATED: 03.08.11

Have original comments been met?

List conditions that have not been satisfied; if applicable:

Is any additional information needed for you to complete your back check? (if yes, list specific information.):

☐ **APPROVED** ☐ **RESUBMIT**

Reviewed by: MARIO V. ROCHA 621-8684 3/16/11
Name and title Telephone Number Date

Attachments: Exhibits: A-1, A-2, A-3 and A-4 dated 03.08.11
A and T dated 02.11.10
Previous comments and notes

SET APPOINTMENT FOR TRAFFIC PLANNING STAMPING OF BUILDING SETS.

City of FRESNO

DATE: November 12, 2013 Revised

TO: McKencie Contreras, Planner III
Planning and Development Department, Planning Division

FROM: Mario Rocha, Senior Engineering Technician
Public Works Department, Engineering Division

SUBJECT: Conditions of Approval for **C-10-039**
APN: **442-090-51**
ADDRESS: **2310 North Marks Avenue**

SITE PLAN REQUIREMENTS: This site plan is incomplete. Please provide the following information prior to Building Permits:

A. General Requirements
   1. **Parcel of Record:** Provide a legal description of legal lot of record.
   2. **Scope of work:** All items shall be listed as existing, proposed or future.
B. Offsite Information:
   1. **Dedications:** Identify all existing and proposed dedications. Provide a dimension from the section and center lines to the existing and proposed property lines.
   2. **ADA:** Identify the required 4' minimum path of travel along the public sidewalk adjacent to property.
C. Onsite Information:
   1. **Parking Lots:** (existing and proposed)
      a. **Directional flow of traffic:** Identify proposed directional arrows (see exhibit A).
      b. **Disability parking, ramps, signage:** provide details
D. Other Important Information:
   1. **Parcel or Tract Maps:** Provide reference numbers

PUBLIC IMPROVEMENT REQUIREMENTS

The following requirements are based on city records and the accuracy of the existing and proposed on-site and off-site conditions depicted on the exhibits submitted. Requirements not addressed due to omission or misrepresentation of information, on which this review process is dependent, will be imposed whenever such conditions are disclosed.

Questions relative to dedications, street improvements or off-street parking geometrics may be directed to Mario Rocha at (559) 621-8684 / Mario.Rocha@fresno.gov, Engineering Division, Traffic Planning Section.

Submit the following, as applicable, in a single package to the City of Fresno Public Works Department Engineering Division (559-621-8650), Plan Check and GIS Mapping Section and Traffic Engineering, for review and approval, **prior** to issuance of building and street work permits: Street Improvement Plans, Signing and Striping Plans, Street Lighting Plans and Signal Plans.

When preparing Street Plans and/or Traffic Control Plans for projects in the City of Fresno contact Traffic Engineering (Randy Schrey) in advance to make sure that sidewalks or an approved accessible path remain open during construction.

Underground all existing off-site overhead utilities within the limits of this site/map as per FMC Section 12-1011 and Resolution No. 78-522/88-229

If not existing, street work on major streets shall be designed to include Intelligent Transportation Systems (ITS) conduit in accordance with the Public Works ITS specifications.

Survey Monuments and Parcel Configuration

All survey monuments within the area of construction shall be preserved or reset by a person licensed to practice Land Surveying in the State of California.

Street Dedications, Vacations and Encroachment Permits

Identify all street furniture, e.g.: public utility poles and boxes, guy wires, signs, fire hydrants, bus stop benches, mail boxes, news stands, trash receptacles, tree wells, etc. within the public right of way. Also, identify the required **4'** minimum path of travel along the public sidewalk directly in front of property, as required by the California Administration Code (Title 24). **A pedestrian easement may be required if Title 24 requirements cannot be met.**

Marks Avenue: Arterial

1. Dedicate a **2'** pedestrian easement to accommodate a **6'** sidewalk.

   Deed documents for the required dedications shall be prepared by the applicant's engineer and submitted to the Public works Department, Engineering Division, Special Districts / Projects and Right of Way Section with verification of ownership **prior** to issuance of building permits. The cost of deed document processing and recordation fee must be paid at the time of deed submittal. Deed documents must conform to the format specified by the city. Document format specifications may be obtained from the City of Fresno Public Works Department, Engineering Division, Special Districts / Projects and Right of Way Section, (559) 621-8694.

   The construction of any overhead, surface or sub-surface structures and appurtenances in the public rights-of-way is prohibited unless an encroachment permit is approved by the City of Fresno Public Works Department, Engineering Division, Special Districts / Projects and Right of Way Section, (559) 621-8693. Encroachment permits must be approved **prior** to issuance of building permits.

   Street Improvements
   All improvements shall be constructed in accordance with the Standard Specifications and Standard Drawings of the City of Fresno, Public Works Department. Dedication shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a **45** MPH design speed for Collectors and **55** MPH for Arterials. Utility poles, street lights, signals, etc. shall be relocated as determined by the City Engineer. **Street Construction Plans are required and shall be approved by the City Engineer.**

The performance of any work within the public street rights-of-way (including pedestrian and utility easements) requires a **STREET WORK PERMIT** **prior** to commencement of work. Contact the City of Fresno Public Works Department, Engineering Services Section at (559) 621-8686 for detailed information. All required street improvements must be completed and accepted by the city **prior** to occupancy.

Repair all damaged and/or off grade off-site concrete improvements as determined by the City of Fresno Public Works Department, Construction Management Division, (559) 621-5600.

Marks Avenue: Arterial

1. Construct concrete curb, gutter and sidewalk to Public Works Standard **P-5**. The curb shall be constructed to a **10'** residential pattern. Construct a **6'** residential sidewalk and transition to existing sidewalks to adjacent properties, per **Exhibit "D". A 2' dedication for a pedestrian easement is required.**
2. Construct a **35'** driveway approach to Public Works Standard(s) **P-2** and **P-4. Provide 10' of red curbing (3 coats) on both sides of the proposed driveway** approaches.
3. Site Plan approval of a street type approach **(P-77)** is a tentative approval until such time that a qualified Civil Engineer prepares street plans that provide the sufficient cross drainage approved by the City Engineer in accordance with Public Works Standard **P-10**.
4. Construct **20'** of permanent paving (measured from face of curb) within the limits of this application.
5. Construct an underground street lighting system to Public Works Standard **E-1** within the limits of this application. Spacing and design shall conform to Public Works Standard **E-7** for Arterial Streets.

Off-Street Parking Facilities and Geometrics

1. Off-Street parking facilities and geometrics shall conform to the City of Fresno Public Works Department, Parking Manual and Standard Drawing(s) **P-41**, **P-42**, **P-43**.
2. Install **30"** state standard "STOP" sign(s) at location(s) shown. Sign shall be mounted on a **2"** galvanized post with the bottom of the sign **7'** above ground; located behind curb and immediately behind a major street sidewalk. A "right turn only" sign is also required, at the same location, install a **30" x 36"** state standard sign immediately below the stop sign on the same post.
3. Provide parking space needs, circulation, access, directional signs (e.g. "Entrance," "Exit," "Right Turn Only," "One Way" signs, etc.) as noted on **Exhibit "A".**
4. Resubmit the site plan with a detailed gated entry design.
    a. Submit an operational statement for the proposed gate(s) to Traffic Engineering for review and approval, **prior** to permits.

Traffic Impact Study

This development will generate a total of **49** a.m. / **59** p.m. peak hour trips and generate a count of **645** Average Daily Trips (A.D.T.), based upon the following:

Land Use	Size	Average Daily Trips (ADT)	AM Pk Hour	PM Pk Hour
Apartments	96 units	~~645~~ **638**	49	~~59~~ **60**

~~Comply with the document, REVIEW OF ADDENDUM TO THE CENTRAL PLAZA COMMERCIAL DEVELOPMENT TIS, dated May 19, 2010, TIS 10-010, attached to the conditions of approval.~~

Comply with the document, REVIEW OF THE TRAFFIC COUNT COMPARISON **TIS 13-014 DATED AUGUST 29, 2013**, FOR THE ADDENDUM TO THE CENTRAL PLAZA COMMERCIAL DEVELOPMENT.

Traffic Signal Mitigation Impact (TSMI) Fee:

This project shall pay its 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.

This TSMI fee is credited against signal installation and Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) anticipated to build out the 2025 General Plan circulation element and included in the Nexus Study for the TSMI fee. Project specific impacts that are not consistent with the 2025 General Plan, Public Works P69 standards, and/or already incorporated into the TSMI fees infrastructure costs are not reimbursable unless the City Engineer and City Traffic Engineer include the new traffic signal and/or ITS infrastructure in the next update and the applicant agrees to pay the new calculated 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. If the applicant is conditioned with improvements that are credited/reimbursable with this fee they should work with the Department of Public Works and identify with a Professional Engineers estimate the costs associated with the improvements prior to paying the TSMI fee at time of building permit.

Fresno Major Street Impact (FMSI)Fees:

This entitlement is in the **Infill Area**; therefore pay all applicable City-wide regional street impact fees.

State of California Department of Transportation (Caltrans) Fees:

Applicant shall pay fair share contribution as determined by the State of California Department of Transportation (Caltrans) to be collected by the City of Fresno Public Works Department Traffic Engineering, (559) 621-8820, **prior** to a Building Permit.

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. Provide proof of payment or exemption **prior** to issuance of building permits.

ACCESSIBILITY NOTES

[illegible]

FIRE SPRINKLER NOTES

[illegible]

ENVELOPE NOTES

[illegible]

GENERAL NOTES

[illegible]

SITE NOTES

[illegible]

LEGAL DESCRIPTION

[illegible]

SUBMITTALS

[illegible]

INSULATION NOTES

[illegible]

STATISTICS

AGENCY JURISDICTION	CITY OF FRESNO
PROJECT ADDRESS	[illegible] NORTH MARKS AVENUE FRESNO, CALIFORNIA
PROJECT PROPOSAL	96 UNIT MULTI-FAMILY HOUSING ON 4.37 ACRES
ASSESSOR'S PARCEL	[illegible]
SITE AREA	[illegible] SQ.FT.(4.37 ACRES) NET
PROJECT COVERAGE	
a. BUILDING AREA (INCLUDES CARPORTS)	[illegible] SQ.FT. ([illegible])
b. PARKING/PAVED SURFACE AREA	[illegible] SQ.FT. ([illegible])
c. LANDSCAPE AREA	[illegible] SQ.FT. ([illegible])
PROPOSED PROJECT DENSITY	22 UNITS / ACRE
REQUIRED PARKING	
a. RESIDENT PARKING	
1. COVERED PARKING	96 STALLS
2. GUEST PARKING	48 STALLS
b. TOTAL PARKING REQUIRED	144 STALLS
c. PARKING RATIO	1.5 STALLS / UNIT
d. ACCESSIBLE PARKING	
(TENANT STALLS = 96 ÷ 50)	2.0 STALLS
(GUEST STALLS = 48 ÷ 50)	1.0 STALLS
PARKING PROVIDED	
a. RESIDENT PARKING	
1. CARPORTS	96 STALLS
2. GUEST PARKING	[illegible] STALLS
b. TOTAL PARKING PROVIDED	[illegible] STALLS
c. PARKING RATIO	[illegible] STALLS / UNIT
d. ACCESSIBLE PARKING	
1. CARPORTS	2 STALLS
2. GUEST STALLS	2 STALLS
UNIT STATISTICS	
a. ([illegible]) UNIT TYPE 1 1 BEDROOM, 1 BATH GARDEN WALK-UP	[illegible] SQ.FT.
b. ([illegible]) UNIT TYPE 2 2 BEDROOM, 2 BATH GARDEN WALK-UP	[illegible] SQ.FT.
c. ([illegible]) UNIT TYPE 3 3 BEDROOM, 2 BATH GARDEN WALK-UP	[illegible] SQ.FT.
BUILDING AREA CALCULATIONS	
a. ([illegible]) BUILDING TYPE [illegible]	[illegible] SQ.FT.
b. ([illegible]) BUILDING TYPE [illegible]	[illegible] SQ.FT.
OCCUPANCY TYPES	
CONSTRUCTION TYPES	

NOTE:

[illegible]

FIRE WALL NOTES

[illegible]

INSPECTION NOTES

[illegible]

PROPOSED 96 UNIT APARTMENT COMPLEX

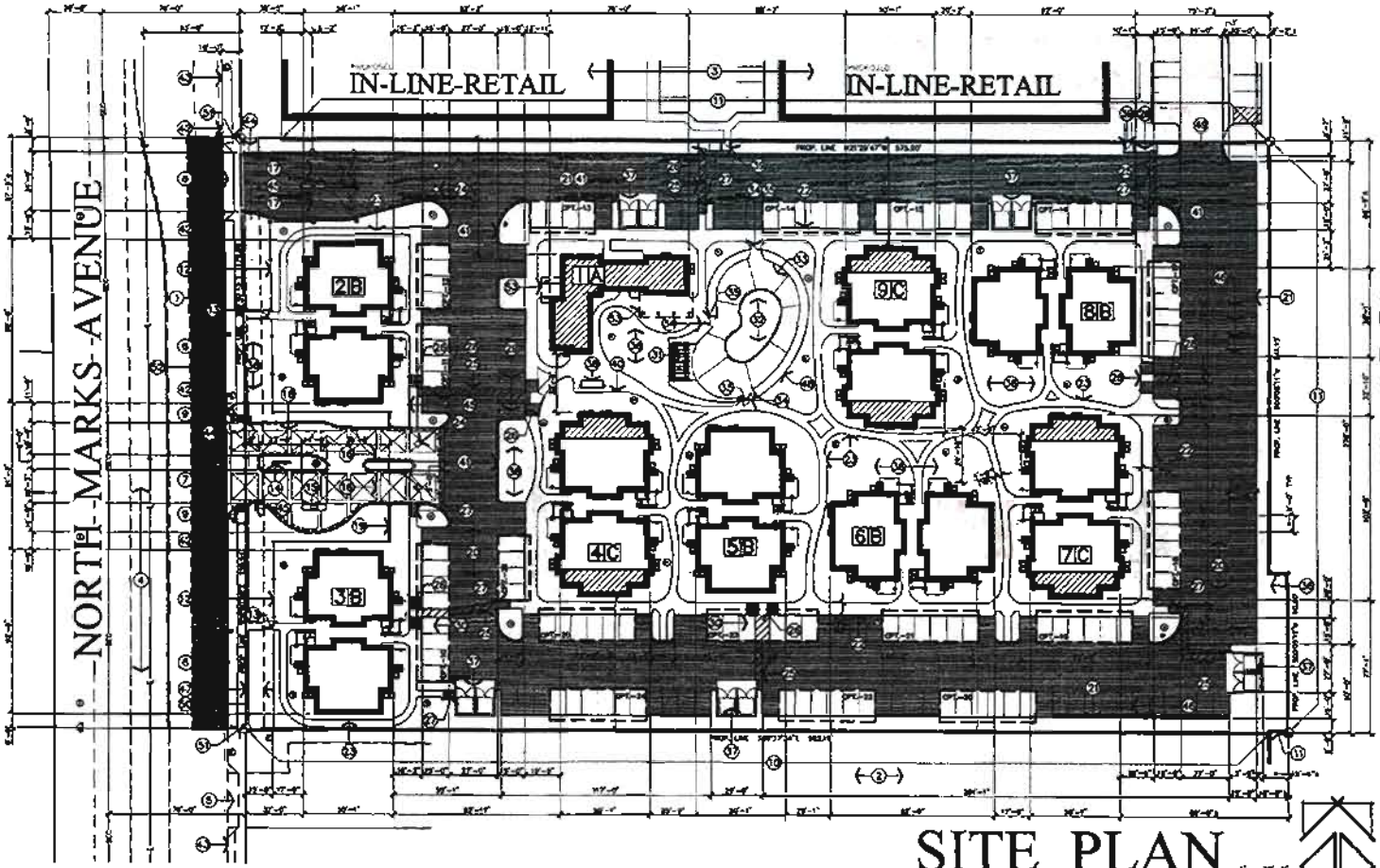
CENTRAL PLAZA APARTMENTS

SWC OF WEST CLINTON AND NORTH MARKS AVENUES

FRESNO, CALIFORNIA

1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

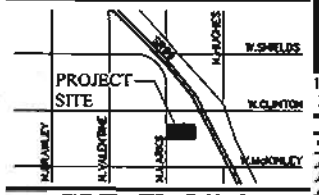
T2



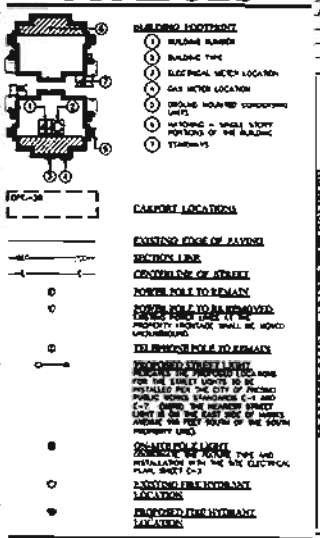
SITE PLAN

1" = 20'-0"

VICINITY MAP



SYMBOLS



NOTES

1. REFER TO SHEET T-1 FOR PROJECT STATISTICS, LEGAL DESCRIPTION AND SITE NOTES.
2. ALL DIM. THIS PLAN ARE PROPERTIES UNLESS NOTED OTHERWISE.
3. NO CONSTRUCTION SHALL BE WITHIN 3'-0" VEHICLE OVERHANG AT PARKING.

KEYNOTES

1. INDICATES THE LOCATION OF DEDICATION PROPOSED FOR STREET PURPOSES UNDER PARCEL MAP NO. 2001-03.
2. EXISTING ADJACENT MULTI-FAMILY RESIDENTIAL DEVELOPMENT TO REMAIN.
3. PROPOSED COMMERCIAL DEVELOPMENT TO BE CONSTRUCTED UNDER SEPARATE PERMITS (NOT A PART OF THIS WORK - SHOWN FOR REFERENCE ONLY).
4. EXISTING LANDSCAPED MEDIAN ISLAND TO REMAIN. INSTALL 15 INCH WIDE STAMPED CONCRETE BORDER AS NOTED ON THE LANDSCAPE PLAN.
5. EXISTING CONCRETE DRIVE APPROACH AT ADJACENT DEVELOPMENT TO REMAIN (NO WORK WITHIN THE PLANTS).
6. INSTALL RIGHT-OF-WAY IMPROVEMENTS ALONG THE STREET FRONTAGE TO INCLUDE CAST-IN-PLACE CONCRETE CURB, GUTTER, SIDEWALK, AND ASPHALT PAVING TO TRANSITION TO THE EXISTING EDGE OF PAVING PER CITY OF FRESNO PUBLIC WORKS DEPARTMENT STANDARDS P-8 AND P-30.
7. INSTALL NEW STREET PARK APPROACH WITH VALLEY GUTTER AND MODIFIED CURB RAMPS EACH SIDE PER CITY OF FRESNO PUBLIC WORKS STANDARDS P-27.
8. INSTALL NEW 28'-0" WIDE CONCRETE DRIVE APPROACH PER CITY OF FRESNO PUBLIC WORKS STANDARDS P-6 AND P-8 (P-6).
9. INSTALL CITY-WIDE PEDESTRIAN RAMP PER THE REQUIREMENTS OF TITLE 24 CCR ACCESSIBILITY AND CITY OF FRESNO PUBLIC WORK STANDARD P-28.
10. EXISTING 6'-0" HIGH REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE TO REMAIN/ TYPICAL.
11. INSTALL 3'-0" HIGH SOLID GROUTED REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE/ TYPICAL.
12. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON FENCE WITH GRAND FOR POINTS AND MASONRY PILASTERS AT 20'-0" ON CENTER (MAXIMUM) TO BE INSTALLED AT STREET FRONTAGE/ TYPICAL.
13. INSTALL 5'-0" WIDE x 6'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH LEVER TYPE LOCKSET/ MASTER KEYED TO TENANT ENTRANCE DOORS. PROVIDE CLEARANCES FOR HARDWARE AT GATE PER DETAIL 2, SHEET A-2/ TYPICAL.
14. INDICATES THE LOCATION OF PROJECT MONUMENT SIGN TO BE REVIEWED UNDER SEPARATE SIGNAGE PERMIT.
15. INDICATES LOCATION OF PROJECT DIRECTORY AND VISITOR CALL BOX INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS. COORDINATE THE INSTALLATION WITH THE SIGNAGE CONTRACTORS SUBMITTAL/ TYPICAL.
16. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE(S) WITH AUTOMATIC OPERATORS. INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS/ TYPICAL.
17. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATE(S) FOR TENANT PARKING AND EXPRESS ONLY. INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS/ TYPICAL.
18. INDICATES LOCATION OF COLORED CONCRETE MODIFY PAVING WITH TOOLED JOINT PATTERN AS INDICATED. COORDINATE INSTALLATION WITH THE GRADING AND DRAINAGE PLAN/ TYPICAL.
19. 5'-0" HIGH "BARNACK" WALL WITH CORONE PLASTER FINISH INSTALLED OVER SOLID GROUTED REINFORCED CONCRETE MASONRY UNITS/ TYPICAL.
20. ASPHALT OR CONCRETE PAVING OVER CLASS 2 AGGREGATE BASE OVER NATIVE SOIL COMPACTED TO NOT SHOWN SHADED. COORDINATE PAVING SECTION(S) WITH GRADING AND DRAINAGE PLAN AND PROJECT SOILS REPORT/ TYPICAL PER CITY STANDARDS P-26, P-27, AND P-28.
21. 6 INCH CONTINUOUS CONCRETE CURB/ TYPICAL.
22. 6 INCH CONTINUOUS CONCRETE CURB WITH AREGRAN, 3-1/2 INCH THICK CONCRETE WALK/ TYPICAL.
23. 4'-0" WIDE x 3-1/2 INCH THICK CONCRETE WALKS APPLIED OVER COMPACTED MATERIAL PER DRAWINGS 7-0" WIDE WALKS ADJACENT TO PARKING SPACES/ TYPICAL.
24. PROVIDE WHITE PAINTED DIRECTIONAL TRAFFIC ARROWS PER CITY OF FRESNO PUBLIC WORKS STANDARDS. REFER TO DETAIL 11, SHEET T-2 FOR ADDITIONAL INFORMATION/ TYPICAL.
25. INSTALL 6'-0" WIDE PAINTED CROSSWALK 4" WHITE WHERE THE ACCESSIBLE PATH OF TRAVEL OCCURS. THE MINIMUM SLOPE AT PARKING SHALL BE 1/4 IN A 20 MAXIMUM CROSS SLOPE/ TYPICAL.
26. INDICATES THE LOCATION OF ON-SITE PEDESTRIAN WARNING. COORDINATE THE INSTALLATION WITH DETAIL 3, SHEET A-2/ TYPICAL.
27. INDICATES THE LOCATION OF OUTWARDLY SWINGING SHEET CHAIN RAMP COORDINATE INSTALLATION WITH DETAIL 3, SHEET T-3/ TYPICAL.
28. INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 5'-0" WIDE UNLOADING AREA AND SHARED WALK PEDESTRIAN RAMP. INSTALL SIGNAGE AND MARKING AS REQUIRED BY TITLE 24 CCR ACCESSIBILITY REQUIREMENTS AND DETAIL 1, SHEET T-3/ TYPICAL.
29. INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 5'-0" WIDE VAN ACCESSIBLE UNLOADING AREA AND SHARED WALK PEDESTRIAN RAMP. INSTALL SIGNAGE AND MARKING AS REQUIRED BY TITLE 24 CCR ACCESSIBILITY REQUIREMENTS AND DETAIL 1, SHEET T-3/ TYPICAL.
30. INDICATES LOCATION OF ACCESSIBLE CARPORT STALL WITH 5'-0" WIDE VAN ACCESSIBLE UNLOADING AREA, 8'-0" MINIMUM VERTICAL CLEARANCE AND SHARED WALK PEDESTRIAN RAMP AVAILABLE FOR APPROACH TO TENANTS WITH PHYSICAL DISABILITIES/ TYPICAL.
31. INDICATES LOCATION(S) OF WOOD ARBOR / TRELLIS STRUCTURE WITH REINFORCED CONCRETE MASONRY SUPPORT COLUMNS. REFER TO DETAIL 1, SHEET A-4/ TYPICAL.
32. INDICATES LOCATION OF SWIMMING POOL AND POOL DECKING TO BE INSTALLED UNDER SEPARATE PERMIT AND PLAN CHECK. POOL CONTRACTOR SHALL SUBMIT DRAWINGS AND CALCULATIONS TO THE CITY OF FRESNO FOR PLAN CHECK AND PERMITS PRIOR TO COMMENCING WORK/ TYPICAL.
33. COORDINATE INSTALLATION OF POOL DECKING WITH POOL CONTRACTOR. PROVIDE 1/4 INCH PER FOOT MAXIMUM CROSS SLOPE AT DECK/ TYPICAL.
34. INSTALL ALL DOCUMENT LOAD SIGN TO READ "MAXIMUM OCCUPANT LOAD = 199 PERSONS".
35. INDICATES THE LOCATION OF 3'-0" WIDE x 6'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH PANIC HARDWARE (APPROVED FOR EXTERIOR INSTALLATION) WITH LEVER TYPE EXTERIOR HARDWARE (CONFORM ACCESS REQUIREMENTS) WITH NO OPENING. MOUNT PANIC HARDWARE BETWEEN 30 AND 44 INCHES ABOVE FINISHED FLOOR. REFER TO DETAIL 3, SHEET A-3 FOR REQUIRED GATE CLEARANCES.
36. LANDSCAPE AREAS. COORDINATE WORK WITH LANDSCAPE PLANS/ TYPICAL.
37. INDICATES LOCATION OF 22'-0" WIDE x 10'-0" DEEP TRASH ENCLOSURE WITH REINFORCED CONCRETE MASONRY WALLS 10'-0" PER CITY OF FRESNO PUBLIC WORKS STANDARDS P-33 AND P-35. COORDINATE INSTALLATION WITH THE CIVIL DRAWINGS AND DETAIL 1A, SHEET A-2/ TYPICAL.
38. INDICATES THE LOCATION OF THE TENANT MAIL CENTER. COORDINATE INSTALLATION REQUIREMENTS WITH DETAIL 4, SHEET A-4 AND US POSTAL SERVICE REQUIREMENTS.
39. INSTALL 3'-0" WIDE x 6'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH LEVER TYPE LOCKSET (MASTER KEYED TO TENANT ENTRANCE DOORS). MOUNTED AT 44 INCHES ABOVE WALK. REFER TO DETAIL 3, SHEET A-2 FOR REQUIRED GATE CLEARANCES.
40. INDICATES THE LOCATION OF RANDOM TYPE BICYCLE RACK WITH CAPACITY FOR (20) BICYCLES.
41. RAISED LINE INDICATES LOCATION(S) OF CURBS TO BE PAINTED RED AND MARKED "FIRE LANE - NO PARKING". LETTERS SHALL BE 6INCH, 2 INCHES HIGH AND SPACED AT 20'-0" ON-CENTER PER CITY OF FRESNO FIRE DEPARTMENT STANDARDS/ TYPICAL.
42. PAINT CURB RED FOR 15'-0" EACH SIDE OF DRIVE APPROACH (TWENTY 3 COATS OF PAINT).
43. EXISTING OFF-SITE CURB, GUTTER AND WALK TO REMAIN SHOWN DASHED/ TYPICAL.
44. INSTALL 30" STOP STANDARD "STOP" SIGNS AT LOCATIONS SHOWN SIGN SHALL BE MOUNTED ON A 2" GALVANIZED POST WITH THE BOTTOM OF THE SIGN 7 FEET HIGH, REFERENCE LOCATED ADJACENT CURB AND SHADED ALONG STREET BOUNDARY. "STOP" SIGN ONLY SIGN & ALSO MOUNTED AT MARK LOCATION. INSTALL 30" x 30" STATE STANDARD SIGN PERPENDICULAR BELOW THE "STOP" SIGN ON SAME POST.
45. PROVIDE SIGN (STANDARD 30-INCH) MINIMUM HEIGHT LETTERING AT THE HEADER END OF EACH PARKING STALL OR AT EACH SITE ENTRANCE THAT CLEARLY STATES, "UNAUTHORIZED VEHICLES PARKED IN UNDESIGNATED WAY BE TOWED AWAY AT OWNER'S EXPENSE". SIGNS VEHICLES MAY BE RECLAIMED AT THE CITY OF FRESNO POLICE DEPARTMENT PARKING. SUPPORT SYMBOL OR BY TELEPHONING (559) 621-2000. REFER TO DETAIL 5, SHEET T-3 FOR ADDITIONAL INFORMATION.
46. 4 INCH WIDE WHITE PAINTED STRIPING PER CITY OF FRESNO PUBLIC WORKS STANDARDS/ TYPICAL AT PARKING STALLS.
47. EXISTING 10'-0" WIDE PUBLIC UTILITIES EASEMENT.
48. PROVIDE 5'-0" HIGH ORNAMENTAL WROUGHT IRON FENCE AT POOL ENCLOSURE. REFER TO DETAIL 1A, SHEET A-3 FOR ADDITIONAL INFORMATION/ TYPICAL.
49. INSTALL 6'-0" HIGH CORRUGATED STEEL EMERGENCY VEHICLE ACCESS GATES WITH CITY OF FIRE DEPARTMENT APPROVED PADLOCK/ TYPICAL.
50. INDICATE 6'-0" WIDE PEDESTRIAN ACCESS EASEMENT x 6'-0" DEEPWALK TO ACCOMMODATE PER CITY OF FRESNO PUBLIC WORKS STANDARDS.
51. CONSTRUCT TRANSITION FROM THE REQUIRED 6'-0" SIDEWALK TO THE EXISTING SIDEWALK AT ADJACENT PROPERTIES.
52. CONSTRUCT 36"-0" OF PERMANENT PAVING (MEASURED FROM FACE OF CURB) PER CITY OF FRESNO PUBLIC WORKS STANDARDS (SHOWN SHADED).
53. INDICATES THE LOCATION OF COVERED PORCH / PATIO AT THE COMMUNITY BUILDING.

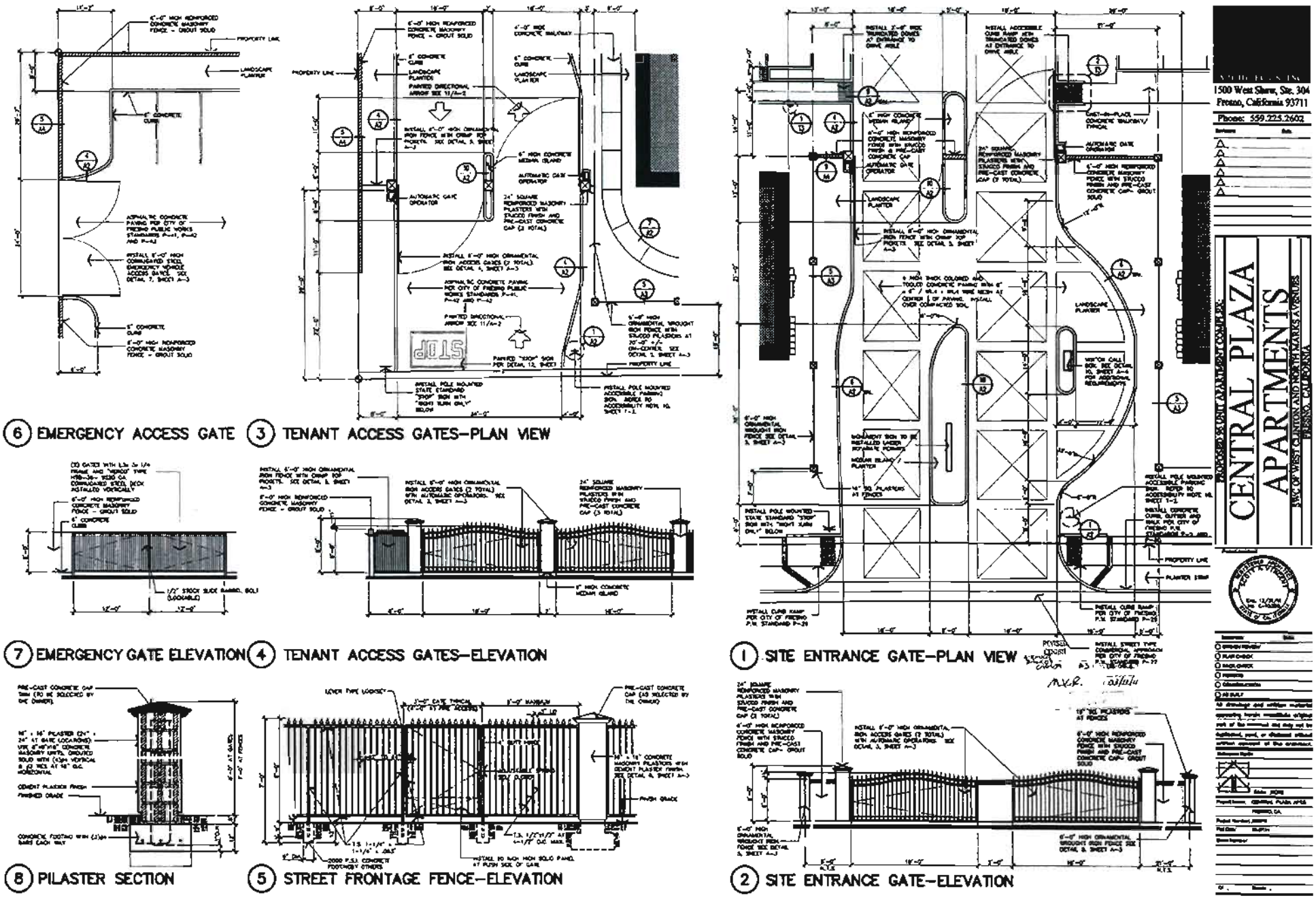
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559 275-2602

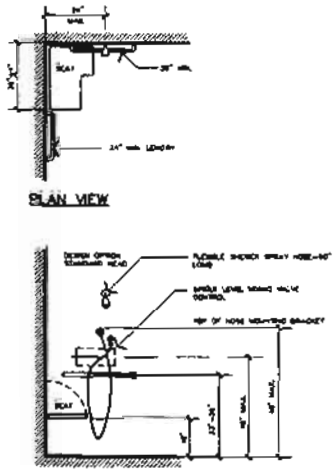
PROPOSED 98 UNIT APARTMENT COMPLEX

CENTRAL PLAZA APARTMENTS

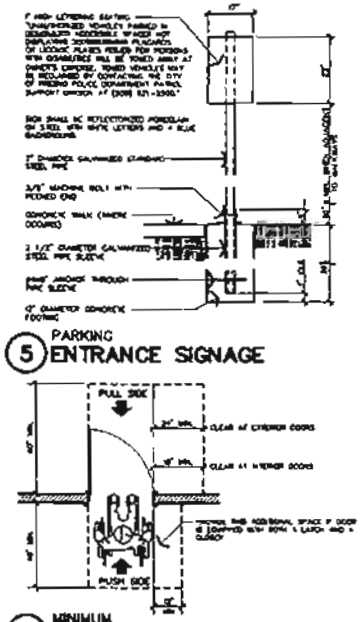
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

Project Number: CENTRAL PLAZA APTS
Date: 1"=20'-0"


6 EMERGENCY ACCESS GATE
3 TENANT ACCESS GATES–PLAN VIEW
7 EMERGENCY GATE ELEVATION
4 TENANT ACCESS GATES–ELEVATION
1 SITE ENTRANCE GATE–PLAN VIEW
8 PILASTER SECTION
5 STREET FRONTAGE FENCE–ELEVATION
2 SITE ENTRANCE GATE–ELEVATION

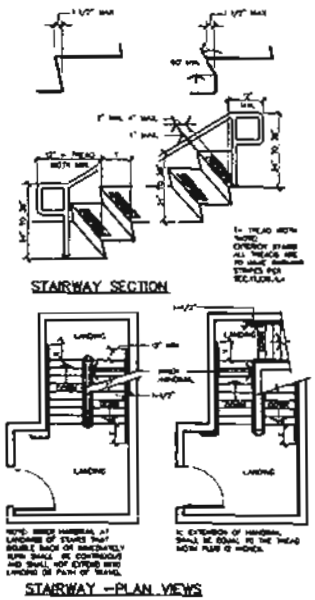


8 PUBLIC SHOWER DETAILS

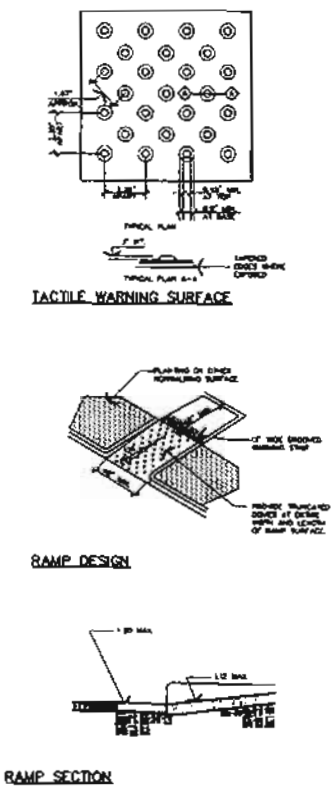


5 PARKING ENTRANCE SIGNAGE

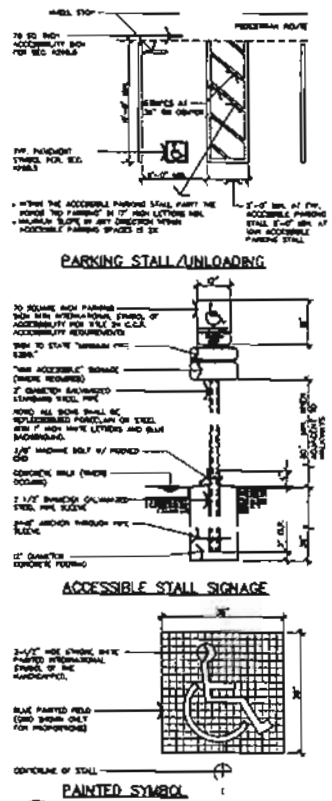
6 MINIMUM DOOR CLEARANCES



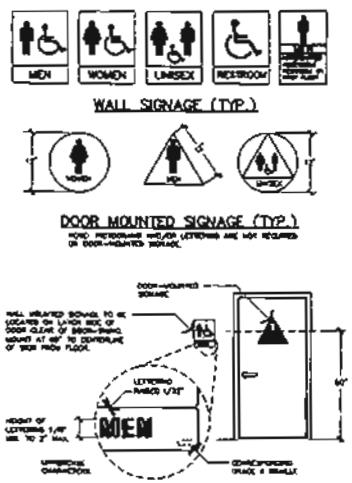
4 STAIRWAY REQUIREMENTS



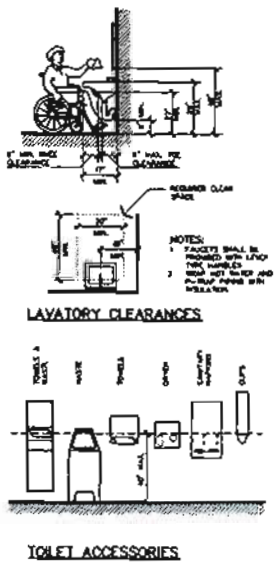
2 ON-SITE CURB RAMPS

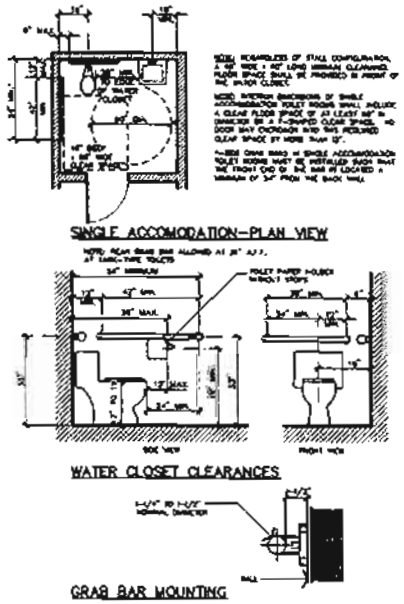


1 PARKING REQUIREMENTS

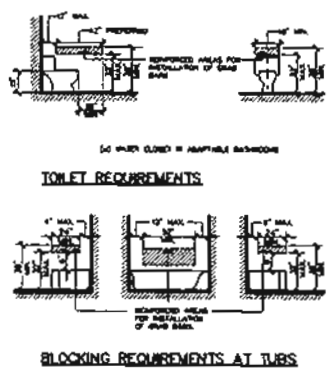


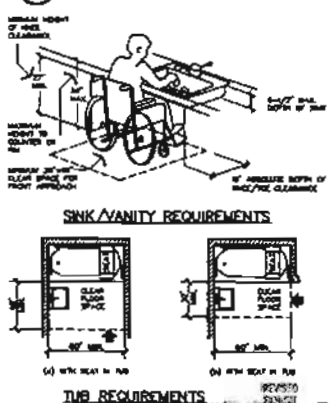
9 ACCESSIBLE SIGNAGE REQUIREMENTS





7 PUBLIC RESTROOM REQUIREMENTS





3 RESIDENTIAL UNIT ACCESS REQUIREMENTS

1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 96 UNIT APARTMENT COMPLEX

CENTRAL PLAZA APARTMENTS

SW OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

T3

City Hall 559-621-8800
2600 Fresno Street, Rm. 4064
Fresno, CA 93721-3623
www.fresno.gov

City of FRESNO
Public Works Department
Patrick Wiemiller, Director

October 17, 2013

McKencie Contreras, Planner
City of Fresno Development and Resource Management Department
Development Services Division
2600 Fresno Street, Third Floor, Room 3076
Fresno, CA 93721

SUBJECT: REVIEW OF THE TRAFFIC COUNT COMPARISON (TIS 13-014) FOR THE ADDENDUM TO THE CENTRAL PLAZA COMMERCIAL DEVELOPMENT (TIS 10-010) WHICH PROPOSES TO ADD 96 APARTMENT DWELLING UNITS, LOCATED ON THE SOUTHEAST CORNER OF CLINTON AND MARKS AVENUES
A-10-002, R-10-002, C-10-039
TIS 13-014 DATED AUGUST 29, 2013

TJKM prepared a Traffic Count Comparison to revisit traffic volumes collected in December 2006. These 2006 traffic volumes were used in the analyses presented in the 2007 Central Plaza Commercial Development Traffic Impact Study (TIS) and the 2010 Addendum to the 2007 TIS. The 2010 Addendum proposes to change the land use designation of the property adjacent to the Central Plaza Commercial Development from Medium High Density Residential to High Density Residential and increase the number of apartment dwelling units from 79 to 96. The Central Plaza Commercial Development presented in the 2007 TIS proposed to develop the southeast corner of Marks and Clinton Avenues with an approximately 6,294 square foot (sf) Mini-Mart/Carwash and gas station with 16 gasoline pumps, a 3,800 sf Automobile Care Center, a 3,198 sf fast-food restaurant with drive through and a 20,406 sf shopping center.

We have reviewed the comparison between the traffic counts collected in December 2006 and those recently collected in August 2013 and have concluded that the traffic conditions have remained relatively unchanged. No revisions will need to be made to the 2010 Addendum.

GENERAL COMMENTS and CONDITIONS

The applicable comments and conditions provided in the August 17, 2010 Traffic Engineering review of the 2010 Addendum are restated below.

1. Trip generation was based on the Institute of Transportation Engineers (ITE) Trip Generation Apartment use (ITE code 220). Using 96 dwelling units, the proposed General Plan Amendment and planned project will generate 638 average daily trips (ADT), 49 trips during the AM peak hour and 60 trips during the PM peak hour.

   The existing General Plan land use generates 466 ADT, 36 trips during the AM peak hour and 43 trips during the PM peak hour. This trip generation is based on the Apartment land use (ITE code 220) assuming 79 dwelling units.

2. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee of $47.12 per ADT, per the Master Fee Schedule, at the time of building permit. Based on the reported 638 ADT for the proposed project, the fee would be $30,062.56 payable at the time of the 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 2025 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 2025 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. Provide proof of payment or exemption, based on vesting rights, prior to issuance of building permits.

5. Curbside parking along the Marks Avenue frontage shall be prohibited to allow for Class II bike lanes.

6. The westbound left-turn lane at the intersection of Clinton and Marks Avenue should be increase from 160 feet to 325 feet.

7. 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.

8. 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 .

Sincerely,

Jill Gormley

Jill Gormley, TE
Assistant Traffic Engineering Manager
Public Works Department, Traffic & Engineering Services

C: Copy filed with Traffic Impact Study
Scott Tyler, PE, City Traffic Engineer
Mike Sanchez, Planning & Development Dept.
Louise Gillo, Traffic Planning Supervisor
McKencie Contreras, Planning & Development Dept.

DEPARTMENT OF PUBLIC WORKS

TO: **McKencie Contreras, Planner II**
Planning Division

FROM: **Hilary Kimber, Parks Supervisor II (559.621.8794)**
Public Works, Engineering Division

DATE: March 30, 2010

SUBJECT: SITE PLAN C-10-039 (A-10-002 & R-10-002) FOR 2310 NORTH MARKSAVENUE (APN: 442-090-42)

The Department of Public Works offers the following comments regarding the proposed project from Central Plaza Shopping Center LLC for the Central Plaza Apartments on Conceptual Landscape Plans from The Vincent Company dated December 1, 2009:

GENERAL REQUIREMENTS

1. Public Works requires one street tree per 60 lineal feet of street frontage. There are approximately 330 lineal feet of frontage along N. Marks Ave. resulting in the requirement of six (6) street trees.

2. The required street tree for N. Marks Ave. is:

Koelreuteria paniculata **Goldenrain Tree**

3. The Public Works Department also requires landscaping and irrigation to finish the median island to Public Works standards.

3. Public Works requires a landscape plan for all locations within the city rights-of-way including the median island and parkstrip to the scale of 1"=20' to be submitted prior to the installation of landscaping.

Image: 07061804.001\7560FR **Nearest Address:** 95 ft from 2264 N MARKS AVE

Date Taken: June-18-07 **Street:** N MARKS AVE

STAMPED CONCRETE

OVERHEAD WIRES
35' MAX TREE

AMENITES ONLY

REQUIRED DIRECTLY
INFRONT OF PROPERTY

N.A.

3-30-10

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

March 2, 2010

McKencie Contreras
City of Fresno
Planning and Development Department
2600 Fresno Street, Third Floor
Fresno, CA 93721

Agency Project: Plan Amendment A-10-002, Rezone R-10-002, CUP C-10-039

District CEQA Reference No: 20100099

Dear Ms. McKencie:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of the rezoning of 4.37 acres from Trailer Park Residential (T-P) to Medium Density Multiple Family Residential (R-3) to accommodate the construction of a 96 unit multiple family residential development, located at 2310 North Marks, in Fresno, CA. The District offers the following comments:

1. Based on information provided to the District, project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 tons/year ROG, and 15 tons/year PM10. Therefore, the District concludes that project specific criteria pollutant emissions would have no significant adverse impact on air quality.

2. Based on information provided to the District, at full build-out the proposed project would be equal to or greater than 50 residential dwelling units. Therefore, the District concludes that the proposed project would be subject to District Rule 9510 (Indirect Source Review).

   District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than applying for final discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees before issuance of the first building permit, be made a condition of project approval. Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

www.valleyair.org www.healthyairliving.com

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3. The proposed project may be subject to District Rules and Regulations, including: Regulation VIII (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants). The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.

4. The proposed project may subject the residents to surrounding emission sources (diesel truck exhaust, coating operations, etc.) of toxic air contaminants (TACs) now or with future development. The District recommends that an analysis be done to see if TACs are a concern. If the analysis indicates that TACs are a concern, the District recommends that a Health Risk Assessment (HRA) be performed. If an HRA is to be performed, it is recommended that the project proponent contact the District to review the proposed modeling approach.

   If there are questions regarding health risk assessments, please contact Mr. Leland Villalvazo, Supervising Air Quality Specialist, at hramodeler@valleyair.org. Additional information on TACs can be found online by visiting the District's website at http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

5. The District recommends that a copy of the District's comments be provided to the project proponent.

If you have any questions or require further information, please call Matthew Cegielski, at (559) 230-5907.

Sincerely,

David Warner
Director of Permit Services

Matthew Cegielski

for Arnaud Marjollet
Permit Services Manager

DW: mc

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

SEP 19 2013

William Brian Avery
22576 Tollhouse Road
Clovis, CA 93619

Re: Air Impact Assessment (AIA) Application Approval
ISR Project Number: C-20130189
Land Use Agency: City of Fresno
Land Use Agency ID Number: Unknown

Dear Mr. Avery:

The San Joaquin Valley Air Pollution Control District (District) has approved your Air Impact Assessment (AIA) for the Central Plaza Apartments project, located at Near the Southeast Intersection of Clinton & Marks Aves in Fresno, California. The District has determined that the mitigated baseline emissions for construction and operation will be less than two tons NOx and two tons PM10. Pursuant to District Rule 9510 Section 4.3, this project is exempt from the requirements of Section 6.0 (General Mitigation Requirements) and Section 7.0 (Off-site Emission Reduction Fee Calculations and Fee Schedules) of the rule. As such, the District has determined that this project complies with the emission reduction requirements of District Rule 9510 and is not subject to payment of off-site mitigation fees. The determination is based on the project construction details provided with the application. Changes in the construction details may result in increased project related emissions and loss of this exemption.

Per the approved Monitoring and Reporting Schedule, you have committed to use a clean construction fleet and to submit a construction fleet summary, which will be used by the District to verify construction emission reductions. This analysis may result in additional processing fees. In the event that you did not achieve the required emission reductions, you will be invoiced for the remaining balance of emission reductions.

To maintain this exemption you must comply with all mitigation measures identified in the enclosed Monitoring and Reporting Schedule. Please notify the District of any changes to the project as identified in the approved Air Impact Assessment for this project. If all or a portion of the project changes ownership, a completed Change in Developer form must be submitted to the District within thirty (30) days following the date of transfer.

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

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Pursuant to District Rule 9510, Section 8.4, the District is providing you with the following information:

- A notification of AIA approval (this letter)
- A statement of tentative rule compliance (this letter)
- An approved Monitoring and Reporting Schedule
- An invoice for the project processing fees

Please be advised that payment of the attached invoice is due within 60 days.

Thank you for your cooperation in this matter. If you have any questions, please contact Ms. Debbie J. Johnson at (559) 230-5817.

Sincerely,

David Warner
Director of Permit Services

Arnaud Marjollet
Permit Services Manager

DW: dj

Enclosures

cc: David M. Mitchell
FirstCarbon Solution
1234 "O" Street
Fresno, CA 93721

Indirect Source Review
Complete Project Summary Sheet & Monitoring and Reporting Schedule

Project Name:	**CENTRAL PLAZA APARTMENTS**
Applicant Name:	**WILLIAM BRIAN AVERY & GALE E. & ARLENE B**
Project Location:	**NEAR THE SOUTHEAST INTERSECTION OF CLINTON & MARKS AVES CLINTON AVE & MARKS AVE APN(s): 442-090-51**
Project Description:	**LAND USE: Residential - 96 Dwelling Unit - Apartments, Low Rise Residential - 96 Dwelling Unit - Apartments, Low Rise Residential - 96 Dwelling Unit - Apartments, Low Rise ACREAGE: 437**
ISR Project ID Number:	**C-20130189**
Applicant ID Number:	**C-302068**
Permitting Public Agency:	
Public Agency Permit No.	

Existing Emission Reduction Measures

Enforcing Agency	Measure	Quantification	Notes

There are no Existing Measures for this project.

Non-District Enforced Emission Reduction Measures

Enforcing Agency	Measure	Specific Implementation	Source Of Requirements
CITY OF FRESNO	Increase Density	15.7Jobs 7.81 DU	
CITY OF FRESNO	Increase Diversity	Project located in various land uses	
CITY OF FRESNO	Improve Walkability Design	137 Nodes/square mile	
CITY OF FRESNO	Increase Transit Accessibility	1/2 mile or less OR between 1/2 mile and 3 miles (distance to transit station or rail station)	
CITY OF FRESNO	Improve Pedestrial Network	Within Project Site OR Within Project Site and Connecting Off-Site OR Project Site is within a Rural setting	
CITY OF FRESNO	Hearth	only natural gas hearth	
CITY OF FRESNO	Landscape equipment	3% Landscape Equipment electrically powered	

Number of Non-District Enforced Measures: 7

District Enforced Emission Reduction Measures

Indirect Source Review
Complete Project Summary Sheet & Monitoring and Reporting Schedule

(District Enforced Emission Reduction Measures Continued)

Enforcing Agency	Measure	Specific Implementation	Measure For Compliance	District Review
Enforcing Agency	**Measure**	**Specific Implementation**	**Measure For Compliance**	**District Review**
SJVAPCD	Construction and Operational Dates	For each project phase, maintain records of (1) the construction start and end dates and (2) the date of issuance of the first certificate of occupancy, if applicable.	(Compliance Dept. Review)	Ongoing
SJVAPCD	Construction and Operation - Recordkeeping	For each project phase, all records shall be maintained on site during construction and for a period of ten years following either the end of construction or the issuance of the first certificate of occupancy, whichever is later. Records shall be made available for District inspection upon request.	(Compliance Dept. Review)	Ongoing
SJVAPCD	Construction and Operation - Exempt from Off-site Mitigation Fee	For each project phase, within 30-days of issuance of the first certificate of occupancy, if applicable, submit to the District a summary report of the construction start, and end dates, and the date of issuance of the first certificate of occupancy. Otherwise, submit to the District a summary report of the construction start and end dates within 30-days of the end of each phase of construction.	(Compliance Dept. Review)	Ongoing
SJVAPCD	Construction - Detailed Fleet	For each project phase, maintain records of total hours of operation for all construction equipment, greater than 50 horsepower, operated on site. Within 30-days of completing construction of each project phase, submit to the District a summary report of total hours of operation, by equipment type, equipment model year and horsepower.	(Compliance Dept. Review)	Within 30-days of completing construction for each phase

Number of District Enforced Measures: 4

County of Fresno
Department of Public Health
Edward L. Moreno, M.D., M.P.H., Director-Health Officer

February 18, 2010

999999999
LU0015538
PE 2602

McKencie Contreras
City of Fresno
Development Services/Planning Department
2600 Fresno Street
Fresno, CA 93721

Dear Ms. Contreras:

PROJECT NUMBER: A-10-002, R-10-002, C-10-039

Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 were filed by the Vincent Company Architects on behalf of Central Plaza Shopping Center, LLC, and pertains to 4.37 acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue. Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan, the West Area Community Plan, and the Freeway 99-Golden State Corridor Redevelopment Project Area Plan from the medium-high density residential (10.38 to 18.15 dwelling units per acre) planned land use designation to the high density residential (18.16 to 43.56 dwelling units per acre) land use designation. Rezone Application No. R-10-002 proposes a zone district reclassification from T-P *(Trailer Park Residential)* to R-3 *(Medium Density Multiple Family Residential).* Conditional Use Permit Application No. C-10-039 proposes the construction of a 96-unit multiple family residential development with a community building and swimming pool.

APN: 442-090-42 **ZONING: T-P to R-3** **ADDRESS: 2310 North Marks Avenue**

Recommended Conditions of Approval:

- Prior to the issuance of building permits the applicant(s) must submit complete pool/spa facility plans and specifications to the Fresno County Department of Public Health, Environmental Health Division, for review and approval. Contact the Recreational Health Program at (559) 445-3392 for more information.

- Should the Community Building propose a food facility or food preparation, then prior to issuance of building permits, the applicant shall submit complete food facility plans and specifications to the Fresno County Department of Public Health, Environmental Health Division, for review and approval. Contact the Consumer Food Protection Program at (559) 445-3392 for more information.

REVIEWED BY:

Janet Gardner

Digitally signed by Janet Gardner
DN: cn=Janet Gardner, o=Environmental Health Division, ou=Fresno County Public Health Department, email=jgardner@co.fresno.ca.us, c=US
Date: 2010.02.18 16:08:31 -08'00'

R.E.H.S., M.P.H.
Environmental Health Specialist III

(559) 445-3271

jg

cc: Baruti/Casagrande/Tolzmann, Environmental Health Division

A-10-002 C-10-039 Comments

Fresno Unified
School District
Preparing Career Ready Graduates

BOARD OF EDUCATION
Valerie F. Davis., President
Michelle A. Asadoorian, Clerk
Lindsay Cal Johnson
Carol Mills, J.D.
Larry A. Moore
Janet Ryan
Tony Vang., Ed.D.

SUPERINTENDENT
Michael E. Hanson

February 17, 2010

McKencie Contreras, Development Services/Planning
City of Fresno
Planning & Development Department
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

SUBJECT: **PLAN AMENDMENT APPLICATION NO. A-10-002**
REZONE APPLICATION NO. R-10-002
CONDITIONAL USE PERMIT APPLICATION NO. C-10-039
2310 N. Marks Ave. – Proposed 3-story, 96-unit multiple family residential complex

Dear Ms. Contreras,

Fresno Unified School District submits the following response to your request for review and comment on the above referenced Plan Amendment Application, Rezone Application, and Conditional Use Permit Application.

Any urban residential development occurring as a result of project approval will have an impact on the District's student housing capacity. The District, through local funding, is in a position to mitigate its shortage of classrooms to accommodate planned population growth for the foreseeable future. However, the District recognizes that the legislature, as a matter of law, has deemed, under Government Code Section 65996, that all school facilities impacts are mitigated as a consequence of SB 50's Level 1, 2 and 3 developer fee legislative scheme.

Any new development on the subject property or conversion of non-habitable to habitable space is subject to development fees of $2.97 per square foot.

1. Attendance area information: The project is presently within the attendance areas of the schools identified below.

   Elementary School: Addams
   Intermediate School: Wawona
   High School: Fresno High

2. Transportation will be available for students attending the above identified elementary, intermediate and high schools in accordance with District standards in effect at the time of enrollment. The cost of transportation is currently $41.50 per hour. The cost of providing transportation services to students from the project will add to District transportation expenses.

3. This project could potentially generate approximately 34 K-12 students which could have an impact on nearby schools. Addams Elementary School has a current enrollment of 874 including Special Education and a capacity of 964. The students generated from this project could have transportation impacts if the schools cannot accommodate an increased number of students.

Thank you for the opportunity to comment. Please contact me at 457-3074 if you have any questions or require additional information regarding our comments.

Sincerely,

Lisa LeBlanc, Executive Director
Facilities Management and Planning

LL:hh

E-File

Your Most Valuable Resource - Water

OFFICES OF
FRESNO IRRIGATION DISTRICT

PHONE (559) 233-7161
FAX (559) 233-8227
2907 SOUTH MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2218

February 19, 2010

Ms. McKencie Contreras
City of Fresno
Development Services/Planning
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

RE: Plan Amendment No. A-10-002, Rezone No. R-10-002, Conditional Use Permit No. C-10-039, S/E Clinton and Marks Avenues
FID's Victoria Colony East Branch Canal No. 43

Dear Ms. Contreras:

The Fresno Irrigation District (FID) has reviewed the Plan Amendment No. A-10-002, Rezone No. R-10-002 and Conditional Use Permit No. C-10-039 Applications, being filed concurrently, to request authorization to amend the 2025 Fresno General Plan, the West Area Community Plan and the Freeway 99-Golden State Corridor Redevelopment Project Area Plan from the medium-high density residential planned land use designation to the high density residential land use designation and to reclassify the zone district from T-P (*Trailer Park Residential*) to R-3 (*Medium Density Multiple Family Residential*) zone district and to allow the construction of a 96-unit multiple family residential development on 4.37 acres located southeast of Clinton and Marks Avenues, APN: 442-090-42, and has the following comments:

1. FID does not own, operate or maintain any facilities located on the applicant's property as indicated on the attached FID exhibit map.

2. For informational purposes, FID's Victoria Colony East Branch canal crosses Clinton Avenue west of the subject development as shown on the attached FID exhibit map. Should any street improvements be required along Clinton Avenue and in the vicinity of the canal crossing, FID requires it review and approval of all plans.

BOARD OF DIRECTORS President JEFFREY G. BOSWELL, Vice-President JEFF NEELY
STEVE BALLS, RYAN JACOBSEN, GEORGE PORTER, General Manager GARY R. SERRATO

3. The proposed development may negatively impact local groundwater supplies. A significant portion of its water supply is imported surface water, supplemented by groundwater pumping. Under current circumstances the project area is experiencing a modest but continuing groundwater overdraft. Should the proposed development result in a conversion from imported surface water to groundwater, this deficit will increase. FID suggests the City require the proposed development balance anticipated groundwater use with sufficient recharge of imported surface water in order to preclude increasing the area's existing groundwater overdraft.

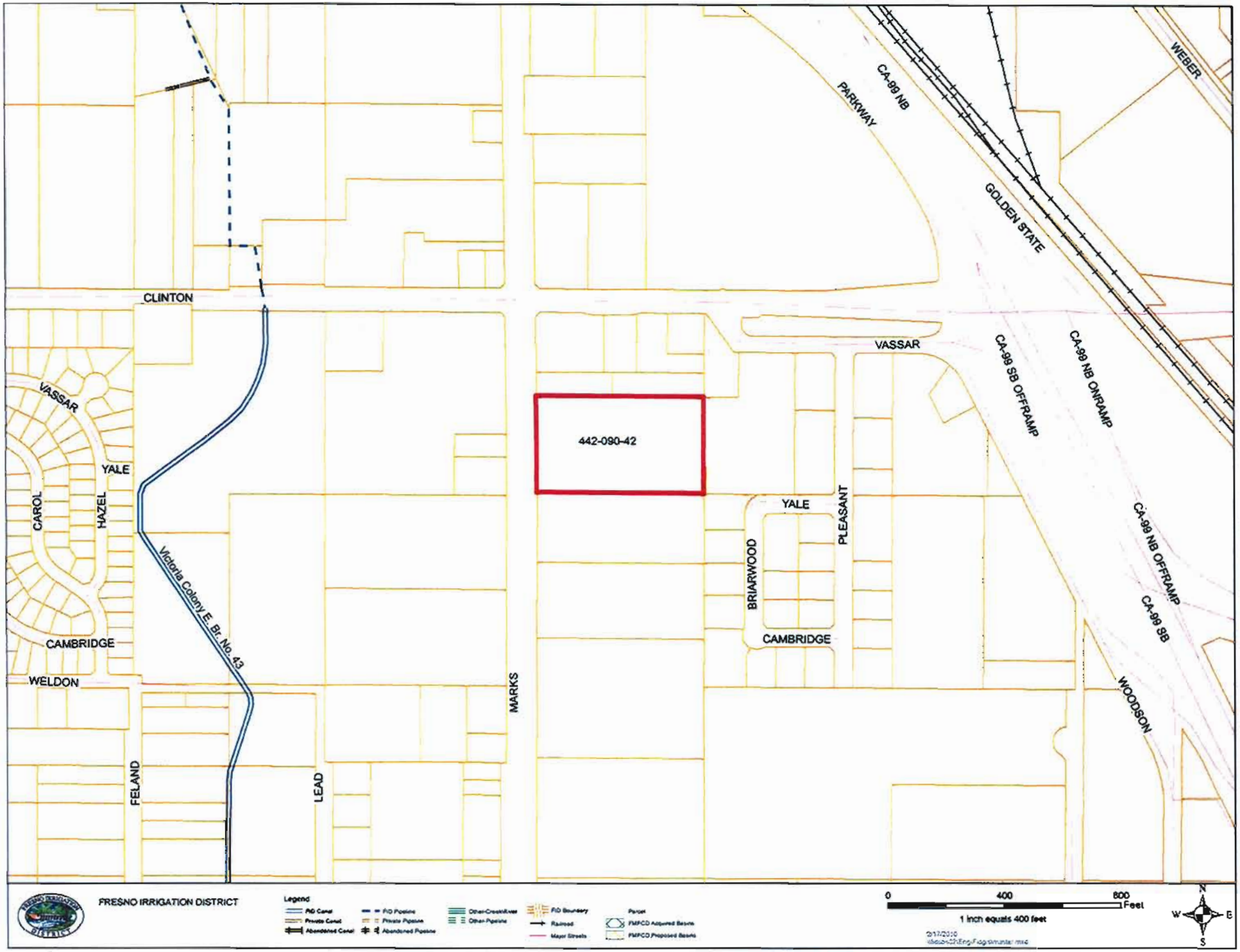
Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact James Shields at 233-7161 extension 319 or jshields@fresnoirrigation.com.

Sincerely,

William R. Stretch

William R. Stretch, P.E.
Chief Engineer

Attachment


CLINTON
VASSAR
YALE
CAROL
HAZEL
CAMBRIDGE
WELDON
FELAND
LEAD
MARKS
Victoria Colony E. Br. No. 43
442-090-42
YALE
BRIARWOOD
CAMBRIDGE
PLEASANT
VASSAR
PARKWAY
CA-99 NB
GOLDEN STATE
WEBER
CA-99 SB OFFRAMP
CA-99 NB ONRAMP
CA-99 NB OFFRAMP
CA-99 SB
WOODSON
FRESNO IRRIGATION DISTRICT
Legend
FID Canal
Private Canal
Abandoned Canal
FID Pipeline
Private Pipeline
Abandoned Pipeline
Other Creek/River
Other Pipeline
FID Boundary
Railroad
Major Streets
Parcel
FMFCD Adopted Basins
FMFCD Proposed Basins
0
400
800
Feet
1 inch equals 400 feet
N
W
E
S

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-4347
FAX (559) 488-4088
TTY (559) 488-4066

Flex your power!
Be energy efficient!

June 16, 2010

2131-IGR/CEQA
6-FRE-99-24.4+/-
A-10-002, R-10-002, C-10-039
CENTRAL PLAZA APARTMENTS

Ms. McKencie Contreras
City of Fresno Development Department
2600 Fresno Street
Fresno, CA 93721

Dear Ms. Contreras:

Caltrans has reviewed the plan amendment, rezone, and use permit for the 96-unit, multi-family development proposed for the east side of North Marks Avenue, just south of West Clinton Avenue. We have the following comments:

The project prepared a Traffic Impact Assessment (TIA). The TIA is an addendum to the Central Plaza Commercial Development TIS, dated February 2007. A fair share for the previous project's impacts to State Route (SR) 99/Shields and SR 99/Clinton was identified in Table VI of the original traffic study. The proposed project will require a general plan amendment. The amendment will increase trips over the existing use. We therefore used the "Combined Formula" to calculate the fair share.

SR 99 southbound off-ramp to Shields (does not include the signal; that has been added to the City's Traffic Signal Impact Fee Program): fair share = $2,430.

SR 99/Clinton: fair share = $2,100.

The total fair share is therefore calculated to be **$4,530.**

If you have any questions, please call me at (559) 488-4347.

Sincerely,

Joanne Striebich

JOANNE STRIEBICH
Office of Transportation Planning
District 6

C: Mr. Jose Benavides, TJKM Transportation Consultants
Mr. Scott Mozier, City of Fresno Public Works Department
Mr. Bryan Jones, City of Fresno Public Works Department
Mr. Tony Boren, Council of Fresno County Governments

550.10 "XX"

CITY OF FRESNO - PLANNING AND DEVELOPMENT DEPARTMENT
REQUEST FOR COMMENTS, CONDITIONS, ENVIRONMENTAL ASSESSMENT, AND ENTITLEMENT APPLICATION REVIEW OF PLAN AMENDMENT APPLICATION NO. A-10-002 REZONE APPLICATION NO. R-10-002 CONDITIONAL USE PERMIT APPLICATION NO. C-10-039

FMFCD

Return Completed Form to:
McKencie Contreras
Development Services/Planning
Email: Routing@fresno.gov
Telephone: 559-621-8277
Planning & Development Department
2600 Fresno Street, Third Floor
Fresno CA 93721-3604

PROJECT DESCRIPTION AND LOCATION:
Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 were filed by the Vincent Company Architects on behalf of Central Plaza Shopping Center, LLC, and pertains to 4.37 acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue. Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan, the West Area Community Plan, and the Freeway 99-Golden State Corridor Redevelopment Project Area Plan from the medium-high density residential (10.38 to 18.15 dwelling units per acre) planned land use designation to the high density residential (18.16 to 43.56 dwelling units per acre) land use designation. Rezone Application No. R-10-002 proposes a zone district reclassification from T-P *(Trailer Park Residential)* to R-3 *(Medium Density Multiple Family Residential)*. Conditional Use Permit Application No. C-10-039 proposes the construction of a 96-unit multiple family residential development with a community building and swimming pool.

APN: 442-090-42 **ZONING: T-P to R-3** **ADDRESS: 2310 North Marks Avenue**

DATE ROUTED: February 16, 2010 **COMMENT DEADLINE: March 5, 2010**

If no response is received by the comment deadline, it will be assumed you have no comments to submit.

WILL THIS PROJECT AFFECT YOUR AGENCY/JURISDICTION? (If yes, specify.)
REFER TO FMFCD NOTICE OF REQUIREMENTS FOR CUP 2010-039.

SUGGESTION(S) TO REDUCE IMPACTS/ADDRESS CONCERNS:
SAME AS ABOVE

REQUIRED CONDITIONS OF APPROVAL:
SAME AS ABOVE

IS ANY ADDITIONAL INFORMATION NEEDED FOR YOU TO COMPLETE YOUR REVIEW? (Be specific):
NO

REVIEWED BY: GARY CHAPMAN ENG. TECH II 456-3292 3/10/10
Name and Title Telephone Number Date

District 3; West Area Community Plan; Freeway 99-Golden State Corridor Redevelopment Project Area
Attachments

File No. 210.413

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

PUBLIC AGENCY

Kevin Fabino
Planning & Development Department
City of Fresno
2600 Fresno Street
Fresno, CA 93721

DEVELOPER

CENTRAL PLAZA SHOPPING CENTER, LLC
5680 N. FRESNO, #105
FRESNO, CA 93710

CUP

PROJECT NO.	2010-039	PRELIMINARY FEE(S) (See below)	
DRAINAGE AREA	" XX " " - "	DRAINAGE AREA " XX "	$0.00
DATE	3/10/10	DRAINAGE AREA " - "	-
APN	442-090-42	TOTAL FEE	$0.00
		ADDRESS 2310 N. MARKS AVE.	

No. 2010-039

The proposed development will generate storm runoff which produces potentially significant environmental impacts and which must be properly discharged and mitigated pursuant to the California Environmental Quality Act and the National Environmental Policy Act. The District in cooperation with the City and County has developed and adopted the Storm Drainage and Flood Control Master Plan. Compliance with and implementation of this Master Plan by this development project will satisfy the drainage related CEQA/NEPA impact of the project mitigation requirements.

The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through February 28, 20 10 based on the site plan submitted to the District on 02/17/10 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

Considerations which may affect the fee obligation(s) or the timing or form of fee payment:

a) Fees related to undeveloped or phased portions of the project may be deferrable.

b) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.

c) Master Plan storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.

d) The actual cost incurred in constructing Master Plan drainage system facilities is credited against the drainage fee obligation.

e) When the actual costs incurred in constructing Master Plan facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.

f) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable $300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

Approval of this development shall be conditioned upon compliance with these District Requirements.

1. __X__ a. Drainage from the site shall be directed to **Marks Avenue**

   _____ b. Grading and drainage patterns shall be as identified on Exhibit No. 1 // 2

   _____ c. The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:

   __X__ Developer shall construct facilities as shown on Exhibit No. 1 as "Master Plan Facilities to be constructed by Developer".

   _____ None required.

3. The following final improvement plans shall be submitted to the District for review prior to final development approval:

   __X__ Grading Plan _____ Storm Drain Plan _____ Final Map
   __X__ Street Plan _____ Water & Sewer Plan _____ Other

4. Availability of drainage facilities:

   _____ a. Permanent drainage service is available provided the developer can verify to the satisfaction of the City of Fresno that runoff can be safely conveyed to the Master Plan inlet(s).

   __X__ b. The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.

   _____ c. Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available.
   Temporary service is available through _____

   _____ d. See Exhibit No. 2.

5. The proposed development:

   _____ Appears to be located within a 100 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)

5469 E. OLIVE - FRESNO, CA 93727 - (559) 456-3292 - FAX (559) 456-3194

_____ Appears to be located within a 500 year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District.

X Does not appear to be located within a flood prone area.

6. _____ The subject site contains a portion of a canal or pipeline that is used to manage recharge, storm water, and/or flood flows. The existing capacity must be preserved as part of site development. Additionally, site development may not interfere with the ability to operate and maintain the canal or pipeline.

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.

a. State General Permit for Storm Water Discharges Associated with Construction Activities, approved August 1999, (modified December 2002.) A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.

b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 1997 (available at the District Office.) A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.

CUP No. 2010-039

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Two sided document

c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.

8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.

9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.

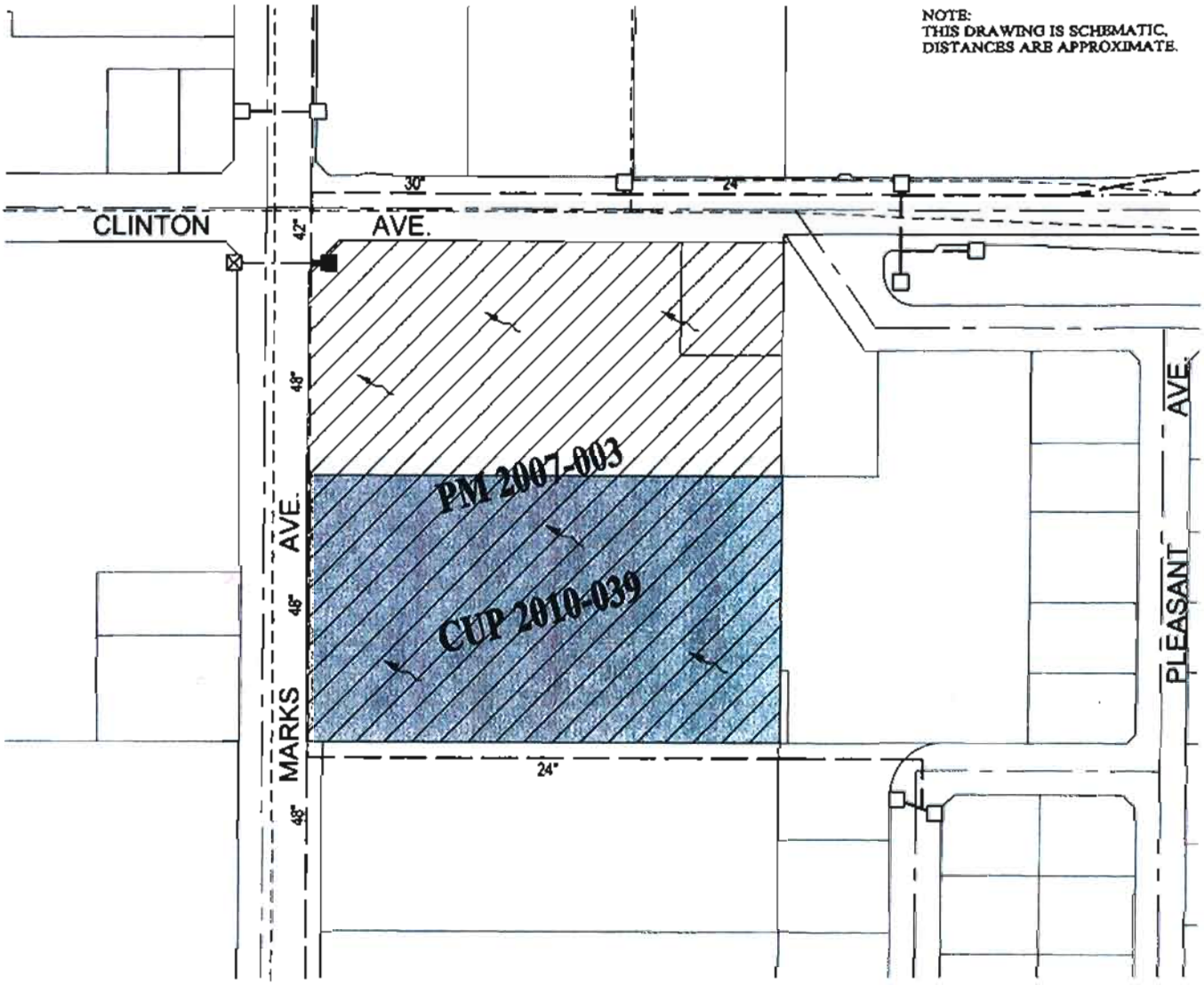
10. **X** See Exhibit No. 2 for additional comments, recommendations and requirements.

Gerald Lakeman
Gerald E. Lakeman,
District Engineer

Gary Chapman
Project Engineer: Gary Chapman

C: THE VINCENT COMPANY ARCHITECTS
1500 W. SHAW, #304
FRESNO, CA 93711

5469 E. OLIVE - FRESNO, CA 93727 - (559) 456-3292 - FAX (559) 456-3194



LEGEND

- Master Plan Facilities To Be Constructed By Developer - Pipeline (Size Shown), Inlet & Lateral (Eligible Thru PM 2007-003)
- Existing Master Plan Facilities
- Future Master Plan Facilities
- Direction Of Drainage
- Inlet Boundary
- Drainage Area Boundary
- PM 2007-003
- CUP 2010-039

SCALE 1"= 200'

CUP 2010-039
DRAINAGE AREA: "XX"

EXHIBIT A

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

K:\Vatcos\DWGS\DEXHIBIT\CITYCUP\2010-039.dwg

DRAWN BY: MM DATE: 8/12/07
REVISED BY: KR DATE: 3/4/10

OTHER REQUIREMENTS
EXHIBIT NO. 2

The cost of construction of Master Plan facilities, excluding dedication of storm drainage easements, is eligible for credit against the drainage fee of the drainage area served by the facilities. Development Agreement No. 1554(D)-XX-33 for PM 07-03 has been executed with the District to effect such credit. Reimbursement provisions, in accordance with the Drainage Fee Ordinance, will be included to the extent that developer's Master Plan costs for an individual drainage area exceed the fee of said area.

In an effort to improve storm water runoff quality, outdoor storage areas shall be constructed and maintained such that material which generates contaminants will not be conveyed by runoff into the storm drain system.

The District encourages, but does not require that roof drains from non-residential development be constructed such that they are directed onto and through a landscaped grassy swale area to filter out pollutants from roof runoff.

Development No. CUP 2010-039

210.414 "XX"

CITY OF FRESNO - PLANNING AND DEVELOPMENT DEPARTMENT
REQUEST FOR COMMENTS, CONDITIONS, ENVIRONMENTAL ASSESSMENT, AND ENTITLEMENT APPLICATION REVIEW OF PLAN AMENDMENT APPLICATION NO. A-10-002 REZONE APPLICATION NO. R-10-002 CONDITIONAL USE PERMIT APPLICATION NO. C-10-039

FMFCD

Return Completed Form to:
McKencie Contreras
Development Services/Planning
Email: Routing@fresno.gov
Telephone: 559-621-8277
Planning & Development Department
2600 Fresno Street, Third Floor
Fresno CA 93721-3604

PROJECT DESCRIPTION AND LOCATION:
Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 were filed by the Vincent Company Architects on behalf of Central Plaza Shopping Center, LLC, and pertains to 4.37 acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue. Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan, the West Area Community Plan, and the Freeway 99-Golden State Corridor Redevelopment Project Area Plan from the medium-high density residential (10.38 to 18.15 dwelling units per acre) planned land use designation to the high density residential (18.16 to 43.56 dwelling units per acre) land use designation. Rezone Application No. R-10-002 proposes a zone district reclassification from T-P *(Trailer Park Residential)* to R-3 *(Medium Density Multiple Family Residential)*. Conditional Use Permit Application No. C-10-039 proposes the construction of a 96-unit multiple family residential development with a community building and swimming pool.

APN: 442-090-42 **ZONING: T-P to R-3** **ADDRESS: 2310 North Marks Avenue**

DATE ROUTED: February 16, 2010 **COMMENT DEADLINE: March 5, 2010**

If no response is received by the comment deadline, it will be assumed you have no comments to submit.

WILL THIS PROJECT AFFECT YOUR AGENCY/JURISDICTION? (If yes, specify.)
REFER TO ATTACHED LETTER DATED MARCH 10, 2010.

SUGGESTION(S) TO REDUCE IMPACTS/ADDRESS CONCERNS:
SAME AS ABOVE

REQUIRED CONDITIONS OF APPROVAL:
SAME AS ABOVE

IS ANY ADDITIONAL INFORMATION NEEDED FOR YOU TO COMPLETE YOUR REVIEW? (Be specific):
NO

REVIEWED BY: GARY CHAPMAN ENG. TECH II 456-3292 3/10/10
Name and Title Telephone Number Date

District 3; West Area Community Plan; Freeway 99-Golden State Corridor Redevelopment Project Area
Attachments

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

File 210.414 "XX

March 10, 2010

Ms. McKencie Contreras
City of Fresno, Planning & Development Department
2600 Fresno Street, Third Floor
Fresno, CA 93721

Dear Ms. Contreras

Rezone 2010-002
Plan Amendment Application No. A-10-02
Central Plaza Shopping Center, LLC
Drainage Area "XX

The District has reviewed the land use change proposed through the subject rezone. The District's proposed Master Plan drainage system can accommodate the proposed rezone.

Should street improvements become a requirement of the rezone, Master Plan facilities may be required and the City and developer should contact the District.

If there are any questions concerning this matter, please feel free to contact us.

Sincerely,

Gary Chapman

Gary Chapman
Engineering Technician II

GC/lrl

K:\Rezone letters\fresno rezone\2010-002(xx).doc

5469 E. OLIVE • FRESNO, CA 93727 • (559) 456-3292 • FAX (559) 456-3194

City of FRESNO

PUBLIC WORKS DEPARTMENT

DATE: February 17, 2010

TO: MIKE SANCHEZ, Planning Manager
Planning and Development Department

FROM: JOE PAFF, Senior Engineering Technician
Public Works Department

SUBJECT: CONDITIONS FOR CONDITIONAL USE PERMIT NO. C-10-039
RELATING TO COMMUNITY FACILITIES MAINTENANCE DISTRICT

1. The property owner shall be responsible for providing for the maintenance of certain public improvements associated with C-10-039. Specifically:

- The property owner shall be responsible for providing for the maintenance of all landscaping and hardscaping located in the median islands located within Marks Avenue adjacent to this project.

- The property owner shall be responsible for providing for the maintenance of all City required street trees existing or installed within the Marks Avenue right-of-way adjacent to this project.

2. These improvements may be maintained by a City Community Facilities Maintenance District designed for maintaining features of Commercial, Industrial and/or Multi-Family property.

3, Should the property owner choose not to include the maintenance of the items listed in section 1, above, in a CFD, the property owner shall provide for the maintenance of all of the above items in a manner approved by the City of Fresno City Engineer.

If you have any questions, please call me at 621-8695

GROWTH COORDINATOR
UNITED STATES POSTAL SERVICE

UNITED STATES
POSTAL SERVICE

FEBRUARY 27, 2010

To the City of Fresno – Planning and Development Department:

It is recommended that at least 6 months prior to the first occupancy, the Developer shall contact the local United States Postal Service representative to complete a Mode of Delivery Agreement for New Construction. The Mode of Delivery Agreement must have a District approval signature to be valid.

In addition to completing the Agreement, the Developer shall provide a final map (with address detail) to the local USPS representative. The Developer shall, at their own expense, procure, construct and install all mail receptacle facilities for each location as specified and approved by the USPS.

Sincerely,

Cathy S. Gilles
New Growth Coordinator

755 E NEES AVE
FRESNO CA 93720-2196
559-442-4287
FAX. 559-440-4287

MODE OF DELIVERY AGREEMENT - NEW CONSTRUCTION
United States Postal Service - Sacramento District

Project Information

Name of Project:		ZIP CODE:			
Location:	Estimated # Deliveries:	Route Type/Number			
Unit/Office:		City #	Rural#	Contract#	To Be Determined
Estimated Delivery Date (Month and Year) *					

USPS Contact Information

Contact Made By:	Date:	Telephone #:

Builder/Developer Contact Information

Name:	Title:	Phone:
Firm:	Address:	

Equipment Information

TYPE OF PROJECT

✓ check type		Deliveries	Floors
	Office Bldg.		
	Shopping/Strip Mall		
	Apt. / Condo		
	Townhomes		
	Modular Homes		
	Single Family		
	Other (Specify)		

TYPE & QUANTITY OF EQUIPMENT

QTY	Centralized Equipment	QTY	Non-Centralized Equipment
	CBU Type I (8)		Curbside 2/post
	CBU Type II (12)		Curbside 3/post
	CBU Type III (16)		Curbside 4/post
	CBU Type IV (13)		Other (Specify)
	Wallmount Std4C		
	Parcel Lockers		

Purchase/Installation Responsibility

[X] Owner / Developer [ ] U.S.P.S. [ ] Other: See Comments

Issue Key Responsibility

[X] Owner / Developer [ ] U.S.P.S. [ ] Other: See Comments

Comments:

See attached maps for designated locations.

(√)Builder/Developer/Property Owner understands that he/she must comply with USPS Cement Pad Specifications. Copy provided.

This Agreement will document that the builder/developer will purchase and install the centralized delivery equipment as indicated above at the specified locations. Locations must be clearly designated on plat maps provided by the builder or developer. Any changes must be approved jointly by both undersigned individuals.

USPS REPRESENTATIVE:	PROPERTY OWNER/DEVELOPER/MANAGER:
Name: Cathy Gilles	*Name:
Title: **Growth Coordinator**	*Title:
Signature: Date:	*Signature: Date:
Telephone #: **559-440-4267**	*Telephone #:
FAX #: **559-440-4286**	*FAX #:

DISTRICT APPROVAL: DATE:

REDEVELOPMENT AGENCY OF THE CITY OF FRESNO
2344 Tulare Street, Suite 200, Fresno, CA 93721 • (559) 621–7600

Application No.:	A-10-002, R-10-002 & C-10-039 (McKencie Contreas)	Date:	3-12-10
Assessor Parcel No.:	442-090-42	Reviewer:	Richard Yee, Planner III
Site address:	2310 North Marks Avenue		*Senior Project Coordinator*
Redevelopment Area:	Freeway 99 Golden State Corridor	Telephone:	621–7614

Agency Staff Recommendation:

APPROVE PROJECT WITH THE FOLLOWING CONDITIONS:

1. The property (4.37 acre project site) identified in Applications No. A-10-002, R-10-002 & C-10-039 are located in the adopted Freeway 99 Golden State Corridor Redevelopment Project Area and is subject to all requirements of the Redevelopment Plan.

2. The Redevelopment Agency supports the proposed plan amendments and entitlements, as described by the above applications, to facilitate development of a 96-unit multiple family residential development with a community building and swimming pool at 2310 North Marks Avenue. Agency support of this project is provided conditioned on the project being environmentally compatible, developed in accordance with all requirements of the R-3 (Medium Density Multiple Family Residential) zone district of the Fresno Zoning Ordinance and consistent with the 2025 Fresno General Plan, West Area Community Plan (City of Fresno) and the Freeway 99 Golden State Corridor Redevelopment Plan.

<u>Plan Amendment Application No. A-!0-002</u>

3. The proposed amendment of the 2025 Fresno General Plan, the West Area Community Plan (City of Fresno) and the Freeway 99 Golden State Corridor Redevelopment Plan from the medium-high density residential (10.38 to 18.15 dwelling units per acre) planned land use designation to the high density residential (18.16 to 43.56 dwelling units per acre) land use designation would be consistent with the existing multiple family residential environment of the area generated by the adjacent large multiple family developments. However, it is not necessary to amend the Freeway 99 Golden State Corridor Redevelopment Plan to achieve land use consistency among the adopted General Plan and Community Plan for this area; (amendment of an adopted Redevelopment Plan is a long and involved process requiring multiple notification of all property owners and tenants in the project area and public hearings for plan adoption).

   The 2003 Freeway Golden State Corridor Redevelopment Plan included language, Section IV. USES PERMITTED IN THE PROJECT AREA, that identifies the designated land uses of the Redevelopment Land Use Map "as set forth and described in the City General Plan, the applicable community plan, and the City Zoning Ordinance (Section 12-403-C), as may be amended from time to time." This language provision allows the designated land uses in the Redevelopment Plan Map to always be consistent with the designated land uses in the adopted City community plans and General Plan; and as they are amended. Therefore, it is only necessary to amend the West Area Community Plan and the General Plan to achieve land use consistency among all three plans for the proposed project.

PLEASE MAKE APPLICANT AWARE OF AGENCY COMMENTS

Rezone Application No. R-10-002

4. The proposed zone district reclassification of the property, from T-P (Trailer Park Residential) to R-3 (Medium Density Multiple Family Residential), will establish the proposed 96-unit multiple family residential project as a "permitted use" subject to a Conditional Use Permit.

Conditional Use Permit (CUP) Application No. C-10-039

5. The Agency, in review of CUP Application No. C-10-039, provides the following recommendations for the development of the 96-unit multiple family residential development located at 2310 North Marks Avenue.

6. Provide a minimum 10-foot landscaped setback along the frontage of North Marks Avenue with irrigation system and replacement of any dead trees and plants.

7. Design and construct interior landscaping features and residential amenities that will emphasize and enhance the residential "living" environment of the buildings and the overall residential development.

8. The use of dense mature landscaping is encouraged along the street frontage and all interior landscaped areas to enhance the visual appearance of the development and the residential image of the street.

9. Due to the existing and potential new development of non-residential uses on the adjacent properties on the north and east sides of the site, special attention shall given to the design and color of the buildings to ensure its residential identity and ability to provide a comprehensive residential (living) environment that protects both the privacy of its residents and the environment of adjacent buildings.

10. Agency encourages the design and construction of additional common residential amenities for the use of its residents outside of their specific units.

11. All proposed parking lot shall be developed in accordance with the requirements of the City of Fresno Zoning Ordinance, especially the requirement for 50% shading.

12. Special attention shall be given to the identification and installation of interior access routes to the buildings from the parking areas to ensure a safe "pedestrian crossing" environment with a clear and identifiable pedestrian cross-walk(s).

13. All fences that are located and visible along the frontage of North Marks Avenue shall be constructed of wrought iron except for the gates of required trash enclosures.

14. Agency recommends the development of a Master Signage Plan to address the signage that will be required on the street frontage, the buildings and the internal access and travel routes in the development.

15. The proposed 96-unit multiple family residential project shall be developed in accordance with the Operation Statement, Site Plan and Exterior Elevations (or as revised by the City of Fresno) submitted for Conditional Use Permit Application No. C-10-039.

PLEASE MAKE APPLICANT AWARE OF AGENCY COMMENTS

City of
FRESNO

2600 Fresno Street-Third Floor
Fresno, California 93721-3604
(559) 621-8277 FAX (559) 488-1020

Development and Resource Management Department
Jennifer K. Clark, Director

Project Comments from Planning dated November 20, 2013

PROJECT DESCRIPTION

Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 were filed by Scott Vincent, on behalf of Brian Avery, and pertain to ± 4.37 net acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue. The plan amendment also pertains to the West Area Community Plan area.

Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan and the West Area Community Plan for ± 4.35 acres of the subject property from the medium-high density residential planned land use and ± 0.02 acres of the subject property from the general heavy commercial planned land use designation to the high density residential planned land use designation. The application also proposes to amend Policy W-5-b of the West Area Community Plan by adding language to the fifth point as follows:

- for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met.** [**Bold** text is proposed to be added.]

Rezone Application No. R-10-002 proposes a zone district reclassification of ± 4.35 acres of the subject property from the T-P (*Trailer Park Residential*) and ± 0.02 acres of the subject property from the C-6 (*Heavy Commercial*) zone districts to the R-3 (*Medium Density Multiple Family Residential*) zone district.

Conditional Use Permit Application No. C-10-039 proposes the construction of a 96-unit multiple family residential development with a community building and swimming pool.

APN: 442-090-51 ADDRESS: 2310 North Marks Avenue (Site Address)

GENERAL INFORMATION

ZONING		
	Existing	± 4.35 acres of T-P (*Trailer Park Residential*) & ± 0.02 of C-6 (*Heavy Commercial*)
	Requested	R-3 (*Medium Density Multiple Family Residential*)
PLANNED LAND USE		
	Existing	± 4.35 acres of Medium-High Density Residential & ± 0.02 acres of General Heavy Commercial
	Requested	High Density Residential
PREVIOUS ACTIONS		
	Applications	Rezone Application No. R-07-071 expired and was not taken to PC or CC for approval.
	Covenants/	Provide documentation of an existing cross access agreement between the

	Easements	subject property and the parcels to the north for emergency, vehicular, and pedestrian access. If one does not exist, submit a fee of $1,094 for the preparation of the agreement and a Title Report dated within 30 days of submittal with the legal descriptions of all affected parcels. The covenant shall be recorded prior to occupancy.
	Development Agreements	N/A
TRACT MAP or LOT SPLIT		Parcel Map 2007-03

PROPERTY DEVELOPMENT STANDARDS

Use the website below to access the Zoning Ordinance (Chapter 12, articles 2 and 3) to find more information on zoning/property development standard requirements:

http://library.municode.com/index.aspx?clientId=14478&stateId=5&stateName=California

USE PERMITTED		
Multiple family projects, when the subject site contains two or more net acres in area, are uses permitted subject to a conditional use permit in the R-3 zone district pursuant to Section 12-213.3-J of the Fresno Municipal Code (FMC).		
LOT AREA		
	Required	Minimum: 7,500 square feet
	Proposed	Exhibit A-1 dated November 20, 2013 depicts a site area of 193,599 square feet (4.37 acres) which exceeds the minimum requirement.
LOT DIMENSIONS		
	Required	Minimum: Width—60 feet, Depth—120 feet
	Proposed	The subject property is approximately 330 feet by 575 feet, which exceeds the minimum requirement.
DWELLING UNIT DENSITY		
	Permitted	Pursuant to the FMC, there shall be a minimum of 1,500 square feet of lot area for each dwelling unit. Pursuant to the West Area Community Plan (WACP), for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. The density should be between 18.15 to 43.56 dwelling units per acre to be consistent with the High Density Residential planned land use.
	Proposed	The applicant is proposing 96 dwelling units, which equals approximately 2,016 square feet per dwelling unit; however, it does not meet the WACP policy density. Therefore, the applicant is proposing to modify the WACP policy as mentioned in the project description.

		If the policy is modified, the proposal would exceed the 1,500 square foot minimum of the proposed R-3 zone district. The project is also proposing 21.97 dwelling units per acre, which is consistent with the High Density Residential planned land use proposed.
BUILDING HEIGHT		
	Permitted	Main structures: 40 feet, Accessory structure: one story, not to exceed 12 feet
	Proposed	Exhibit E-1 dated November 20, 2013 depicts the building height of the community building at 17 feet-6 inches, Exhibits E-2 and E-3 dated November 20, 2013 depict the apartment buildings at 37 feet-2 ½ inches, Exhibit E-4 depicts the mail center structure at 10 feet. Exhibit E-4 shall depict the total height of the arbor and the carports.

YARDS				
	Required Building Setback		**Proposed Building Setback**	
	Front (Marks)	20 feet (West Area Community Plan)	Front	Exhibit A-2 dated November 20, 2013 depicts 15 feet to the proposed six foot high wrought iron fence and 25 feet to the main building.
	Interior Side (north & south prop. lines)	5 feet	Interior Side	Exhibit A-2 dated November 20, 2013 depicts 35 feet from the north property line and 8 feet from the south property line to the proposed carports.
	Rear (east property line)	15 feet	Rear	Exhibit A-2 dated November 20, 2013 depicts 15 feet-6 inches from the east property line to the proposed trash enclosure.
	Required Landscaping Setback		**Proposed Landscaping Setback**	
	Front	20 feet	Front	Exhibit L-1 dated November 20, 2013 depicts 15 feet to the proposed six foot high wrought iron fence and 25 feet to the main building.
	Interior Side	N/A	Interior Side	Exhibit L-1 dated November 20, 2013 depicts 8 feet-7 inches along the north property line and 8 feet along the south property line.
	Rear	N/A	Rear	Exhibit L-1 dated November 20, 2013 depicts 8 feet-2 inches to 15 feet along the east property line.

All required yards shall extend the full width or depth of the lot and shall be open from the ground to the sky, except as provided in Sections 12-105-L-4, 12-105-Y (yard) and 12-207.5-E-5 of the FMC.

Swimming pools and spas may be located anywhere on the subject parcel, provided that the pool/spa structure shall be located a minimum of five feet from any fence, five to six feet in height, installed in accordance with the fencing standards of Section 12-306-H of the FMC. Equipment related to the operation and maintenance of a swimming pool or spa, and other mechanical equipment installed to the exterior of the main building, shall be considered and evaluated as an accessory building except that they may not be located within the side yard setback along the extent of the main building.

Garages or carports shall be located not less than 20 feet from any street frontage where the garage door or carport opening faces and takes direct access to the street. Where yard requirements pose a greater setback, such setback shall apply.

Landscaping and open space shall be provided in accordance with Subsection 12-306-N-21-c(2) of the FMC.

SPACE BETWEEN BUILDINGS		
	Main Buildings	For buildings side to side the minimum space shall be 10 feet. For buildings rear to side, front to side, with entries or exits into space, the minimum space shall be 15 feet. For buildings front to rear, rear to front, with entries or exits into space, the minimum space shall be 20 feet. For buildings front to front arranged about interior court permitting 10 feet wide driveway in said interior court, said driveway being access to parking area or building, the minimum space shall be 30 feet. Without said driveway, said space shall be 25 feet. Unenclosed porch or entry facilities may extend into a required yard or space not more than three feet. Porch cover may extend into said space not more than 18 inches. In no event should the minimum space between main buildings be less than 10 feet.
	Accessory Buildings	If an accessory building is used for garage purposes and the entrance for vehicular access to said garage faces any main building, there shall be a minimum separation of 25 feet in order to provide vehicular access to the garage.
LOT COVERAGE		
	Permitted	50% of total lot area
	Proposed	Exhibit A-1 dated November 20, 2013 depicts approximately 25%.
FENCES, HEDGES, WALLS		
	Permitted	Fences, hedges, and walls, not greater than six feet in height, shall be permitted on all rear and side property lines, and on or to the rear of all front yard setback lines. No fence, hedge or wall over three feet in height shall be permitted in any

	required front yard setback area.
Required	If a parking area adjoins a property line which is a district boundary with an abutting residential or agricultural district, it shall be separated therefrom by erecting a six foot high wall on said property line next to the parking area, including the length of the driveway. A parking area is defined as providing parking for more than four vehicles. Whenever a fence, hedge or wall is installed, it shall, in its original form, be maintained in good repair and working order.
Proposed	Exhibit A-2 dated November 20, 2013 depicts an existing 6 foot high masonry wall along the south property line, a proposed 6 foot high masonry wall along the east and north property lines, and a 6 foot high wrought fence at the rear of the 15 foot FMC required front yard setback. The wall along the south and north property lines shall be reduced to three feet within the 15 foot FMC required front yard setback.
OFF-STREET PARKING	
Required	There shall be one and one-half parking spaces for each dwelling unit, one of which shall be in a carport or garage. In the event that a requirement for one-half parking space results under this ratio, the parking space requirement shall be increased to the next highest whole number. 96 units proposed x 1.5 parking spaces = 144 parking spaces required (96 shall be a carport/garage)
Proposed	Exhibit A-2 dated November 20, 2013 depicts 192 parking spaces (96 stalls in a carport).
ACCESS	
Required	There shall be vehicular access from a dedicated and improved street, alley or recorded private access to off-street parking facilities on the property requiring off-street parking. There shall be pedestrian access from a dedicated and improved street, alley or recorded private access to property used for residential purposes. There shall be an adequate paved turning area on lots facing on and having access to either Collector or Arterial Streets as identified on the Circulation Element of the Fresno General Plan, to permit motor vehicles to turn around on-site before moving forward into the street. If vehicular access is by way of a driveway parallel with a side lot line, it shall be not less than 10 feet in width, extending from a dedicated and improved street, alley, or recorded private access to the building site, and used for both pedestrian and vehicular access.
Proposed	Depicted on Exhibit A-2 dated November 20, 2013.

OUTDOOR ADVERTISING		
	Permitted	The provisions of the R-2 zone district (Section 12-212.5-K of the FMC) shall apply.
	Proposed	Depict any proposed signs on the site plan. All signs should be architecturally compatible with the proposed development and shall be reviewed and approved under a separate permit.
LOADING SPACES		
	Required	Every apartment building hereafter erected or established, when occupied by a use which involves pick-up and delivery of materials (other than normal solid waste collections) from trucks and tractor-trailers weighing more than two tons, shall provide and maintain loading spaces. No trucks used; therefore none required.
TREES (On-Site)		
	Required	Each residential parcel of land or lot shall have a minimum of one medium-sized tree (30—60 feet at maturity) for each required parking space, plus one medium sized tree for each residential unit. 144 parking spaces are required and 96 residential units proposed; therefore, 240 medium-sized trees on-site are required.
	Proposed	Provide a landscape plan which separates the tree list by categories shown in redlines on Exhibit L-1 dated November 20, 2013.

OPEN SPACE

Section 12-306-N-21-c (2) of the FMC requires a minimum of 25% of the site area shall comprise usable open space for residents of the development, provided that the Director may permit 10% reduction in this standard in unusual circumstances where it is demonstrated that the amount of open space area provided is adequate to meet the needs of residents of the development.

Required front yards and street side yards shall not be considered part of the 25% usable open space. Usable open space shall include rear yards, interior side yards and landscaped areas between units and pathways, provided that each of them meet the minimum width and depth requirements set forth below. Usable open space shall also include private patios and balconies. Driveway and parking areas, indoor living areas of dwelling units, garages, carports, equipment rooms, utility rooms and any other buildings used for the maintenance of the development shall not be considered as part of the usable open space. The Director may permit a portion of the 25% open space standard to be provided off-site if such area is available for the exclusive use of residents of the development. The minimum dimension of a usable open space area shall be eight feet by eight feet.

A landscape plan shall be submitted and approved for all open space and recreational areas within the development.

Open space areas shall be landscaped by the developer in accordance with the approved plan and shall be maintained by the property owner thereafter.

For sites greater than one acre in size, a minimum of 40% of the required 25% usable open space shall be developed with gardens, turfed play fields, hard surfaced game courts, recreation rooms, swimming pools or other features designed for the exclusive active recreational use of residents of the development.

25% of the site area is 48,400 square feet and 40% of that area is 19,360 square feet

Exhibit L-2 dated November 20, 2013 depicts the open space; however, the required 20 foot landscape setback of the WACP shall not be included.

SUMMARY AND OTHER COMMENTS /REQUIREMENTS

A. Miscellaneous

(1) Provide shade calculations on the landscape plan for parking lot shading in accordance with the **attached** *Development Department, Performance Standards for Parking Lot Shading,* including tree species and tree counts. A minimum of 50% parking lot shading is required.

(2) See the **attached** General Notes and Requirements for Entitlement Applications for additional general notes and requirements.

B. Local Plans and Policies

(1) West Area Community Plan

- W-3-b Policy: Provide a 20-foot landscaped setback along all designated arterial streets. Planned elements of the city's master trail system may be located partially within this setback.
- W-5-b Policy: The following density criteria shall be applied to special permits for multiple-family apartments, condominiums, and cluster planned residential developments (net site area determined per the Fresno Municipal Code, unless superseded by State Statute or Local Ordinance).

  --for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet (**NOTE: This policy is proposed to be amended as mentioned in the project description).**

(2) 2025 Fresno General Plan

- Subject to General Plan Design Guidelines (attached).
- C-9-l Policy: High density residential uses shall be designated for those areas supportive of the city's university, college, activity centers and intensity corridors.
- C-11-c Policy: Promote multi-family development and design that provides increased security and safety.
- C-20 Objective: As part of the city's project review process, major emphasis will be given to site and building design in order to preserve functionality and community aesthetics.
- C-20-d Policy: Development projects shall be designed with appropriate layouts that

provide sufficient areas for all proposed activities, for support functions, and for efficient and safe vehicular and pedestrian access.

i. Appropriate space shall be provided for activities proposed.
ii. Sufficient space and access shall be provided for support functions (e.g., storage, loading, parking, waste disposal/recycling).
iii. Particular attention shall be given to location of proposed customer parking areas so as to not discourage pedestrian, bicycle, and other forms of transit to the project site and so as to encourage multi-modal transit activity centers.
iv. Safe vehicular, bicycle, and pedestrian access shall be provided and maintained. Access for the disabled shall be incorporated into project designs as required.

- C-20-e Policy: Development projects shall include aesthetic measures which support functionality and add to the appearance and livability of the community.

- C-20-f Policy: The project developer shall provide a set of documents and drawings that will allow assessment of the final building project. Materials, texture, and colors shall be noted on the original special permit drawings and on construction plans.

i. Development projects shall appropriately interface with adjacent properties.
ii. High-contrast or gaudy building facades, lighting or signage which create disharmony with adjacent properties, or which draw undue attention, should be avoided.
iii. Locate waste storage/recycling areas at the maximum practical distance from residences and other living quarters.
iv. Building facades shall include design features and decorative treatments. Visible sides of buildings shall not develop with featureless, "blank" walls.
v. Adequately screen roof-mounted mechanical equipment, and ensure that such equipment adheres to noise standards as set forth in the General Plan Noise Element and City Noise Ordinance.
vi. Apply and enforce the city's Sign and Outdoor Advertising Ordinances.
vii. Landscaping and parking lot shading shall be employed for environmental and aesthetic improvement, while observing safe lines-of-sight along access routes. Exterior lighting shall not create glare for neighboring properties, but shall provide adequate on-site lighting for safety and security purposes.

- C-21 Objective: Incorporate the following design considerations and practices for single-family clustered projects, multi-family, and residential/institutional projects.

- C-21-a Policy: An architectural theme shall be established for each development, including visually enhaced architectural features and building materials (which shall be applied throughout the development, particularly where visible to street frontages and adjacent properties).

- C-21-b Policy: In order to promote attractive external appearances and appealing living environments, design measures should be utilized to avoid large scale massive and repetitive "institutional" visual appearances, and to provide a more varied, small scale appearance suggestive of single-family residential development

- C-21-c Policy: The design measures should include variations of the building footprints with indentations, projections and offsets; variations in the exterior walls using a variety of materials and features such as balconies, bay windows, verandas and entryways and varied roof forms with slopes, ridges and valleys suggestive of single-family residential structures.
- C-21-d Policy: Utilize the cluster planned development criteria and standards where applicable (FMC Section 12-306-N-21).
- C-21-e Policy: Design pedestrian and vehicular entrances, walkways, parking areas, open spaces, common facilities, structures and fencing to inhibit uncontrolled access by nonresidents and facilitate surveillance by residents, property managers and law enforcement or security personnel. Vehicular access gates may be used when they can be safely installed.
- C-21-f Policy: Fences and walls along street frontages shall be designed to be architecturally compatible, aesthetically pleasing, and durable with easy pedestrian access to nearby commercial uses.
- C-21-g Policy: Ensure adequate covered parking and overall supply of parking to reflect the actual parking demand of these residential projects and permit an evaluation of a variety of measures such as fully-enclosed garages, multi-story parking structures, underground parking and shared facilities. In the comprehensive update of the zoning ordinance, the standards for the parking requirements for residential projects shall be reevaluated.
- H-1 Objective: Protect the citizens of the city from the harmful and annoying effects of exposure to excessive noise.

Attachments: Performance Standards for Parking Lot Shading
General Notes and Requirements for Entitlement Applications
General Plan Design Guidelines

General Notes and Requirements for Entitlement Applications

GENERAL

(Notice: Not all conditions will be applicable to all projects)

1. Approval of this special permit may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this special permit, the Zoning Ordinance, and all Public Works Standards and Specifications. *This special permit is granted, and the conditions imposed, based upon the Operation Statement provided by the applicant. The Operation Statement is material to the issuance of this special permit. Unless the conditions of approval specifically require operation inconsistent with the Operation Statement, a new or revised special permit is required if the operation of this establishment changes or becomes inconsistent with the Operation Statement.* Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the special permit or any other enforcement remedy available under the law. The Development and Resource Management Department shall not assume responsibility for any deletions or omissions resulting from the special permit review process or for additions or alterations to construction plans not specifically submitted and reviewed and approved pursuant to this special permit or subsequent amendments or revisions.

2. No uses of land, buildings, or structures other than those specifically approved pursuant to this site plan shall be permitted.

3. Development shall take place in accordance with the Standards, Specifications, and Standard Drawings of the City of Fresno Public Works Department; http://www.fresno.gov/Government/DepartmentDirectory/PublicWorks/DeveloperDoorway/Technical+Library/StandardSpecificationsandDrawings.htm

4. Development shall take place in accordance with all city, county, state and federal laws and regulations.

5. All proposed building(s) or structure(s) constructed on the property must comply with the prevailing California Building Code Standards.

6. Any building modifications and/or additions not included with this application are not approved with this special permit and would be subject to a new special permit.

7. For projects initiated in response to code enforcement action, the exercise of rights granted by this special permit must be commenced by six months. Completion of the project, including improvements, shall occur by 12 months.

FENCES/WALLS, LANDSCAPING, PARKING

8. Temporary fences to secure projects under construction are allowed. Any temporary fence shall be adequately secured and constructed to prevent overturning due to wind, vandalism, and/or casual contact by the general public. The construction shall be performed in such a manner as to minimize any potential safety hazard, which may occur as a result of improper fence installation or damage to the fence.

9. Future fences shall be reviewed and approved by the Development and Resource Management Department prior to installation.

10. No structures of any kind (*including signs and/or fences*) may be installed or maintained within the required-landscaped areas. No exposed utility boxes, transformers, meters, piping (excepting the

backflow prevention device), etc., are allowed to be located in the landscape areas or setbacks or on the street frontages of the buildings. All transformers, etc., shall be shown on the site plan. The backflow device shall be screened by landscaping or such other means as may be approved.

11. Provide shade calculations on the landscape plan for parking lot shading in accordance with the attached *Development Department, Performance Standards for Parking Lot Shading*, including tree species and tree counts.

12. Disperse trees over the parking lot area to provide 50 percent shading of the parking area surface within 15 years. (This requirement may be reduced to 40 percent for existing development if it is demonstrated that the constraints of an existing site would make it impossible to meet the normal standards.) Trees shall also be planted in the required landscaped area along the periphery of the development in order to shade and enhance adjacent property and public rights-of-way. Refer to the attached "Performance Standards for Parking Lot Shading," for the tree list and further details.

13. Trees shall be maintained in good health. However, trees may not be trimmed or pruned to reduce the natural height or overall crown of the tree, except as necessary for the health of the tree and public safety; or as may otherwise be approved by the Development and Resource Management Department.

14. Landscaping must be in place before issuance of the certificate of occupancy. A Hold on Occupancy shall be placed on the proposed development until such time that landscaping has been approved and verified for proper installation by the Development Services Division. **(Include this note on the site and landscape plans.)**

15. Prior to final inspection, a written certification, signed by a landscape professional approved by the Director, shall be submitted stating that the required landscaping and irrigation system was installed in accordance with the landscaping and irrigation plans approved by the Development Services Division, Development Department.

16. Future tenant improvements shall be reviewed and approved by the Development and Resource Management Department to ensure that adequate off-street parking is provided.

17. The parking lot design must accommodate the provision of trees in accordance with the attached Parking Lot Shading Policy.

18. A minimum number of accessible parking stalls are required for the proposed project per State of California Building Code, "Development Requirements for Handicapped Accessibility."

19. All accessible stalls shall be marked with the international symbol of spaces and a warning that vehicles in violation of Section 10-1017 of the Municipal Code shall be towed away. The international symbol and tow-away warning shall be posted conspicuously on seven-foot poles. **(Include this note on the site plan.)**

20. All accessible parking stalls shall be placed adjacent to facility access ramps or in strategic areas where the handicapped shall not have to wheel or walk behind parked vehicles while traveling to or from accessible parking stalls and ramps. **(Include this note on the site plan.)**

21. Lighting where provided to illuminate parking, sales or display areas shall be hooded and so arranged and controlled so as not to cause a nuisance either to highway traffic or to the living environment. The amount of light shall be provided according to the standards of the Department of Public Works. **Depict all proposed lights on the site plan.**

22. Bicycle parking spaces shall be supplied at a rate of 10% of the automobile spaces provided pursuant to Section 12-306-I-2.1c of the Fresno Municipal Code (FMC). Bicycle parking spaces shall each consist of one slot in a bike rack. They shall be grouped in racks which allow four feet of clearance on all sides. There shall be adequate space between rack slots to park, lock, and remove bicycles. Bicycle parking spaces and the required four-foot clearance shall be protected from motor vehicle encroachment by means of fixed barriers not less than six inches or more than three in height. Bicycle parking spaces shall not encroach into pedestrian ways, landscaped areas, or other required open spaces, and shall be located proximal to structures.

23. All general provisions of Section 12-306-I of the FMC shall apply to all parking areas. http://library.municode.com/HTML/14478/level3/MUCOFR_CH12LAUSPLZO_ART3GECOAPZO.html#MUCOFR_CH12LAUSPLZO_ART3GECOAPZO_S12-306PRDEST

SIGNAGE

24. All future signs shall be architecturally compatible with the proposed building(s). Provide a set of drawings, with descriptive information, including, materials, design and colors to allow for a preliminary assessment of the future signage. It is recommended that you provide a copy of the signage early in the project process to allow for staff comment.

25. Signs, *other than directional signs, if applicable*, are not approved for installation as part of this special permit. **(Include this note on the site plan.)**

26. All proposed signs shall conform to the current sign ordinance. Applications for a sign permit and requirements for submittal are available at the Development and Resource Management Department's Public Front Counter or online at http://www.fresno.gov/Government/DepartmentDirectory/PlanningandDevelopment/Planning/SignsandBanners.htm

27. Window signs are limited to four square feet in area, providing information about hours of operation and emergency, sale or rental information only. Exterior signage such as banners, flags and pennants are prohibited. However, special event banner signs are permitted for 30 days if approved by the Development and Resource Management Department, attached to the building, and not exceeding 32 square feet in area.

28. Permanent window signs over six square feet in area can be submitted for approval under a sign review application (for a current fee of $150).

MISCELLANEOUS

29. Noise levels shall not exceed the decibel levels described in Section 10-102.b of the FMC at anytime, measured at the nearest subject property line. http://library.municode.com/HTML/14478/level3/MUCOFR_CH10REREPUNUREPRCOUS_ART1NORE.html#MUCOFR_CH10REREPUNUREPRCOUS_ART1NORE_S10-102DE

30. There shall be adequate vehicular access from a dedicated and improved street or alley to off-street parking and loading facilities on the property requiring off-street parking and loading. Vehicular and/or pedestrian access shall be provided and shall remain clear at all times.

31. The address listed in the conditions of approval is the 'Official Address' given to the building. If you would like separate suite or unit numbers for a building, provide a floor plan and contact the City of Fresno Development and Resource Management Department for 'Official Addresses'. **Only those**

addresses assigned by the City of Fresno will be recognized as 'Official Addresses'. The United States Post Office will only recognize addresses assigned by the City of Fresno. If a non-official address is given to a building and or/separate suites, the City of Fresno has the authority to charge a fee and have those addresses corrected. In addition, the United States Post Office will cease mail delivery to those addresses that are not 'Official Addresses'.

32. All projects, including projects that involve less than one acre of property, are required to comply with the City of Fresno's Urban Storm Water Quality Management and Discharge Control Ordinance, FMC Chapter 6, Article 7 (FMC Sections 6-701 *et seq.*)

    When a project involves one acre or more of construction activity (including, but not limited to, grading) the developer is required to obtain a stormwater discharge permit for construction, with a Notice of Intent (NOI) filed **prior to** commencement of any grading construction activity. Contact the Fresno office of the California Regional Water Quality Control Board at 559-445-6281 regarding the required NOI and stormwater discharge permit. Additional information on California's construction stormwater regulation may be obtained from the Water Board via the internet: ***www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml***. Helpful information for preparing and implementing stormwater pollution prevention plans may also be obtained from the California Stormwater Quality Association via its website, ***www.casqa.org***

    When a project involves specified nonresidential activities (certain commercial and industrial activities), an ongoing industrial stormwater discharge permit is also required. Contact the Fresno office of the California Regional Water Quality Control Board at 559-445-6281 to find out whether your project/business requires an industrial stormwater discharge permit, and to obtain details on securing this permit. Additional information on industrial stormwater discharge regulation may be obtained from this website: ***www.waterboards.ca.gov/water_issues/programs/stormwater/industrial.shtml***, and the California Stormwater Quality Association has additional information on preparing stormwater pollution prevention plans for these activities (***www.casqa.org***).

33. Screen all roof-mounted equipment from the view of public rights-of-way. **Depict all mechanical equipment on site plan and elevations.**

34. If archaeological and/or animal fossil material is encountered during project surveying, grading, excavating, or construction, work shall stop immediately. **(Include this note on the site plan.)**

35. If there are suspected human remains, the Fresno County Coroner shall be immediately contacted. If the remains or other archaeological material is possibly Native American in origin, the Native American Heritage Commission (Phone: (916) 653-4082) shall be immediately contacted, and the California Archaeological Inventory/Southern San Joaquin Valley Information Center (Phone: (805) 644-2289) shall be contacted to obtain a referral list of recognized archaeologists. An archeological assessment shall be conducted for the project, the site shall be formally recorded, and recommendations made to the City as to any further site investigation or site avoidance/preservation. **(Include this note on the site plan.)**

36. If animal fossils are uncovered, the Museum of Paleontology, U.C. Berkeley shall be contacted to obtain a referral list of recognized paleontologists. An assessment shall be conducted by a paleontologist and, if the paleontologist determines the material to be significant, it shall be preserved. **(Include this note on the site plan.)**

37. Connection to a municipal water system is required.

38. Connection to a municipal City of Fresno sewer system is required.

39. City of Fresno water and sewer connection charge obligations applicable to this project will be computed during the building construction plan check process and shall be payable at time of issuance of building permit unless other arrangements have been approved to defer such payments to a later date. For information relating to water and sewer service requirements and connection charges, contact Frank Saburit at (559) 621-8277.

40. Open street cuts are not permitted; all utility connections must be bored.

41. CROSS-CONNECTION CONTROL. A backflow prevention device may be required on the water service. Contact the Department of Public Utilities, Water Division (559) 621-5300 for requirements relating to approved devices, locations, testing and acceptance. This requirement must be satisfied prior to final occupancy.

42. This project was reviewed by the Fire Department only for requirements related to water supply, fire hydrants, and fire apparatus access to the building(s) on site. Review for compliance with fire and life safety requirements for the building interior and its intended use are reviewed by both the Fire Department and the Building and Safety Section of the Development and Resource Management when a submittal for building plan review is made as required by the California Building Code by the architect or engineer of record for the building.

FEES

(Not all fees will be applicable to all projects)

43. NOTICE TO PROJECT APPLICANT: In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within 90 days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

44. CITYWIDE DEVELOPMENT IMPACT FEES

    a) Traffic Signal Charge (FMC Section 12-4.1101 to 12-4.1103) This project shall pay its Traffic Signal Mitigation Impact 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. Refer to the adopted Master Fee Schedule for fee rate. This fee shall be paid at time of building permit.

    b) Fire Facilities Fee (FMC Section 12-4.901 to 12-4.906) (based on building square footage, or residential units)

    c) Police Facilities Fee (FMC Section 12-4.801 to 12-4.806) (based on building square footage, or residential units)

    d) Parks Facilities Fee (FMC Section 12-4.701 to 12-4.706) (based on the number of residential units)

45. CITYWIDE REGIONAL AND NEW GROWTH MAJOR STREET IMPACT FEES (FMC Section 12-4.1006)

a) Street Impact Fees shall be due and payable at the time of building permit issuance unless otherwise required by State law.

b) Street Impact Fees will be a condition on all development entitlements granted.

c) New construction on vacant parcels shall be calculated on a net acreage (adjusted acre basis) of the entire property subject to the development entitlement based upon planned land use. Notwithstanding, fees shall be based upon actual land use for developments in the C-M zone district and for development projects developed inconsistent with the plan land use.

d) New construction on property that is partially developed, Street Impact Fees will be applied to the incremental increase proportionate to the respective floor to area ratios (25% for commercial and 40% for industrial). In no case shall anyone pay more than the amount of the total net acreage of the parcel multiplied by the applicable fee rate.

e) Reuse being more intensive that the original use, the developer shall be required to pay the difference between the current amount of the Street Impact Fee obligation for the old use and the current amount of the Street impact Fee obligation for the new use.

46. FRESNO COUNTY FACILITY IMPACT FEE

a) Satisfy the Fresno County Facilities Impact Fee obligation. The requirement to pay this fee is currently suspended by Fresno County. However, payment of this fee will be required if the fee has been reinstated at the time of issuance of building permits for this project.

47. REGIONAL TRANSPORTATION MITIGATION FEE (RTMF)

a) 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. Provide proof of payment or exemption prior to issuance of building permits.

48. SCHOOL FEES

a) School fees must be paid, if required, prior to the issuance of building permits. Contact Central Unified School District. Provide proof of payment (or no fee required) prior to the issuance of building permits.

49. FLOOD CONTROL FEES

a) Flood Control fees are due, if required, prior to issuance of building permits.

50. SEWER CONNECTION CHARGES (FMC Section 6-304(a)). The following sewer connection charges may be required and will be payable at the fee rate listed in the Master Fee Schedule at the time payment is due. New sewer connection charges adopted by the Council prior to the issuance of building permits may also be applied.

a) Lateral Sewer Charge (based on property frontage to a depth of 100')

b) Oversize Sewer Charge (based on property frontage to a depth of 100')

Effective January 9, 1999, Ordinance No. 98-97 also amended certain sewer connection charges. Fresno Municipal Code Article 15, Section 12 provides property owners the incentives and

deletes certain sewer connection charges pursuant to the Simple Tiered Equity Program (STEP) and the Employment Development Program (EDP). For additional information on the STEP and EDP, contact the Department of Public Utilities, Administration Division at (559) 621-8600.

51. WATER CONNECTION CHARGES: (FMC Sections 6-507 to 6-513). The following water connection charges may be required and will be payable at the fee rate listed in the Master Fee Schedule at the time payment is due. New water connection charges adopted by the Council **prior** to issuance of building permits may also be applied.

    a) Frontage Charge (based on property frontage)

    b) Transmission Grid Main Charge (based on acreage)

    c) Transmission Grid Main Bond Debt Services Charge (based on acreage)

    d) UGM Water Supply Fee (based on living units, living unit equivalents or acreage)

    e) Wellhead Treatment Fee (based on living units or living unit equivalents)

    f) Recharge Fee (based on living units or living unit equivalents)

    g) 1994 Bond Debt Service Charge (based on living units or living unit equivalents)

    h) Service Charges (based on service size required by applicant)

    i) Meter Charges (based on service need)

52. Deferment of the payment of Citywide development impact fees for Fire, Police, Parks, Streets, and Traffic Signals is available for projects located within the Downtown Priority Areas in accordance with the provisions of Resolution Nos. 2009-265 and 2010-19.

OPERATIONAL STATEMENT

Central Plaza Apartments
2310 North Marks Avenue
Fresno, California
Issuance Date: November 12, 2013

The project as proposed is the construction of 96 two- and three-bedroom apartments on 4.37 acres located on the east side of North Marks Avenue just south of West Clinton Avenue. The parcel is one of several parcels planned to be developed with a common ownership. The northern parcels are planned for the construction of a retail development, which has already cleared planning entitlements and has had the first pad building constructed. The remainder of the retail center is awaiting tenants and financing before construction continues. The retail project is intended to integrate with the southern parcel which will provide emergency vehicle access to the retail development as well as pedestrian gates to encourage access between the projects without creating vehicular trips.

The southern parcel is currently zoned T-P and C-6 with a General Plan Designation of Medium High Residential (18 units per acre) and General Heavy Commercial. As such, a General Plan Amendment and Rezone will be required to be processed concurrently with the Conditional Use Permit for the project. Additionally, an amendment to Policy W-5-b of the West Area Community Plan to allow for sites greater than four acres, the minimum site area per dwelling unit shall be not less than 2,700 square feet provided that the property development standards for the underlying R-2 Zone District are met.

It is proposed that the development of the 4.37 acre multi-family project be allowed to utilize the allowable building height and unit density of the R-3 Zone District. The project will incorporate two- and three-bedroom units in three story structures with a mix as follows:

a.	(52)	**UNITS TYPE 1:** 2 Bedroom 2 Bath Garden Walk-up	945 S.F. per Unit
b.	(32)	**UNITS TYPE 2:** 2 Bedroom 2 Bath Garden Walk-up	957 S.F. per Unit
c.	(12)	**UNITS TYPE 3:** 3 Bedroom 2 Bath Garden Walk-up	1,122 S.F. per Unit
d.	(96)	**Total Units**	

A single story Community Building will be provided to serve as the management offices, as well as providing expanded amenities (including a Resident Lounge and Exercise Center) for the residents of the project. On-site amenities will include the provision of a swimming pool, bar-b-que arbor, and open recreational space located throughout the

complex. Parking has been provided along property lines common with the existing adjacent residential developments to minimize the feeling of the proposed units looking into the yards of neighbors.

Parking has been provided for the development at a ratio of two (2.0) stalls per unit, which well exceeds the requirements of the zoning ordinance. Covered parking is provided for the tenants by carports at a ratio of one carport per unit. In reviews with the Traffic Engineering Department and as confirmed by independent traffic analysis, the proposed change in density (from 18 upa to 22 upa) will not create any significant increases in the traffic counts for the project, and that the mitigation measures previously required of the retail development will be adequate with the inclusion of this project.

The project will be gated for security, however, it is expected that the gates will remain open during daylight hours (generally 6:30 am to 6:30 pm) in an effort to accommodate peak hour trips and to reduce maintenance on the gate operators. Resident and visitor access will be provided through the southern-most of the entrances located along North Marks Avenue, with the northern-most gate reserved for tenant-only and emergency vehicle access. A third gate, located at the northeast corner of the development, will be reserved for emergency vehicle access only.

The interior perimeter fence (abutting the residential uses on the south and east, and commercial property on the north), will be provided with a 6'-0" high concrete masonry fence. Fencing along the street frontages will be ornamental wrought iron, with landscape setbacks in place to allow the frontages to blend with the adjoining neighborhood. In an effort to maximize the privacy of current residents, increased building setbacks and open space have been provided. Heavy planting will also be installed in order to provide further screening from the residences.

ENVIRONMENTAL IMPACTS

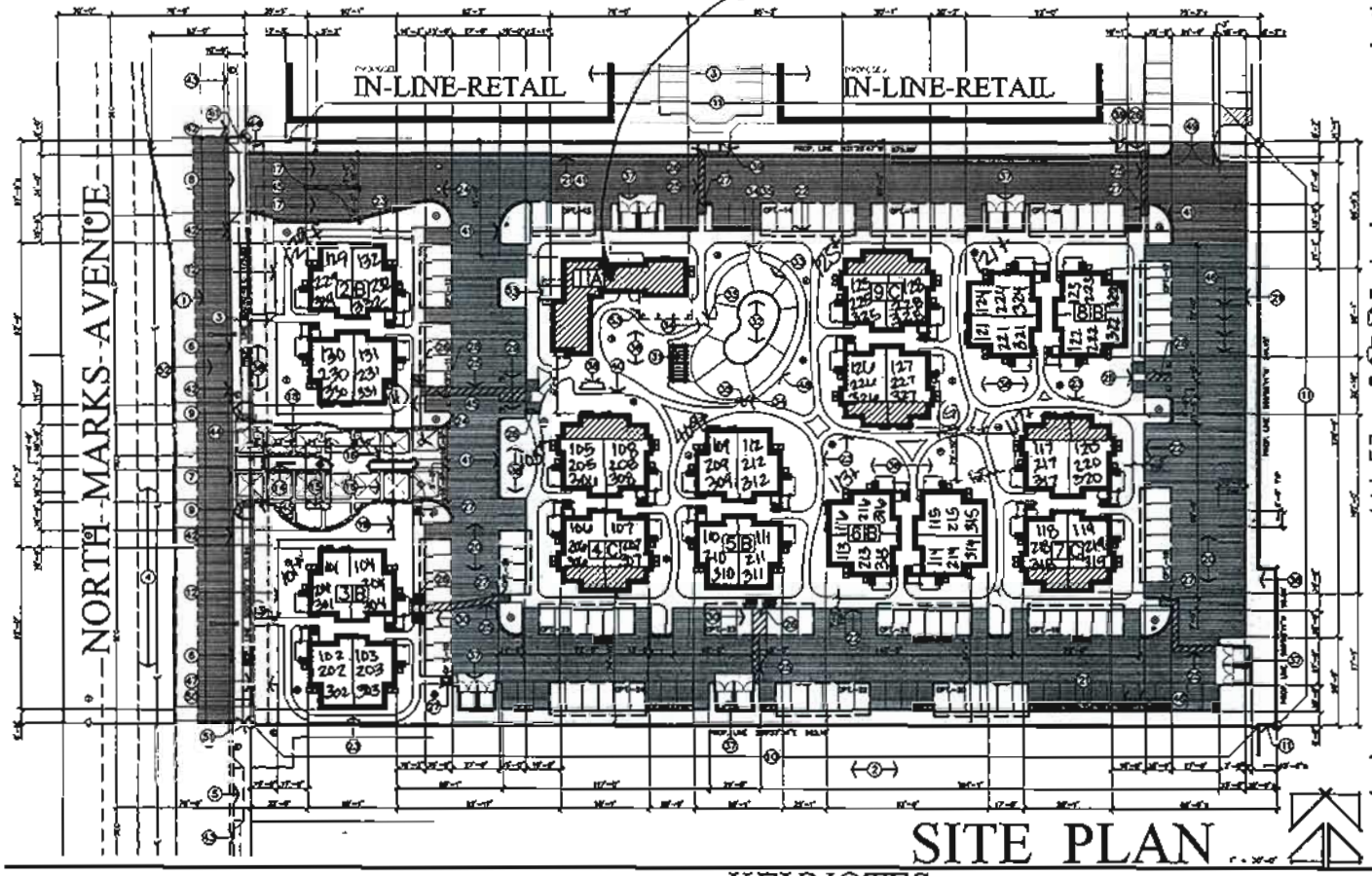
While this project requests revisions of both the General Plan Designation and the Zone District, the amount of change from its current designation is minor (96 units versus 78 units) and is not likely to create significant impacts on the local area. As previously stated, reviews by the Traffic Engineering Department and independent consultants noted that am / pm peak hour trips would increase by less than 20 trips per period. Sewer, water and storm drain are available and of adequate size to accommodate the proposed 18 unit increase in density. Parking is provided at levels well beyond code requirements in order to insure that resident parking does not spill over into residential neighborhoods and streets. Finally, the site and buildings have been designed so that they meet or exceed the requirements of the R-2 Zone District and the current standards of the project surroundings.

The project is consistent with the goal of the General Plan in that it locates increased residential densities adjacent to major transportation corridors (Clinton Avenue) and creates a mix of uses on all of the parcels, blending retail and residential uses to provide the potential for a live-work condition that does not require vehicular travel to work. On this basis, we feel that this project will not have any adverse impacts on the environment.

2330 N. MARKS AVE. #100

Unit Key
100# = 1st Floor
200# = 2nd Floor
300# = 3rd Floor

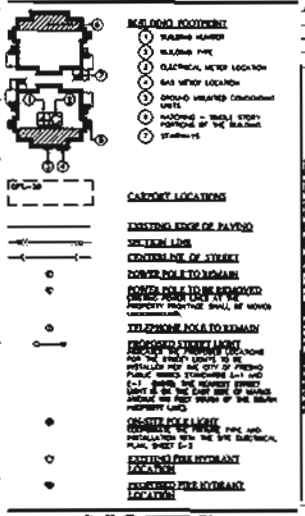
OFFICIAL ADDRESS NUMBERS
CITY OF FRESNO
INSTALL AS PER SECTION 12-1304 F.M.C.
Issued By _____ Date 11-13-13



SITE PLAN

VICINITY MAP

SYMBOLS



NOTES

1. REFER TO SHEET T-0.0 FOR PROJECT STATISTICS, LEGAL DESCRIPTION AND SITE NOTES.
2. ALL ON THIS PLAN ARE PROPOSED UNLESS NOTED OTHERWISE.
3. NO CONSTRUCTION SHALL BE WITHIN 5'-0" HORIZONTAL OF PARKING.

THE VINCENT COMPANY
ARCHITECTS, INC.
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 96 UNIT APARTMENT COMPLEX

CENTRAL PLAZA APARTMENTS

SW CORNER OF NORTH MARKS AVENUE & SHIELDS
FRESNO, CALIFORNIA

KEYNOTES

1. INDICATES THE LOCATION OF DEMOLITION PROPOSED FOR STREET PURPOSES UNDER PARCEL MAP PM 2001-62
2. EXISTING ADJACENT MULTI-FAMILY RESIDENTIAL DEVELOPMENT TO REMAIN.
3. PROPOSED COMMERCIAL DEVELOPMENT TO BE CONSTRUCTED UNDER SEPARATE PERMITS (NOT A PART OF THIS WORK - SHOWN FOR REFERENCE ONLY).
4. EXISTING LANDSCAPED MEDIAN ISLAND TO REMAIN. INSTALL 12 INCH WIDE STAMPED CONCRETE BANDS AS SHOWN ON THE LANDSCAPE PLAN.
5. EXISTING CONCRETE DRIVE APPROACH AT ADJACENT DEVELOPMENT TO REMAIN (NO WORK UNDER THIS PERMIT).
6. INSTALL RIGHT-OF-WAY IMPROVEMENTS ALONG THE STREET FRONTAGE TO INCLUDE CAST-IN-PLACE CONCRETE CURB, GUTTER, SIDEWALK, AND ASPHALT PAVING TO TRANSITION TO THE EXISTING EDGE OF PAVING PER CITY OF FRESNO PUBLIC WORKS DEPARTMENT STANDARDS P-1 AND P-30
7. INSTALL NEW STREET TREE APPROACH WITH VALLEY GUTTER AND ACCESSIBLE CURB RAMPS EACH PER CITY OF FRESNO PUBLIC WORKS STANDARD P-172.
8. INSTALL NEW 30'-0" WIDE CONCRETE DRIVE APPROACH PER CITY OF FRESNO PUBLIC WORKS STANDARDS P-1 AND P-5.
9. INSTALL OFF-SITE WHEELCHAIR RAMP PER THE REQUIREMENTS OF TITLE 24 CGR ACCESSIBILITY AND CITY OF FRESNO PUBLIC WORK STANDARD P-28.
10. EXISTING 6'-0" HIGH REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE TO REMAIN/ TYPICAL.
11. INSTALL 6'-0" HIGH SOLID GROUTED REINFORCED CONCRETE MASONRY WALL AT PROPERTY LINE/ TYPICAL.
12. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON FENCE WITH CAMP TOP POCKETS AND MASONRY PILASTERS AT 30'-0" ON-CENTER FROM PROPERTY LINE AND MINIMUM OF 6'-0" TO BE INSTALLED AT STREET FRONTAGE/ TYPICAL.
13. INSTALL 3'-0" WIDE x 6'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH LEVER TYPE LATCHES MATCH REFER TO TENANT ENTRANCE DOORS. PROVIDE CLEARANCES FOR MAILBOXES AT GATE PER DETAIL 2, SHEET A-3/ TYPICAL.
14. INDICATES THE LOCATION OF PROJECT MONUMENT SIGN TO BE INSTALLED UNDER SEPARATE SIGNAGE PERMIT.
15. INDICATES LOCATION OF PROJECT DIRECTORY AND MATCH CALL BOX INSTALLATION COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS. COORDINATE THE INSTALLATION WITH THE SIGNAGE CONTRACTORS SUBMITTAL/ TYPICAL.
16. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATES WITH AUTOMATIC OPERATORS AND 20'-0" UNDERS FROM GATE TO BACK OF WALK. INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS/ TYPICAL.
17. INDICATES LOCATION OF 6'-0" HIGH ORNAMENTAL WROUGHT IRON GATES FOR TENANT MAINTENANCE AND EMERGENCY ONLY. INSTALLATION SHALL COMPLY WITH CITY OF FRESNO PUBLIC WORKS AND FIRE DEPARTMENT REQUIREMENTS/ TYPICAL.
18. INDICATES LOCATION OF COLORED CONCRETE ACCENT PAVING WITH TOOLED JOINT PATTERN AS INDICATED. COORDINATE INSTALLATION WITH THE GRADING AND DRAINAGE PLAN/ TYPICAL.
19. 6'-0" HIGH "BARRANT" WALL WITH BOARD FLAMED FINISH INSTALLED OVER SOLID GROUTED REINFORCED CONCRETE MASONRY UNITS AND SUCH APPROVAL UNDER SEPARATE PERMIT/ TYPICAL.
20. ASPHALTIC CONCRETE PAVING OVER CLASS II AGGREGATE BASE OVER NATIVE SOIL COMPACTED TO 95% MODIFIED DENSITY. COORDINATE PAVING RECEIVED WITH GRADING AND DRAINAGE PLAN AND PROJECT SOILS REPORT/ TYPICAL. PER THE ENGINEERED PLAN, PLAN, AND P-43.
21. 6 INCH CONTINUOUS CONCRETE CURB/ TYPICAL.
22. 6 INCH CONTINUOUS CONCRETE CURB WITH INTERNAL 3-1/2 INCH THICK CONCRETE WALL/ TYPICAL.
23. 4"-0" WIDE x 3-1/2 INCH THICK CONCRETE SWALE APPLIED OVER COMPACTED NATIVE SOIL. CONCRETE 1'-0" WIDE WALKS ADJACENT TO PARKING SHADED/ TYPICAL.
24. PROVIDE WHITE PAINTED CROSSWALK STRIPE AS REQUIRED PER CITY OF FRESNO PUBLIC WORKS STANDARDS. REFER TO DETAIL 11, SHEET A-3 FOR ADDITIONAL INFORMATION/ TYPICAL.
25. INSTALL 4"-0" WIDE PAINTED CROSSWALK AT SAME WIDTH AS ACCESSIBLE PARKING PATHWAY. PROVIDE THE MINIMUM SLOPE AT PAVING SHALL BE NO WITH A 2% MAXIMUM CROSS SLOPE/ TYPICAL.
26. INDICATES THE LOCATION OF 6'-0" SITE SHELTERING SHADES. COORDINATE THE INSTALLATION WITH DETAIL 3, SHEET A-3/ TYPICAL.
27. INDICATES THE LOCATION OF DEPRESSED HALFWAY WALL OVER RAMP. COORDINATE INSTALLATION WITH DETAIL 3, SHEET A-3/ TYPICAL.
28. INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 5'-0" WIDE VAN LOADING AREA AND MARKED WALK WHEELCHAIR RAMP. INSTALL SIGNAGE AND MARKING AS REQUIRED BY TITLE 24 CGR ACCESSIBILITY REQUIREMENTS AND DETAIL 1, SHEET A-3/ TYPICAL.
29. INDICATES LOCATION OF ACCESSIBLE PARKING STALL WITH 8'-0" WIDE VAN ACCESSIBLE LOADING AREA AND MARKED WALK WHEELCHAIR RAMP. INSTALL SIGNAGE AND MARKING AS REQUIRED BY TITLE 24 CGR ACCESSIBILITY REQUIREMENTS AND DETAIL 1, SHEET A-3/ TYPICAL.
30. INDICATES LOCATION OF ACCESSIBLE CARPORT STALL WITH 8'-0" WIDE VAN ACCESSIBLE LOADING AREA, 8'-0" MINIMUM VERTICAL CLEARANCE AND MARKED WALK WHEELCHAIR RAMP ANNUALLY FOR ASSESSMENT TO COMPLY WITH PHYSICAL DRAWINGS/ TYPICAL.
31. INDICATES LOCATIONS OF WOOD ARBOR / SHADE STRUCTURE WITH NONPORCUS CONCRETE MASONRY SUPPORT COLUMNS. REFER TO DETAIL 1, SHEET A-4/ TYPICAL.
32. INDICATES LOCATION OF DRAINAGE POOL AND POOL DECKING TO BE INSTALLED UNDER SEPARATE PERMIT AND PLAN CHECK. POOL CONTRACTOR SHALL SUBMIT DRAWINGS AND CALCULATIONS TO THE CITY OF FRESNO FOR PLAN CHECK AND PERMITS PRIOR TO COMMENCING WORK/ TYPICAL.
33. COORDINATE INSTALLATION OF POOL DECKING WITH POOL CONTRACTOR. PROVIDE 1/4 INCH PER FOOT MAXIMUM CROSS SLOPE AT SCALE/ TYPICAL.
34. INSTALL AN OCCUPANT LOAD SIGN TO READ "MAXIMUM OCCUPANT LOAD = 100 PERSONS"
35. INDICATES THE LOCATION OF 3'-0" WIDE x 6'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH PANIC HARDWARE (APPROVED FOR EXTERIOR INSTALLATION) WITH LEVER TYPE EXTERIOR HANDLES. PROVIDE DETAIL CLEARANCES WITH THE OWNER. MOUNT PANIC HARDWARE BETWEEN 36 AND 44 INCHES ABOVE FINISHED DECK. REFER TO DETAIL 2, SHEET A-3 FOR REQUIRED GATE CLEARANCES.
36. LANDSCAPE AREAS. COORDINATE WORK WITH LANDSCAPE PLANS/ TYPICAL.
37. INDICATES LOCATION OF 30'-0" WIDE x 10'-0" DEEP TRASH ENCLOSURE WITH REINFORCED CONCRETE MASONRY WALLS PER 1-0" PER CITY OF FRESNO PUBLIC WORKS STANDARDS P-33 AND P-34. PROVIDE ALL INSTALLATION WITH THE CIVIL DRAWINGS AND DETAIL 13, SHEET A-3/ TYPICAL.
38. INDICATES THE LOCATION OF THE TENANT MAIL CENTER. COORDINATE INSTALLATION REQUIREMENTS WITH DETAIL 1, SHEET A-4 AND US POSTAL SERVICE REQUIREMENTS.
39. INSTALL 3'-0" WIDE x 6'-0" HIGH WROUGHT IRON PEDESTRIAN GATE WITH LEVER TYPE LATCHES (MATCH REFER TO TENANT ENTRANCE DOORS) MOUNTED AT 44 INCHES ABOVE WALK. REFER TO DETAIL 2, SHEET A-3 FOR REQUIRED GATE CLEARANCES.
40. INDICATES THE LOCATION OF RAISED TYPE BICYCLE RACK WITH CAPACITY FOR (24) BICYCLES.
41. RAISED LINE INDICATES LOCATIONS OF CURBS TO BE PAINTED RED AND MARKED "FIRE LANE - NO PARKING". LETTERS SHALL BE WHITE, 3 INCHES HIGH AND SPACED AT 30'-0" ON-CENTER PER CITY OF FRESNO FIRE DEPARTMENT STANDARDS/ TYPICAL.
42. PAINT CURB RED FOR 40'-0" EACH SIDE OF DRIVE APPROACH (PROVIDE 3 COATS OF PAINT).
43. EXISTING OFF-SITE CURB, GUTTER AND WALK TO REMAIN SHOWN SHADED/ TYPICAL.
44. INSTALL 30" SQUARE STANDARD "DROP" SIGNS AT LOCATIONS SHOWN. SIGN SHALL BE MOUNTED ON A 12" BACKGROUND FOOT WITH THE BOTTOM OF THE SIGN 7' ABOVE GROUND. LOCATED BEHIND CURB AND MAINTAINED BEHIND MAJOR STREET SIDEWALK. PROVIDE SIGN ONLY WHEN IS ALSO REQUIRED AT SAME LOCATION. INSTALL 30" x 30" STATIC STANDARD SIGN IMMEDIATELY BELOW THE STOP SIGN ON SAME POST.
45. PROVIDE SIGN (12-INCH BY 18-INCH MINIMUM REFLECTIVE LETTERING) AT THE ENTRANCE AND BY EACH PARKING STALL OR AT EACH SITE ENTRANCE THAT CLEARLY STATES, "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED SPACES MAY BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT THE CITY OF FRESNO PUBLIC DEPARTMENT PATROL SERVICES DIVISION OF CITY "TELEPHONE (559) 621-2000". REFER TO DETAIL 6, SHEET A-3 FOR ADDITIONAL INFORMATION.
46. A 6 INCH WIDE WHITE PAINTED STRIPED PER CITY OF FRESNO PUBLIC WORKS STANDARDS/ TYPICAL AT PARKING STALLS.
47. EXISTING 18"-0" WIDE PUBLIC UTILITIES EASEMENT.
48. PROVIDE 5'-0" HIGH ORNAMENTAL WROUGHT IRON FENCE AT POOL ENCLOSURE. REFER TO DETAIL 13, SHEET A-3 FOR ADDITIONAL INFORMATION/ TYPICAL.
49. INSTALL 5'-0" HIGH CORRUGATED STEEL EMERGENCY VEHICLE ACCESS GATES WITH CITY OF FIRE DEPARTMENT APPROVED PADLOCK/ TYPICAL.
50. PROVIDE 3'-0" WIDE PEDESTRIAN ACCESS EXTENDS A 5'-0" MINIMUM TO ACCOMMODATE PER CITY OF FRESNO PUBLIC WORKS STANDARDS.
51. CONSTRUCT TRANSITION FROM THE REQUIRED 6'-0" MINIMUM TO THE EXISTING SIDEWALK AT ADJACENT PROPERTIES.
52. CONSTRUCT 30'-0" OF NONVARIANT PAVING (MEASURED FROM FACE OF CURB) PER CITY OF FRESNO PUBLIC WORKS STANDARDS (SHOWN SHADED).
53. INDICATES THE LOCATION OF COVERED PORCH / PATIO AT THE COMMUNITY BUILDING.

Environmental Assessment
dated October 25, 2013

CITY OF FRESNO MITIGATED NEGATIVE DECLARATION		Notice of Intent was filed with: FRESNO COUNTY CLERK 2221 Kern Street Fresno, California 93721 on **October 25, 2013**
The full Initial Study and the Master Environmental Impact Report No. 10130 are on file in the Development and Resource Management Department, Fresno City Hall, 3rd Floor 2600 Fresno Street Fresno, California 93721 (559) 621-8277	ENVIRONMENTAL ASSESSMENT NUMBER: **A-10-002/R-10-002/ C-10-039**	
APPLICANT: Scott Vincent The Vincent Company Architects 1500 West Shaw Avenue, Suite 304 Fresno, CA 93711	PROJECT LOCATION: ± 4.37 acres of property located at 2310 North Marks Avenue on the east side of North Marks Avenue, just south of West Clinton Avenue, in the City and County of Fresno, California & the West Area Community Plan area 36°46'14.5302" N Latitude, - 119°50'39.1524" W Longitude Assessor's Parcel Number: 442-090-51	

PROJECT DESCRIPTION:
Scott Vincent, on behalf of Brian Avery, has filed Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 pertaining to approximately 4.37 acres of property. The plan amendment also pertains to the West Area Community Plan area.

Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan and the West Area Community Plan for ± 4.35 acres of the subject property from the medium-high density residential planned land use and ± 0.02 acres of the subject property from the general heavy commercial planned land use designation to the high density residential planned land use designation. The application also proposes to amend Policy W-5-b of the West Area Community Plan by adding language to the fifth point as follows:

- for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met.**
  [**Bold** text is proposed to be added.]

Rezone Application No. R-10-002 proposes a zone district reclassification of ± 4.35 acres of the subject property from the T-P (*Trailer Park Residential*) and ± 0.02 acres of the subject property from the C-6 (*Heavy Commercial*) zone districts to the R-3 (*Medium Density Multiple Family Residential*) zone district.

Conditional Use Permit Application No. C-10-039 proposes the construction of a three-story 96-unit multiple family residential development with a community building and swimming pool.

The City of Fresno has conducted an initial study and proposes to adopt a Mitigated Negative Declaration for the above-described project. The environmental analysis contained in the Initial Study

and this Mitigated Negative Declaration is tiered from Master Environmental Impact Report No. 10130 (SCH # 2001071097) prepared for the 2025 Fresno General Plan ("MEIR"); and, Mitigated Negative Declaration No. A-09-02 (SCH # 2009051016) prepared for the 2025 Fresno General Plan ("Air Quality MND"). A copy of the MEIR and Air Quality MND may be reviewed in the City of Fresno Development and Resource Management Department as noted above. The proposed project has been determined to be a subsequent project that is not fully within the scope of the Master Environmental Impact Report No. 10130 ("MEIR) or Mitigated Negative Declaration No. A-09-02 (Air Quality MND) prepared for the 2025 Fresno General Plan. Pursuant to Public Resources Code § 21157.1 and California Environmental Quality Act (CEQA) Guidelines § 15177, this project has been evaluated with respect to each item on the attached environmental checklist to determine whether this project may cause any additional significant effect on the environment which was not previously examined in the MEIR. After conducting a review of the adequacy of the MEIR pursuant to Public Resources Code, Section 21157.6(b)(1), the Development and Resource Management Department, as lead agency, finds that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete, has become available.

This completed environmental impact checklist form, its associated narrative, and proposed mitigation measures reflect applicable comments of responsible and trustee agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the project application and its related environmental assessment application, responses to requests for comment, checklist, initial study narrative, and any attachments thereto, combine to form a record indicating that an initial study has been completed in compliance with the State CEQA Guidelines and the CEQA.

All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of feasible mitigation measures.

Based upon the evaluation guided by the environmental checklist form, it was determined that there are foreseeable impacts from the Project that are additional to those identified in the MEIR, and/or impacts which require mitigation measures not included in the MEIR Mitigation Measure Checklist.

The completed environmental checklist form indicates whether an impact is potentially significant, less than significant with mitigation, or less than significant.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the project, or may be related to the design and characteristics of the individual project. Effects so rated are not sufficient in themselves to require the preparation of an Environmental Impact Report, and have been mitigated to the extent feasible. With the project specific mitigation imposed, there is no substantial evidence in the record that this project may have additional significant, direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the MEIR. Both the MEIR mitigation checklist measures and the project-specific mitigation checklist measures will be imposed on this project.

The initial study has concluded that the proposed project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines.

The finding is, therefore, made that the proposed project will not have a significant adverse effect on the environment.	
PREPARED BY: McKencie Contreras, Planner III DATE: October 25, 2013	SUBMITTED BY: Sophia Pagoulatos, Supervising Planner DEVELOPMENT & RESOURCE MANAGEMENT DEPARTMENT
Attachments:	-Notice of Intent -Initial Study (Appendix G) with related studies and analysis -Master Environmental Impact Report Review Summary -Master Environmental Impact Report No. 10130-2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013 - Project Specific Mitigation Monitoring Checklist dated October 25, 2013 -Water Usage and Demand Analysis dated June 20, 2013 -Mobile Home Park Conversion Impact Report dated October 25, 2013 -Traffic Count Comparison of Clinton Avenue/Marks Avenue and Clinton Avenue/Vassar Avenue dated August 29, 2013 -Addendum to the Central Plaza Commercial Development Traffic Impact Analysis at the Southeast Corner of Clinton Avenue and Marks Avenue dated May 19, 2010

Notice of Intent

CITY OF FRESNO

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

EA No. A-10-002/R-10-002/C-10-039

Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039

APPLICANT:
Scott Vincent
The Vincent Company Architects
1500 West Shaw Avenue, Suite 304
Fresno, CA 93711

PROJECT LOCATION:
± 4.37 acres of property located at 2310 North Marks Avenue on the east side of North Marks Avenue, just south of West Clinton Avenue, in the City and County of Fresno, California

36°46'14.5302" N Latitude, - 119°50'39.1524" W Longitude

Assessor's Parcel Number: 442-090-51

Filed with:

FILED
OCT 25 2013
FRESNO COUNTY CLERK
By _____ DEPUTY

FRESNO COUNTY CLERK
2221 Kern Street, Fresno, CA 93721

E201310000266

PROJECT DESCRIPTION:

Scott Vincent, on behalf of Brian Avery, has filed Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 pertaining to approximately 4.37 acres of property.

Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan, the West Area Community Plan, and the Freeway 99-Golden State Corridor Redevelopment Plan from the medium-high density residential planned land use designation to the high density residential planned land use designation. The application also proposes to amend Policy W-5-b of the West Area Community Plan by adding language to the fifth point as follows:

- for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met**.
  [**Bold** text is proposed to be added.]

Rezone Application No. R-10-002 proposes a zone district reclassification from the T-P (*Trailer Park Residential*) to R-3 (*Medium Density Multiple Family Residential*) zone district.

Conditional Use Permit Application No. C-10-039 proposes the construction of a three-story 96-unit multiple family residential development with a community building and swimming pool.

The City of Fresno has conducted an initial study of the above-described project and it has been determined to be a subsequent project that is not fully within the scope of the Master Environmental Impact Report No. 10130 (MEIR) prepared for the 2025 Fresno General Plan (SCH # 2001071097)

and Mitigated Negative Declaration prepared for Plan Amendment No. A-09-02 (SCH # 2009051016) (Air Quality MND). Therefore, the Development and Resource Management Department proposes to adopt a Mitigated Negative Declaration for this project.

With the project specific mitigation imposed, there is no substantial evidence in the record that this project may have additional significant, direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the MEIR or Air Quality MND. After conducting a review of the adequacy of the MEIR and Air Quality MND pursuant to Public Resources Code, Section 21157.6(b)(1), the Development and Resource Management Department, as lead agency, finds that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and the Air Quality MND was adopted and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete and the Air Quality MND was adopted, has become available. The project is not located on a site which is included on any of the lists enumerated under Section 65962.5 of the Government Code including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, hazardous waste disposal sites and others, and the information in the Hazardous Waste and Substances Statement required under subdivision (f) of that Section.

Additional information on the proposed project, including the MEIR, Air Quality MND, proposed environmental finding of a mitigated negative declaration and the initial study may be obtained from the Development and Resource Management Department, Fresno City Hall, 2600 Fresno Street, 3rd Floor Fresno, California 93721-3604, or for an electronic copy of the environmental finding, and for additional information on the project, please contact McKencie Contreras at (559) 621-8066 for more information.

ANY INTERESTED PERSON may comment on the proposed environmental finding. Comments must be in writing and must state (1) the commentor's name and address; (2) the commentor's interest in, or relationship to, the project; (3) the environmental determination being commented upon; and (4) the specific reason(s) why the proposed environmental determination should or should not be made. Any comments may be submitted at any time between the publication date of this notice and close of business on November 18, 2013. Please direct comments to McKencie Contreras, Planner, City of Fresno Development and Resource Management Department, City Hall, 2600 Fresno Street, Room 3076, Fresno, California, 93721-3604; or by email to McKencie.Contreras@fresno.gov; or comments can be sent by facsimile to (559) 498-1026.

These development applications and this proposed environmental finding have been scheduled to be heard by the Planning Commission on November 20, 2013 at 6:00 p.m. or thereafter. The hearing will be held in the Fresno City Council Chambers located at Fresno City Hall, 2nd Floor, 2600 Fresno Street, Fresno, California, 93721. Your written and oral comments are welcomed at the hearing and will be considered in the final decision.

INITIAL STUDY PREPARED BY: McKencie Contreras, Planner III	SUBMITTED BY: Sophia Pagoulatos, Supervising Planner CITY OF FRESNO DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT
DATE: October 25, 2013 E201310000266	

Appendix G

APPENDIX G TO ANALYZE
SUBSEQUENT PROJECT IDENTIFIED IN MEIR NO. 10130 / MND FOR PLAN AMENDMENT A-09-02 (AIR QUALITY MND) / INITIAL STUDY

Environmental Checklist Form

For EA No. A-10-002/R-10-002/C-10-039

1. **Project title:**

Plan Amendment Application No. A-10-002
Rezone Application No. R-10-002
Conditional Use Permit Application No. C-10-039

2. **Lead agency name and address:**

City of Fresno
Development and Resource Management Department
2600 Fresno Street, Room 3076
Fresno, CA 93721

3. **Contact person and phone number:**

McKencie Contreras, Planner III
City of Fresno
Development and Resource Management Department
(559) 621-8066

4. **Project location:**

2310 North Marks Avenue; located on the east side of North Marks Avenue, just south of West Clinton Avenue, in the City and County of Fresno, California

Assessor's Parcel Number(s): 442-090-51

Site Latitude: 36°46'14.5302"N & Site Longitude: - 119°50'39.1524" W
Mount Diablo Base & Meridian, Township 13 S, Range 20 E, Section 30

The Plan Amendment also pertains to the West Area Community Plan area.

5. **Project sponsor's name and address:**

Scott Vincent
The Vincent Company Architects
1500 West Shaw Avenue, Suite 304
Fresno, CA 93711

6. **General plan designation:**

Existing: ± 4.35 acres of Medium-High Density Residential ± 0.02 acres of General Heavy Commercial

Proposed: High Density Residential

7. **Zoning:**

Existing: ± 4.35 acres of T-P *(Trailer Park Residential)* and ± 0.02 acres of C-6 (*Heavy Commercial*)

Proposed: R-3 *(Medium Density Multiple Family Residential)*

8. **Description of project:**

Scott Vincent, on behalf of Brian Avery, has filed Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039 pertaining to approximately 4.37 acres of property located on the east side of North Marks Avenue, just south of West Clinton Avenue. The plan amendment also pertains to the West Area Community Plan area.

Plan Amendment Application No. A-10-002 proposes to amend the 2025 Fresno General Plan and the West Area Community Plan for ± 4.35 acres of the subject property from the medium-high density residential planned land use and ± 0.02 acres of the subject property from the general heavy commercial planned land use designation to the high density residential planned land use designation. The application also proposes to amend Policy W-5-b of the West Area Community Plan by adding language to the fifth point as follows:

- for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met.**
  [**Bold** text is proposed to be added.]

Rezone Application No. R-10-002 proposes a zone district reclassification of ± 4.35 acres of the subject property from the T-P (*Trailer Park Residential*) and ± 0.02 acres of the subject property from the C-6 (*Heavy Commercial*) zone districts to the R-3 (*Medium Density Multiple Family Residential*) zone district.

Conditional Use Permit Application No. C-10-039 proposes the construction of a three-story 96-unit multiple family residential development with a community building and swimming pool.

9. **Surrounding land uses and setting:**

	Planned Land Use	Existing Zoning	Existing Land Use
North	General Heavy Commercial	**C-6** *Heavy Commercial District*	Vacant Land, Gas Station & retail
South	Medium-High Density Residential	**R-3/UGM** *Medium Density Multiple Family Residential District*	Multiple Family Residential
East	General Heavy Commercial	**C-6** *Heavy Commercial District*	Commercial & Vacant Land
West	General Heavy Commercial & Office	**C-6** *Heavy Commercial District* **AE-5** *Exclusive Five Acre Agricultural District*	Vacant Land & Single Family Residences

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

City of Fresno (COF) Department of Public Works; COF Department of Public Utilities; COF Building and Safety Services Division; COF Fire Department; Fresno Metropolitan Flood Control District; County of Fresno Department of Public Health; Fresno Unified School District; and, San Joaquin Valley Air Pollution Control District.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Pursuant to Public Resources Code Section 21157.1(b) and the California Environmental Quality Act (CEQA) Guidelines 15177(b)(2), the purpose of this Master Environmental Impact Report (MEIR) initial study is to analyze whether the subsequent project was described in the MEIR No. 10130 and whether the subsequent project may cause any additional significant effect on the environment, which was not previously examined in MEIR No. 10130 or the Mitigated Negative Declaration prepared for Plan Amendment A-09-02 to amend the Air Quality Element of the 2025 Fresno General Plan (SCH # 2009051016) ("Air Quality MND").

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

____ Aesthetics	____ Agriculture and Forestry Resources	____ Air Quality
____ Biological Resources	____ Cultural Resources	____ Geology /Soils
____ Greenhouse Gas Emissions	____ Hazards & Hazardous Materials	____ Hydrology/Water Quality
____ Land Use/Planning	____ Mineral Resources	____ Noise
____ Population /Housing	____ Public Services	____ Recreation
____ Transportation/Traffic	____ Utilities/Service Systems	____ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

__ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

__ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

__ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

__ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

__ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☒ I find that, with the project specific mitigation imposed, the project will not have additional significant adverse effects on the environment that were not identified in the 2025 Fresno General Plan Master Environmental Impact Report No. 10130, SCH No. 2001071097 and Mitigated Negative Declaration No. A-09-02/SCH No.

2009051016. Pursuant to CEQA Guidelines Section 15178, a MITIGATED NEGATIVE DECLARATION will be prepared.

x McKCts 10·25·13

McKencie Contreras, Planner Date

EVALUATION OF ADDITIONAL ENVIRONMENTAL IMPACTS NOT ASSESSED IN THE MEIR or Air Quality MND:

1. For purposes of this MEIR Initial Study, the following answers have the corresponding meanings:

   a. "No Impact" means the subsequent project will not cause any additional significant effect related to the threshold under consideration which was not previously examined in the MEIR or Air Quality MND.

   b. "Less Than Significant Impact" means there is an impact related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND, but that impact is less than significant;

   c. "Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND, however, with the mitigation incorporated into the project, the impact is less than significant.

   d. "Potentially Significant Impact" means there is an additional potentially significant effect related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND.

2. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

3. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

4. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant

Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

5. A "Finding of Conformity" is a determination based on an initial study that the proposed project is a subsequent project identified in the MEIR and that it is fully within the scope of the MEIR and Air Quality MND because it would have no additional significant effects that were not examined in the MEIR or the Air Quality MND.

6. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

7. Earlier analyses may be used where, pursuant to the tiering, program EIR or MIER, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in the MEIR or another earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

8. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

9. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

10. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

11. The explanation of each issue should identify:

a. The significance criteria or threshold, if any, used to evaluate each question; and

b. The mitigation measure identified, if any, to reduce the impact to less than significance

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

The immediate area surrounding the subject property is substantially developed with residential and several commercial uses. Properties zoned R-3 in the West Area Community Plan are predominantly developed and surrounded by developed properties. However, there are a few parcels zoned R-3 that may be affected by the policy change. Those parcels are also surrounded by developed properties. There are no public or scenic vistas which will be obstructed by the development of the subject property or policy change and no valuable vegetation will be removed. The project will not damage any scenic resources nor will it degrade the visual character or quality of the site and its surroundings. The development is proposed to have several architectural features, including concrete roof tiles, stone veneer, and window trims`. It will also include dense landscaping throughout the development. Staff will also ensure that lights are located in areas that will minimize light sources to the neighboring properties. Furthermore, the project will have a less than significant impact on aesthetics and development of the site will not create a new source of substantial light or glare which would affect day or night time views in the project area.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the aesthetic related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

The subject site is designated as "Urban and Built-Up Land" by the 2006 Rural Mapping Edition: Fresno County Important Farmland Map, and thus has no farmland considered to be prime farmland, farmland of statewide importance, or unique farmland.

The subject site is not currently under cultivation. In addition, according to aerial photos that go as far back as 1992, the site has not been under cultivation for a number of years. The land surrounding the site to the north, east and south are designated as "Urban and Built-Up Land" and property to the west is designated "Vacant or Disturbed Land" by the above mentioned map. The 2006 Rural Mapping Edition: Fresno County Important Farmland Map states that "Vacant or Disturbed Land" includes open field areas that do not qualify for an agricultural category, mineral and oil extraction areas, off road vehicle areas, electrical substations, channelized canals, and rural freeway interchanges.

The subject site is not under a Williamson Act contract and is not surrounded by sites under a Williamson Act contract. The proposed applications do not conflict with any forest land or Timberland Production or result in any loss of forest land. The proposed project does not include any changes which will affect the existing environment and result in the conversion of Farmland to non-agricultural uses. Therefore, no environmental impacts related to agriculture are anticipated as a result of the proposed project.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY AND GLOBAL CLIMATE CHANGE - (Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.) -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan (*e.g.*, by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts adopted thresholds for these pollutants)?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

Setting

The subject site is located in Fresno County and within the San Joaquin Valley Air Basin (SJVAB). This region has had chronic non-attainment of federal and state clean air standards for ozone/oxidants and particulate matter due to a combination of topography and climate.

Regional factors affect the accumulation and dispersion of air pollutants within the SJVAB. The SJVAB is approximately 250 miles long and averages 35 miles wide, and is the second largest air basin in the state. The SJVAB is defined by the Sierra Nevada in the east (8,000 to 14,000 feet in elevation), the Coast Ranges in the west (averaging 3,000 feet in elevation), and the Tehachapi mountains in the south (6,000 to 8,000 feet in elevation). The Valley is basically flat with a slight downward gradient to the northwest. The Valley opens to the sea at the Carquinez Straits where the San Joaquin-Sacramento Delta empties into San Francisco Bay. The Valley, thus, could be considered a "bowl" open only to the north.

During the summer, wind speed and direction data indicate that summer wind usually originates at the north end of the Valley and flows in a south-southeasterly direction through the Valley, through Tehachapi pass, into the Southeast Desert Air Basin. In addition, the Altamont Pass also serves as a funnel for pollutant transport from the San Francisco Bay Area Air Basin into the region.

During the winter, wind speed and direction data indicate that wind occasionally originates from the south end of the Valley and flows in a north-northwesterly direction. Also during the winter months, the Valley generally experiences light, variable winds (less than 10 mph). Low wind speeds, combined with low inversion layers in the winter, create a climate conducive to high carbon monoxide (CO) and particulate matter (PM10 and PM2.5) concentrations. The SJVAB has an "Inland Mediterranean" climate averaging over 260 sunny days per year. The Valley floor is characterized by warm, dry summers and cooler winters. For the entire Valley, high daily temperature readings in summer average 95°F. Temperatures below freezing are unusual. Average high temperatures in the winter are in the 50s, but highs in the 30s and 40s can occur on days with persistent fog and low cloudiness. The average daily low temperature is 45°F.

The vertical dispersion of air pollutants in the Valley is limited by the presence of persistent temperature inversions. Solar energy heats up the Earth's surface, which in turn radiates heat and warms the lower atmosphere. Therefore, as altitude increases, the air temperature usually decreases due to increasing distance from the source of heat. A reversal of this atmospheric state, where the air temperature increases with height, is termed an inversion. Inversions can exist at the surface or at any height above the ground, and tend to act as a lid on the Valley, holding in the pollutants that are generated here.

Regulations

The San Joaquin Valley Air Pollution Control District (SJVAPCD) is the local regional jurisdictional entity charged with attainment planning, rule making, rule enforcement, and monitoring under Federal and State Clean Air Acts and Clean Air Act Amendments.

The SJVAPCD has developed the San Joaquin Valley 1991 California Clean Air Act Air Quality Attainment Plan (AQAP), which continues to project nonattainment levels for pollutants in the future. This project will be subject to applicable SJVAPCD rules, regulations, and strategies. In addition, the project may be subject to the SJVAPCD Regulation VIII, Fugitive Dust Rules, related to the control of dust and fine particulate matter. This rule mandates the implementation of dust control measures to reduce the potential for dust to the lowest possible level. The plan includes a number of strategies to improve air quality including a transportation control strategy and a vehicle inspection program.

Based on information provided, at full build-out the proposed project would be equal to or greater than 50 residential dwelling units. Therefore, the proposed project is subject to District Rule 9510 (Indirect Source Review). After completion of the review, the SJVAPCD determined the project complies with the emission reduction requirements of District Rule 9510.

The proposed project on the subject site will not expose sensitive receptors to substantial pollutant concentrations. Due to the close proximity of other residential uses surrounding the subject site, there will be no impact in the increase of pollutants. The proposed project is not proposing a use which will create objectionable odors. Therefore, there are no air quality or global climate change impacts perceived to occur as a result of the proposed project.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the air quality related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

2. The proposed project shall implement and incorporate the air quality related mitigation measures as identified in the attached Project Specific Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

The proposed project would not directly affect any sensitive, special status, or candidate species, nor would it modify any habitat that supports them. There is no riparian habitat or any other sensitive natural community identified in the vicinity of the proposed project by the California Department of Fish and Game or the U.S. Fish and Wildlife Service. No federally protected wetlands are located on the subject site. Therefore, there would be no impacts to species, riparian habitat or other sensitive communities and wetlands. The proposed project would have no impact on the movement of migratory fish or wildlife species or on established wildlife corridors or wildlife nursery sites. No local policies regarding biological resources are applicable to the subject site and there would be no impacts with regard to those plans.

No habitat conservation plans or natural community conservation plans in the region pertain to natural resources, which exist on the subject site or in its immediate vicinity.

Therefore, no actions or activities resulting from the implementation of the proposed project would have the potential to affect floral, or faunal species; or, their habitat. Therefore, there would be no impacts.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the biological resource related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

There are no structures which exist on the subject property that are listed on, or considered to be eligible to the National or Local Register of Historic Places, and the subject site is not within either a designated or proposed historic district. The West Area Community Plan has several historic places; however, none of those properties would be impacted by the proposed policy change.

There is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the subject site. Past record searches for the region have not revealed the likelihood of cultural resources on the subject site or in its immediate vicinity. Therefore, it is not expected that the proposed project may impact cultural resources. It should be noted however that lack of surface evidence of historical resources does not preclude the subsurface existence of archaeological resources.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the cultural resource related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130- 2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

There are no known geologic hazards or unstable soil conditions known to exist on the site. The existing topography is flat with no apparent unique or significant land forms such as vernal pools. Development of the property requires compliance with grading and drainage standards of the City of Fresno and Fresno Metropolitan Flood Control District Standards. Grade differentials at property lines must be limited to one foot or less, or a cross-drainage covenant must be executed with affected adjoining property owners.

Fresno has no known active earthquake faults, and is not in any Alquist-Priolo Special Studies Zones. The immediate Fresno area has extremely low seismic activity levels, although shaking may be felt from earthquakes whose epicenters lie to the east, west, and south. Known major faults are over 50 miles distant and include the San Andreas Fault, Coalinga area blind thrust fault(s), and the Long Valley, Owens Valley, and White Wolf/Tehachapi fault systems. The most serious threat to Fresno from a major earthquake in the Eastern Sierra would be flooding that could be caused by damage to dams on the upper reaches of the San Joaquin River.

Fresno is classified by the State as being in a moderate seismic risk zone, Category "C" or "D," depending on the soils underlying the specific location being categorized and that location's proximity to the nearest known fault lines. All new structures are required to conform to current seismic protection standards in the California Building Code.

The highly erodible face of the San Joaquin River bluff, and small areas of expansive clay in the northeastern portion of the city's Sphere of Influence, are the only unstable soil conditions known to exist in the City. Despite long-term overdrafting of groundwater that has lowered the static groundwater level under Fresno by as much as 100 feet over the past century, surface subsidence has not been noted in the vicinity of the city (this is probably due to the geologic strata underlying the city, which features layers of clay and hardpan interleaved with alluvial sand and gravel layers). No adverse environmental effects related to topography, soils or geology are expected as a result of this project.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the geology and soils related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS -- Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

Background

When sunlight strikes the Earth's surface, some of it is reflected back into space as infrared radiation. When the net amount of solar infrared energy reaching Earth's surface is about the same as the amount of energy radiated back into space, the average ambient temperature of the Earth's surface should remain more or less constant.

Global climate change (colloquially referred to as "global warming") is the term coined to describe very widespread climate change characterized by a rise in the Earth's ambient average temperatures with concomitant disturbances in weather patterns and resulting alteration of oceanic and terrestrial environs and biota. The predominant opinion within the scientific community is that global climate change is occurring, and that it is being caused and/or accelerated by human activities, primarily the generation of "greenhouse gases" (GHG).

GHGs are gases having properties that absorb and emit radiation within the thermal infrared range, and that would cause thermal energy (heat) to be trapped in the earth's atmosphere. It is believed that increased levels of GHGs in the atmosphere can disturb the thermal equilibrium of the earth when natural carbon cycle processes (such as photosynthesis) are unable to absorb sufficient quantities of carbon dioxide and other

GHGs in comparison with the amount of GHGs being emitted. It is believed that a combination of factors related to human activities, such as deforestation, emissions of GHG into the atmosphere from carbon fuel combustion, etc. are causing climate change.

Some GHGs occur naturally and are emitted to the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. Water vapor is the most predominant GHG, and is primarily a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans. The major anthropogenic GHGs (those that enter the atmosphere because of human activities) are **carbon dioxide, methane, nitrous oxide and fluorinated gases.**

GHGs were not generally thought of as traditional air pollutants because their impacts are global and diffuse in nature, while the criteria air pollutants and air toxics directly affect the health of people and other living things at ground level in the general region of their release to the atmosphere. However, it has been realized that GHGs and associated climate change could also drastically affect the health of populations not only in the U.S., but around the world through ocean rise that displaces populations, causes economic and infrastructure damage, disrupts agriculture, increases heat-related illnesses, exacerbates effects of criteria air pollutants, spreads of infectious diseases through proliferation of mosquitoes and other vectors carrying "tropical" diseases into temperate climate zones, and alters/endangers natural flora and fauna in terrestrial and aquatic environments. One off-cited example of a predicted change in global climate is that the Sierra snowpack could be reduced to as little as 20% of its historic levels, a dire consequence since it is estimated that over 70% of California's population relies on this "frozen reservoir" for its water supply.

Regulation

The State of California has formally acknowledged these risks and has tasked state and local governments with working toward reduction of potential global climate change. The Governor issued Executive Order No. S-03-05, and subsequently signed Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which was codified as Health & Safety Code Section 38501 *et seq.*

There are, at this time, no "attainment" concentration standards established by the federal or state government for GHGs (although several of the GHGs are regulated as precursors to criteria pollutants regulated by the federal and California Clean Air Acts). However, the State has codified a mandate to GHG emissions to 1990 levels by the year 2020. In order to roll back GHG emissions to 1990 levels, a reduction of 174 million metric tons of CO2e would need to be achieved statewide—against the background of California's general population increase and the need for ongoing land and economic development. The combination of the need to reduce and the need to grow equate to a need to reduce per capita GHG emissions by some 30%.

It has been recognized that new development projects would potentially add GHG emissions and could exacerbate global climate change problems. In order to standardize evaluation of projects, Senate Bill 97 (codified as Public Resources Code Sections 21083.05 and 21097) requires the State Resources Agency to adopt guidelines for addressing climate change in environmental analysis pursuant to the California Environmental Quality Act (CEQA). The California Air Pollution Control Officers Association (CAPCOA) produced a comprehensive publication on this topic in August of 2010 titled *Quantifying Greenhouse Gas Mitigation Measures*. The Report provides methods for quantifying emission reductions from a specified list of mitigation measures, primarily focused on project-level mitigation. This document is intended to further support the efforts of local governments to address the impacts of GHG emissions in their environmental review of projects and in their planning efforts.

On December 17, 2009, the San Joaquin Valley Air Pollution Control District (SJVAPCD) adopted the guidance: Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA and the policy: District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. The guidance and policy rely on the use of performance based standards, otherwise known as Best Performance Standards (BPS), to assess significance of project specific GHG emissions on global climate change during the environmental review process, as required by CEQA.

Use of BPS is a method of streamlining the CEQA process of determining significance and is not a required emission reduction measure. Projects implementing BPS would be determined to have a less than cumulatively significant impact. Otherwise, demonstration of a 29% reduction in GHG emissions, from business-as-usual, is required to determine that a project would have a less than cumulatively significant impact.

Project's Impact

The proposed project has been determined to have a less than significant impact on GHGs based on the guidance established by the SJVAPCD in the adopted document titled *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. According to this document, projects can be determined to have a less than significant impact if they do any of the following: 1) Use a combination of SJVAPCD approved GHG Emission Reduction Measures to meet BPS; 2) Comply with an approved GHG plan or mitigation program; or 3) Reduce GHG emissions by at least 29%. **The proposed project complies with an approved GHG Mitigation program (established through Plan Amendment Application No. A-09-02).**

Plan Amendment Application No. A-09-02, the Air Quality Amendment to the 2025 Fresno General Plan, adopted initial steps to address Fresno's part in avoiding global climate change, through adoption of new Resource Element / Air Quality General Plan Objectives and Policies. The information in previously-cited CAPCOA and California Attorney General publications has been used as information resources for GHG

mitigation. A new objective has been added to the Air Quality section of the Resource Conservation Element specifically calling for reduction in GHG emissions, with supporting policies and implementation measures. Utilizing a qualitative analysis approach, projects consistent with, and appropriately implementing, air pollution and GHG reduction policies, and which mitigate any potentially significant project-specific GHG impacts, will be deemed to conform to GHG reduction requirements and to contribute to the City's overall GHG reduction goals. Periodic broad scale GHG modeling will be used to validate the efficacy of these measures and guide implementation and further rulemaking. The proposed project will be required to implement all relevant general plan policies related to GHGs. These policies will help to reduce this project's potential GHG impact. One new policy adopted in the City's Air Quality Plan Amendment is described below:

Policy G-1B-b Increase efforts to incorporate GHG emission reductions in land use decisions, facility design, and operational measures subject to City regulation through implementation measures such as the following:

(4) The City shall utilize guidance from the Institute for Local Government, California Attorney General's Office, California Air Pollution Control Officers Association, and other sources of technical guidance in determining appropriate and feasible mitigation measures which may be incorporated into land use plans, development projects and City operations to achieve GHG emission reductions.

The proposed project complies with this policy because it will comply with several of the measures detailed in the California Attorney General's Office guidance document titled, *The California Environmental Quality Act Mitigation of Global Warming Impacts at the Local Agency Level"* (updated January 07, 2008). This document offers policy guidance on mitigating GHG emissions. One mitigation measure states that projects should "create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking". The proposed project will be required to maintain sidewalks along the frontage of North Marks Avenue.

Other GHG Reduction Measures

Through updates in the California Building Code and statewide regulation of appliance standards, this project is also expected to conform to state-of-the-art energy-efficient building, lighting, and appliance standards as advocated in the California Environmental Protection Agency's publication *Climate Action Team / Proposed Early Actions to Mitigate Climate Change in California* (April 2007) and in CARB's *Proposed Early Actions to Mitigate Climate Change in California* (April 2007). Updated engine and tire efficiency standards would apply to project residents' vehicles, as well as the statewide initiatives applicable to air conditioning and refrigeration equipment, regional transportation improvements, power generation and use of solar energy, water supply and water conservation, landfill methane capture, changes in cement manufacturing

processes, manure management (methane digester protocols), recycling program enhancements, and "carbon capture" (also known as "carbon sequestration," technologies for capturing and converting CO_2, removing it from the atmosphere). In addition, the project does not involve manufacturing activities that would generate other GHGs such as SF_6, HFCs, or PFCs and does not propose any uses which would generate methane on site.

Therefore, based upon the available information, the proposed project will not have a potentially significant adverse impact on GHGs.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the greenhouse gas emissions related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIAL -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

There are no known existing hazardous material conditions on the site and the project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project itself will not generate or use hazardous materials is not near any wildland fire hazard zones, and poses no interference with the City's or County's Hazard Mitigation Plans or emergency response

plans. The subject site has not been under cultivation for several years. No pesticides or hazardous materials are known to exist on the site and the proposed project will have no environmental impacts related to potential hazards or hazardous materials as indentified above.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the hazards and health related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?		X		
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Fresno is one of the largest cities in the United States still relying primarily on groundwater for its public water supply. Surface water treatment and distribution has been implemented in the northeastern part of the City, but the city is still subject to an EPA Sole Source Aquifer designation. While the aquifer underlying Fresno typically exceeds a depth of 300 feet and is capacious enough to provide adequate quantities of safe drinking water to the metropolitan area well into the twenty-first century, groundwater degradation, increasingly stringent water quality regulations, and a historic trend of high consumptive use of water on a per capita basis (some 250 gallons per day per capita), have resulted in a general decline in aquifer levels, increased cost to provide potable water, and localized water supply limitations.

Fresno has attempted to address these issues through metering and revisions to the City's Urban Water Management Plan (UWMP). The Fresno Metropolitan Water Resource Management Plan, which has been adopted and the accompanying Final EIR (SCH #95022029) certified, is also under revision. The purpose of these management plans is to provide safe, adequate, and dependable water supplies in order to meet the future needs of the metropolitan area in an economical manner; protect groundwater quality from further degradation and overdraft; and, provide a plan of reasonably implementable measures and facilities. City water wells, pump stations, recharge facilities, water treatment and distribution systems have been expanded incrementally to mitigate increased water demands and respond to groundwater quality challenges.

The adverse groundwater conditions of limited supply and compromised quality have been well- documented by planning, environmental impact report and technical studies over the past 20 years including the Master Environmental Impact Report No. 10130 (MEIR) for the 2025 Fresno General Plan, Final EIR No.10100, Final EIR No.10117, and Final EIR No. SCH 95022029 (Fresno Metropolitan Water Resource Management Plan), et al. These conditions include water quality degradation due to DBCP, arsenic, iron, and manganese concentrations; low water well yields; limited aquifer storage capacity and recharge capacity; and, intensive urban or semi-urban development occurring upgradient from the Fresno Metropolitan Area.

In accordance with the provisions of the 2025 Fresno General Plan and MEIR No. 10130 mitigation measures, project specific water supply and distribution requirements must assure that an adequate source of water is available to serve the project. The City has indicated that groundwater wells, pump stations, recharge facilities, water treatment and distribution systems shall be expanded incrementally to mitigate increased water demands. The Department of Public Utilities (DPU), Water Division has reviewed the proposed project and has determined that water facilities are available to provide service to the subject site subject to several conditions. The DPU also reviewed the *Water Usage and Demand Analysis for Central Plaza Apartments* dated June 20, 2013 and determined that the development will not exceed water demand for a multiple family residential development.

In addition, the developer will be required to construct facilities to provide permanent drainage to the site. Stormwater ponding basins provide significant opportunity to

recharge groundwater with collected storm water run-off and surface water obtained from the Fresno Irrigation District (FID) and United States Bureau of Reclamation on the northern edge of the current urban limit boundary.

The mitigation measures of MEIR No. 10130 are incorporated herein by reference and are required to be implemented by the attached mitigation monitoring checklist. In summary, these mitigation measures require participation in the development of groundwater recharge in an amount equal to the project's estimated water consumption. Alternative measures to satisfy this requirement include paying fees established by the city for construction of recharge facilities, the construction of recharge facilities directly by the project, or participation in augmentation/ enhancement/enlargement of the recharge capability of FMFCD storm water ponding basins. While the proposed project may be served by conventional groundwater pumping and distribution systems, full development of the 2025 Fresno General Plan boundaries may necessitate utilization of treated surface water due to inadequate groundwater aquifer recharge capabilities.

The Department of Public Utilities works with FMFCD to utilize suitable FMFCD ponding (drainage) basins for the groundwater recharge program, and works with FID to ensure that the City's allotment of surface water is put to the best possible use for recharge.

When development permits are issued, the subject site will be required to contribute to the completion of the FMFCD's master planned storm drainage facilities, and to preserve the patency of irrigation canals and pipelines for delivering surface water to recharge/percolation basins. Fees to support expansions and service enhancements of the City's water utility, including recharge activities, are also imposed as conditions of approval for special permits.

Occupancy of this site will generate wastewater containing human waste, which is required to be conveyed and treated by the Fresno-Clovis Regional Wastewater Treatment and Reclamation Facility. There will not be any onsite wastewater treatment system. The proposed project will be required to install sewer branches, and to pay connection and sewer facility fees to provide for reimbursement of preceding investments in sewer trunks to connect this site to a public system.

The FMFCD has indicated that the proposed rezone lies within the District's Drainage Area "XX" and the system can accommodate the proposed rezone.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the hydrology and water quality related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

2. The proposed project shall implement and incorporate the hydrology and water quality related mitigation measures as identified in the attached Project Specific Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		X		
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

The project includes a proposed amendment to the 2025 Fresno General Plan and the West Area Community Plan for ± 4.35 acres of the subject site from the medium-high density residential planned land use and ± 0.02 acres of the subject site from the general heavy commercial planned land use designation to High Density Residential planned land use and an amendment to Policy W-5-b of the West Area Community Plan. The policy amendment proposes to amend Policy W-5-b by adding language to the fifth point as follows: for sites greater than four acres, the minimum site area per dwelling unit shall not be less than 2,700 square feet. **The minimum site area may be reduced provided property development standards of the underlying zone district are met.** [**Bold** text is proposed to be added.] This proposal would not physically divide the established community.

In order to change the planned land use designation of the subject site for the purposes of facilitating future development, the proposed project shall meet the goals, objectives and policies of the 2025 Fresno General Plan and West Area Community Plan by providing a project which introduces multiple family residential development in a manner

which will maintain a pleasant living environment through reservation of adequate living spaces and protecting the integrity of adjacent neighborhoods. The close proximity of existing and planned community commercial, office commercial, school, and single and multiple family residential uses provides for a unique and diverse context, which the future development will complement and embellish.

Objective C-9 of the 2025 Fresno General Plan directs planning for the diversity and quality of residential housing, at locations necessary to provide for adequate and affordable housing opportunities. Housing patterns should support balanced urban growth, and should make efficient use of resources and public facilities. Supporting policy C-9-I recommends that High Density Residential uses shall be designated for those areas supportive of the City's university, college, activity centers, and intensity corridors. The subject property is located within a potential intensity corridor as depicted in Exhibit 6 of the 2025 Fresno General Plan, which supports higher density residential. New residential projects within this land use category should not be permitted to be developed at a density less than the minimum shown in Table 2 in order to better achieve the goals of the city's Housing Element.

The West Area Community Plan supports multiple family residential developments; however, it limits the density for parcels larger than four acres to R-2 density (16.13 dwelling units per acre). The table below compares the number of dwelling units per acre allowed by the 2025 Fresno General Plan and the West Area Community Plan (for parcels larger than four acres).

	2025 Fresno General Plan		West Area Community Plan
	Medium High Density Residential	High Density Residential	Policy W-5-b: Min. site area/dwelling unit is 2,700 sq. ft.
Dwelling units/acre	10.38-18.15	18.16-43.56	16.13

According to West Area Community Plan Policy W-5-b, the maximum number of dwelling units per acres would be 16.13 for parcels over four acres. This limits the type of density to an R-2 zoning population density. The policy change proposed with this project will add language to the fifth point of Policy W-5-b to allow development to occur at the density of the underlying zone district. Therefore, the change will potentially allow a higher density for parcels larger than four acres.

Below are the impacts the proposed plan amendment and rezone applications will have on project site and to the West Area Community Plan area.

Project Site

1) Currently allowed

The 4.37 acre project site is currently planned Medium High Density Residential and allows a maximum of 18.15 dwelling units per acre per the 2025 Fresno

General Plan, which would translate to 79 units on the subject property. However, the existing West Area Community Plan Policy W-5-b limits the number of units to 16.13 dwelling units per acre for parcels over four acres, allows a maximum of 70 dwelling units on the project site. The project currently proposes a total of 96 units which results in a density of 21.96 dwelling units per acre, therefore a plan amendment is necessary.

2) Proposed Plan Amendment

The proposed plan amendment to amend the planned land use of the project site from Medium High Density Residential to High Density Residential would increase the density maximum from 18.15 to 43.56 dwelling units per acre per the 2025 Fresno General Plan. The amendment to Policy W-5-b would no longer limit the number of units to 16.13 dwelling units per acre for parcels larger than four acres. It would allow the density of the underlying zone district, which in this case is proposing R-3 zoning (29.04 dwelling units per acre). A maximum of 126 dwelling units could be developed on the project site.

The project site is proposed to be developed with 96 dwelling units, which is a density of 21.96 dwelling units per acre. Therefore, the impact of the proposed plan amendment will not be significant given that it will increase the density by 5.83 dwelling units per acre for the project site and urban services can accommodate this increase.

West Area Community Plan area

1) Currently Allowed

There are approximately 200 acres within the West Area Community Plan that may be impacted by the proposed policy change. These parcels are planned Medium High Density Residential, which allow a maximum of 18.15 dwelling units per acre per the 2025 Fresno General Plan. However, the West Area Community Plan is more restrictive and allows a maximum of 16.13 dwelling units per acre.

2) Proposed Plan Amendment

With the policy change, if a parcel were planned Medium High Density Residential and zoned R-3, it would be allowed to develop at the maximum density of 18.15 dwelling unit per acre instead of being limited to 16.13 dwelling units per acres as exists under the current policy. The increase is approximately two dwelling units per acre. The impact of the proposed policy change would be less than significant given that there would only be a maximum of 400 dwelling units in the entire plan area (200 acres x 2 dwelling units per acre).

Therefore, it is staff's opinion that the proposed project will not significantly impact the project site or the West Area Community Plan area. The increased density is supported by the 2025 Fresno General Plan and the Housing Element, which support conservation of land, services, and costs.

The project is not located within any conservation plan areas; therefore, will not conflict with any conservation plans.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the land use related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

2. The proposed project shall implement and incorporate the land use and planning related mitigation measures as identified in the attached Project Specific Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

The subject site is not located in an area designated for mineral resource preservation or recovery.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE – Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

In developed areas of the community, noise conflicts often occur when a noise sensitive land use is located adjacent to a noise generator. Noise in these situations frequently stems from on-site operations, use of outdoor equipment, uses where large numbers of persons assemble, and vehicular traffic. Some land uses, such as residential dwellings, are considered noise sensitive receptors and involve land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise.

The subject site is located less than half a mile from State Highway 99 and adjacent to North Marks Avenue. Property between the subject property and the highway are developed, which provide a barrier; therefore there are no significant noise impacts from the highway. The major street is a source of noise which could disrupt the habitability. However, the City of Fresno Noise Element of the 2025 Fresno General Plan establishes a land use compatibility criterion of 60dB DNL for exterior noise levels in outdoor activity areas of new residential developments. Outdoor activity areas generally include open areas, private patios, etc. of multiple family residential developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation. Furthermore, the Noise Element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dB DNL. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

For stationary noise sources, the noise element establishes noise compatibility criteria in terms of the exterior hourly equivalent sound level (L_{eq}) and maximum sound level (L_{max}). The standards are more restrictive during the nighttime hours, defined as 10:00 p.m. to 7:00 a.m. The standards may be adjusted upward (less restrictive) if the existing ambient noise level without the source of interest already exceeds these standards. The Noise Element standards for stationary noise sources are: (1) 50 dBA L_{eq} for the daytime and 45 dBA L_{eq} for the nighttime hourly equivalent sound levels; and, (2) 70 dBA L_{max} for the daytime and 65 dBA L_{max} for the nighttime maximum sound levels. If the existing ambient noise levels equal or exceed these levels, mitigation is required to limit noise to the ambient noise level plus 5 dB. Since the subject site currently is vacant, the proposed project will result in an increase in temporary and/or periodic ambient noise levels in the project vicinity above existing levels. However, as discussed above, this increase in noise will be mitigated to an acceptable level. Some increases in ambient noise levels will occur during the time of construction, but project construction will be limited to normal business hours (7am to 7pm) to minimize the impact on the adjacent neighborhood.

Construction activities associated with the development of the proposed project could expose persons or structures to excessive groundborne vibration or noise levels. However, this would only be during the construction phase of the proposed project and thus, this is a less than significant impact.

Conditions of approval respective to construction related activity will require incorporation of noise reduction measures into their construction activity.

The proposed project will not expose persons to excessive noise levels. Although the project will create additional activity in the area, the project will be required to comply with all noise policies from the 2025 Fresno General Plan and noise ordinance of the Fresno Municipal Code. Therefore, there will be no exposure to excessive noise.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the noise related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			X	

For growth impacts from the project refer to the *Land Use and Planning* section of this initial study.

The subject property was previously occupied by the Jacobensens Trailer Park. However, it has not been operating as a valid mobile home park since 2010. Any tenants which occupied the site relocated and were not displaced because of the proposed use. A "Mobile Home Park Conversion Impact Report" was submitted on October 25, 2013 and stated no tenants would be displaced since the property was

currently vacant and was no longer used as a mobile home park. Therefore, there would be no impact to displacement of housing or people.

Furthermore, the proposed project and policy modification will not significantly impact the population and housing of the West Area Community Plan.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES --				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Drainage and flood control?			X	
Parks?			X	
Schools?			X	
Other public services?			X	

City police and fire protection services are available to serve the subject site. The subject site is located within two miles of the City's Fire Stations No. 9 and 19 and within the Southwest Policing District.

The demand for parks generated by the project will be within planned service levels of the City of Fresno Parks and Community Services Department and the applicant will pay any required impact fees at the time building permits are obtained.

Any urban residential development occurring as a result of the proposed project will have an impact on the School District's student housing capacity. The School District, through local funding, is in a position to mitigate its shortage of classrooms to accommodate planned population growth for the foreseeable future. However, the District recognizes that the legislature, as a matter of law, has deemed under Government Code Section 65996, that all school facilities impacts are mitigated as a consequence of SB 50 Level 1, 2 and 3 developer fee legislative provisions. The developer will pay appropriate impact fees at time of building permits.

The Department of Public Utilities has reviewed the proposed plan amendment, rezone, and conditional use permit applications and has determined that sewer and water facilities are available to provide service to the subject site subject to several conditions. The nearest available water and sewer mains are located in North Marks Avenue and within the 60 foot Public Utility Easement just south of the property. Finally, the Fresno Metropolitan Flood Control District (FMFCD) has indicated that the FMFCD system could accommodate the proposed rezone. The developer will be required to construct facilities to provide permanent service drainage.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the public service related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

The proposed project will increase the use of the existing parks; however, the developer will be required to pay park impact fees for the development. The fees will address any physical deterioration of existing parks or recreational facilities. The development will not require expansion of existing recreational facilities.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?			X	
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?		X		

The subject site is located on the east side of North Marks Avenue between North Clinton and North McKinley Avenues. The subject site location is in close proximity to residential and commercial land uses which provide for a pattern of development that is anticipated to have the potential to reduce the number of average daily vehicle trips.

The mitigation measures established by the certification of MEIR No. 10130, requires that all plan amendments are required to prepare a traffic impact study (TIS). An addendum to the TIS prepared for the Southeast Corner of Clinton and Marks, dated May 19, 2010, was prepared for the proposed apartment complex by TJKM Transportation Consultants. Since then, the applicant submitted a Traffic Count Comparison dated August 29, 2013 to revisit the traffic volumes originally collected. After review, it was concluded that the traffic conditions remained relatively unchanged. The study applied the factors outlined in the Institute of Traffic Engineers (ITE) Trip Generation Manual. The development of 96 multiple family residential units on the subject site is expected to generate an average of approximately 638 average daily trips (ADT). Of these vehicle trips it is projected that 49 will occur during the morning (7 to 9 a.m.) peak hour travel period and 60 will occur during the evening (4 to 6 p.m.) peak hour travel period. The existing 2025 Fresno General Plan planned land uses for the subject site would generate 466 ADT, 36 trips occurring during the a.m. peak hour and 43 trips during the p.m. peak hour. The proposed land use change will increase by 172 ADT, 13 a.m. and 17 p.m. peak hour trips. Although there is an increase in traffic generated by the proposal, it does not cause a significant impact.

The proposed plan amendment will change the land use to High Density Residential, which will not significantly increase the traffic volume. The trips would be directed

mainly onto North Marks Avenue, which is designated as an arterial according to the 2025 Fresno General Plan and the West Area Community Plan and is currently operating at a Level of Service (LOS) 'C'. Marks Avenue between Clinton and McKinley Avenues was designed to be a four-lane divided arterial street. Currently, Marks Avenue is designed with a two-lane divided arterial with traffic control signalization at intersections with major streets and other major access points.

The TIS analyzed the Clinton/Marks and Clinton/Vassar intersections. It was determined that the intersections are currently operating at acceptable levels of service and will operate at an acceptable LOS or better with or without the project.

The Public Works Department, Traffic Engineering Division has reviewed the proposed project and potential traffic related impacts for the plan amendment, rezone, and conditional use permit applications and has determined that the streets adjacent to and near the subject site will be able to accommodate the quantity and kind of traffic which may be potentially generated subject to the requirements stipulated within the memoranda from the Traffic Engineering Division and City Engineer dated October 17, 2013, respectively (available for public view at City Hall-Third Floor, 2600 Fresno Street, Fresno, CA 93721). These requirements generally include: (1) Public street improvements; (2) Installation of a paved pedestrian path or sidewalk; and, (3) Payment of applicable impact fees (including, but not limited to, the Traffic Signal Mitigation Impact (TSMI) Fee, Fresno Major Street Impact (FMSI) Fee, and the Regional Transportation Mitigation Fee (RTMF) Fee.

The area street plans are the product of careful planning that projects traffic capacity needs based on the densities and intensities of planned land uses anticipated at build-out of the planned area. These streets will provide adequate access to, and recognize the traffic generating characteristics of, individual properties and, at the same time, afford the community an adequate and efficient circulation system.

Therefore, no substantial increase in transportation or traffic is expected to result.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the traffic related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

2. The proposed project shall implement and incorporate the traffic related mitigation measures as noted in the attached Project Specific Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

The Department of Public Utilities has reviewed the proposed plan amendment, rezone, and conditional use permit applications and has determined that sewer and water facilities are available to provide service to the subject site subject to several conditions. The project site will also be serviced by the Solid Waste Division.

The proposed project is not expected to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. The impact to storm drainage facilities will be less than significant given that the developer will be required to provide drainage services.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the sewer and water related mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

In summary, given the mitigation measures required of the proposed project and the analysis detailed in the preceding Initial Study, the proposed project:

- does not have environmental impacts which will cause substantial adverse effects on human beings, either directly nor indirectly.

- does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish/wildlife or native plant species (or cause their population to drop below self-sustaining levels), does not threaten to eliminate a native plant or animal community, and does not threaten or restrict the range of a rare or endangered plant or animal.
- does not eliminate important examples of elements of California history or prehistory.
- does not have impacts which would be cumulatively considerable even though individually limited.

Therefore, there are no mandatory findings of significance and preparation of an Environmental Impact Report is not warranted for this project.

K:\Master Files - 2010\PLAN AMENDMENT\A-10-002, R-10-002, C-10-039, 2310 N Marks, Central Plaza Apartments--McK\EA\A-10-002, R-10-002, C-10-039 Appendix G.docx

MEIR Review Summary

MASTER ENVIRONMENTAL IMPACT REPORT (MEIR) REVIEW SUMMARY

Projected Population and Housing. The City of Fresno experienced a period of notable growth in the construction of single family residences over the first five-year period of the 2025 Fresno General Plan (2003 through 2007). However, this development has occurred within the parameters anticipated by the General Plan and the mitigation measures established by Master Environmental Impact Report (MEIR 10130/SCH 2001071097). The General Plan and its MEIR utilized a projected population growth rate for purposes of land use and resource planning. This projection anticipated an annual average population growth of approximately 1.9 percent over the 23-year planning period. Population estimates provided by the State of California Department of Finance (DOF) indicate a population growth of approximately 60, 000 people between 2002 and 2007 with a growth rate varying from 1.47 to 1.97 percent per year. These estimates are well within the growth projections of the General Plan and MEIR.

As of May 2013, the City has processed 136 plan amendment applications since the adoption of the 2025 Fresno General Plan. These applications have resulted in changes of planned land use that affected approximately 1,586 acres, representing approximately one percent of the land area within the 2025 Fresno General Plan boundary. The impacts of these amendments are minimal and not significant in relation to the balance of the density and intensity of the land uses impacted by the plan amendment applications.

Based upon this, many of the assumptions relied upon for the MEIR to address other impacts, such as traffic, air quality, need for public utilities, services and facilities and water supplies are still valid to the extent that these assumptions relied upon projected population growth during the General Plan planning period. For this reason and the others provided below, the Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known pursuant to CEQA Guideline Section 15179(b)(1) and the MEIR may still be relied upon.

Transportation and Circulation. Subsequent to the certification of the MEIR the City of Fresno has required the preparation of approximately 200 site specific traffic impact studies and had required the provision of street, intersection signalization and transportation improvements in accordance with the adopted mitigation measures of the MEIR. The City's Traffic Engineer reports that through review of these approximately 200 traffic impact studies, the City has not seen traffic counts substantially different than those predicted by the MEIR. Concurrently with these efforts, the City adopted a new program for traffic signal and major street impact fees to pay for planned improvements throughout Fresno (not just in new growth areas, as has been the case with the previous impact fee program). These fees will more comprehensively provide for meeting transportation infrastructure needs and will expedite reimbursement for

developments, which construct improvements that exceed the project's proportionate share of the corresponding traffic or transportation capacity needs.

In addition to the local street system, the City has entered into an agreement with the California Department of Transportation to collect impact fees for state highway facilities which may be impacted by new development projects. The City participates in the Fresno County Transportation Authority, which recently was successful in obtaining voter re-authorization of a half-cent sales tax to be dedicated to a wide range of transportation facilities and programs (including mass transit). The City is also an active participant in ongoing regional transportation planning efforts, such as a freeway deficiency study, a corridor study for one or more additional San Joaquin River crossings, and the State's "Blueprint for the Valley" process. All these studies were commenced after the MEIR was certified, but none of them is yet completed. Therefore, it cannot be concluded that Fresno's environmental setting or the MEIR analysis of traffic and circulation have materially changed since November of 2002.

Therefore, Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon traffic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Air Quality and Global Climate Change Staff has worked closely with the regional San Joaquin Valley Air Pollution Control District (SJVAPCD) since the November 2002 certification of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR). Potential air quality impacts have been analyzed for every environmental assessment initial study done for City development projects. Projects are required to comply with SJVAPCD rules and regulations via conditions of approval and mitigation measures formulated in the MEIR.

Overall, revisitation of these issues leads to the conclusion that, while there have been changes in air quality laws, planning requirements, and rules and regulations since certification of the MEIR, the actual environmental setting has not evidenced degradation of air quality. (Because air quality and global climate change are matters of some public controversy, additional documentation has been supplied on this issue; please refer to the appended full analysis with supporting data.)

In conjunction with SJVAPCD attainment plans and attendant rules and regulations that were adopted prior to the certification of the MEIR, policies in the 2025 Fresno General Plan and MEIR mitigation measures aimed at improving air quality appear to be working. Since 2002, data show that pollutant levels have been steadily decreasing for ozone/oxidants and for particulate matter (10 microns and 2 microns in size). Recent adoption of new air quality attainment plans by SJVAPCD, calling for broader and more stringent rules and regulations to achieve compliance with national and state standards, is expected to accelerate progress toward attainment of clean air act standards.

Analysis of global climate change analysis was not part of the MEIR in 2002, due to lack of scientific consensus on the matter and a lack of analytical tools. However, under the MEIR and General Plan mitigation measures and policies for reducing all forms of air pollution, levels of greenhouse gases have been reduced along with the other regulated air pollutants. At this point in time, detailed analysis and conclusions as to the significance of greenhouse gas emissions and strategies for mitigation are still not feasible, because the legislatively-mandated greenhouse gas inventory benchmarking and the environmental analysis policy formulation tasks of the California Environmental Protection Agency Air Resources Board and the Governor's Office of Planning and research are not completed. The information available does not support any conclusion that Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039, or other City projects would have a significantly adverse impact on global climate change. Similarly, there is insufficient information to conclude that global climate change would have a significantly adverse impact upon the City of Fresno or specific development projects.

Staff is not aware of any particular circumstance or information that would make impacts to air quality a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Therefore, Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon air quality impacts pursuant to CEQA Guideline Section 15179(b)(1).

Water Supply, Quality and Hydrology. The City of Fresno has initiated, continued and completed numerous projects addressing general plan and MEIR provisions relating maintaining an adequate supply of safe drinking water to serve present and future projected needs. A water meter retrofit program to meter service to all consumers by the end of the year 2012 is underway, in compliance with State law that predated the MEIR and with new regulations affecting the U.S. Bureau of Reclamation Central Valley Project. (While the federal regulation has trumped a voter-approved City charter amendment that specifically prohibited using meters for residential development, the City's plans and policies have always contained measures calling for water conservation and for seeking ways to reduce average consumption of households. Metering is recognized as the best implementation measure for this, and does not constitute a change in the City's environmental setting or the analysis and mitigation in the 2025 Fresno General Plan MEIR.) After certification of the MEIR, the City commenced operation of its northeast area surface water treatment facility; initiated and began construction of additional groundwater wells with granular activated carbon filtration systems as necessary to remediate groundwater contamination that was discussed in the MEIR and its mitigation measures; provided for additional groundwater recharge areas; and expanded its network of water transmission main pipeline improvements allowing for improved distribution of water supply.

As called for in 2025 General Plan policies and MEIR mitigation measures, the City has implemented several programs for preventing water pollution: In conjunction with Fresno Metropolitan Flood Control District and the Regional Water Quality Control Board (RWQCB) City inspectors assist in enforcing the National Pollutant Discharge

Elimination System Stormwater Pollution Prevention regulations, The Planning and Development Department also consults with RWQCB on specific development projects which may require on-site wastewater treatment, and provides project-specific conditions and even supplemental environmental analysis for such projects, with specific mitigation measures. The City's Department of Public Utilities has enhanced its industrial pretreatment permitting program for industrial wastewater generators who discharge to the Fresno-Clovis Wastewater Treatment and Reclamation Facility.

Staff is not aware of any particular circumstance or information that would make impacts to water supply, quality and hydrology a reasonably foreseeable impact or more severe impact from that identified in the MEIR. The Director of Public Utilities finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon traffic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Agricultural Resources. The implementation of applicable policies since adoption of the 2025 Fresno General Plan has encouraged the development of urban uses in a more systematic pattern that avoids discontinuity and the creation of vacant by-passed properties. These efforts, together with the requirement to record "right-to-farm" covenants, facilitate the continuation of existing agricultural uses within the city's planned urban growth boundary during the interim period preceding orderly development of the property as anticipated by the General Plan. Staff is not aware of any particular circumstance or information that would make impacts from loss of agricultural resources a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of agricultural resources pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Utilities and Service Systems. The City of Fresno has continued to provide for utilities and service systems commensurate with the demands of increased population and employment within its service area, implementing policies of the 2025 Fresno General Plan and conforming to MEIR mitigation measures. Programmatic measures have been continued, expanded or initiated to increase the efficiencies of providing services in a manner that will reduce potential impacts upon the natural and human environment. These improvements have included bringing the City's first surface water treatment plant on-line to distribute treated surface water, thereby preventing a worsening of groundwater overdraft in northeast Fresno; converting a substantial portion of the City's service vehicle fleet to alternative fuels; and expanding recycling and conservation measures (including contracting with a major material sorting and recycling facility and a green waste processor to comply with AB 939 solid waste reduction mandates) to more judiciously use resources and minimize adverse impacts the environment. Adoption of City-wide police and fire facility development impact fees and a contract to consolidate fire service with an adjacent fire prevention district have been accomplished to assure the provision of adequate firefighting capacity

to serve a broader geographic extend of urban development and more intensive and mixed-use development throughout the metropolitan area.

Because these changes were anticipated in, or provided for by, the 2025 Fresno General Plan and its MEIR mitigation measures, they do not constitute a significant or adverse alteration of Fresno's environmental setting. Staff is not aware of any particular circumstance or information that would make impacts from increased demand for utilities and service systems and public facilities a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to increased demand for utilities, service systems, and public facilities pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Recreational Facilities. The City of Fresno has adopted and City-wide parks facility and Quimby Act fee which provides for the acquisition of new open space and recreation facilities as well as improvements to existing facilities and programs to provide a broader range of recreation opportunities. Staff is not aware of any particular circumstance or information that would make impacts from increased demand for recreational facilities a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to increased demand for utilities, service systems, and public facilities pursuant to CEQA Guideline Section 15179(b)(1).

Biological Resources. The City continues to evaluate all development proposals for potential impacts upon natural habitats and associated species dependent upon these habitats. The City supports continuing efforts to acquire the most prominent habitats where appropriate, such as portions of the San Joaquin River environs. When development or public works projects have been proposed in this area, they have been subject to site-specific evaluation through supplemental environmental analyses, and appropriate mitigation measures and conditions applied as derived from consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Game. The City has imposed MEIR mitigation measures related to Biological Resources on projects that identified potential impacts to biological resources. Staff finds that this has adequately addressed any potential impact to biological resources. Staff is not aware of any particular circumstance or information that would make impacts from loss of biological resources a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of biological resources pursuant to CEQA Guideline Section 15179(b)(1).

Potential Disturbance of Cultural Resources. The City of Fresno has implemented numerous efforts to identify historic and cultural resources, and provide thorough consideration as to their value and contributions to understanding or historic and cultural heritage.

Additionally, staff follows the MEIR mitigation measures for potential cultural resources. Staff is not aware of any particular circumstance or information that would make impacts to cultural resources a reasonably foreseeable impact that was not identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of cultural resources pursuant to CEQA Guideline Section 15179(b)(1).

Within the last five years, the City has lost two lawsuits (Valley Advocates v. COF and Heritage Fresno v. RDA, City of Fresno) related to historical resources that related to six particular buildings at two different particular sites. The CEQA projects at issue were reviewed under independent CEQA documents, not under the MEIR as subsequent projects (*i.e.*, one under a separate EIR and one under a categorical exemption). These projects are site specific and are not reasonably expected to create additional impacts to cultural resources that would affect a finding under Section 15179. These particular projects may be properly assessed under the MEIR focused EIR procedures or mitigated negative declaration procedures under Section 15178 and not affect the overall MEIR findings.

Generation of Noise. The City of Fresno continues to implement mitigation measures and applicable plan policies to reduce the level of noise to which sensitive noise receptors are exposed. These efforts include identification of high noise exposure areas, limiting the development of new noise sensitive uses within these identified areas and conducting noise exposure studies and requiring implementation of appropriate design measures to reduce noise exposure. Staff finds that these efforts have adequately addressed any potential impacts that may have arisen related to noise and is not aware of any facts or circumstance that would make noise impacts have a more severe impact than that identified in the MEIR. Additionally, staff is not aware of any information or data that was not known at the time that the MEIR was certified that would be able to mitigate noise impacts beyond that identified and contemplated by the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to noise impacts pursuant to CEQA Guideline Section 15179(b)(1).

Geology and Soils. The City of Fresno has a predominantly flat terrain with few geologic or soil quality constraints. The City continues to apply applicable local and state construction codes and standards and continues to adopt new standards as appropriate to insure the safety of residents and protection of property improvements.
Staff finds that these codes and standards have adequately addressed any potential impacts that may have arisen related to geology and soils and is not aware of any facts

or circumstance that would make impacts related to geology and soils a reasonably foreseeable impact not addressed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known regarding impacts related to geology and soils pursuant to CEQA Guideline Section 15179(b)(1).

Hazards and Potential Generation of Hazardous Materials The City continues to implement General Plan policies and assure compliance with MEIR mitigation measures as new development is planned and constructed, and as Code Enforcement activities are conducted, in order to prevent flood damage, structural failures due to soil and geologic instability, and wildfire losses. Development in the vicinity of airports has been reviewed and appropriately conditioned with regard to adopted and updated airport safety and noise policies. In consultation with Fresno County Environmental Health and the California Environmental Protection Agency Department of Toxic Substances Control, industrial and commercial facilities that use, handle, or store potentially hazardous materials are appropriately sited, conditioned, and inspected periodically by the Fresno Fire Department to prevent adverse occurrences. Homeland Security regulations have been taken into consideration when reviewing food production, processing and storage facilities, and the City has conducted and participated in multiple emergency response exercises to develop response plans that would protect life, health, and safety in the event of railroad accidents and other potential hazards.

Staff finds that these procedures, as outlined in the 2025 Fresno General Plan and its MEIR (as well as in related regulations and codes pertaining to hazards and hazardous materials) have adequately addressed potential impacts that may have arisen related to hazards. Staff is not aware of any facts or circumstance that would make impacts related to hazards and hazardous materials reasonably foreseeable impacts not addressed in the MEIR. Staff finds that the circumstances have not materially changed from the time the MEIR was certified and/or new information is not known related to impacts from hazards and hazardous materials pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Energy. The City of Fresno has taken a number of steps to reduce energy consumption, both "in house" to set an example, and in the policy arena. The most notable "in-house" actions are the following:

- Construction of solar panel generator facilities at the Municipal Services Center (MSC) and at Fresno-Yosemite International Airport. The MSC facility, completed_ in 2004, generates 3.05 GWt of energy (equivalent to operation of 286 homes per year) and has resulted in reduction of 966 tons of CO_2 emissions (equivalent to 2,414,877 vehicular miles not driven).

- Replacement of a significant number of vehicles in the municipal fleet with clean air vehicles (please refer to the following table).

CURRENT CITY OF FRESNO "CLEAN AIR" FLEET

50	CNG Transit Buses
4	CNG Trolleys
6	CNG Handi-Ride Buses
59	Retrofitted Diesel Powered Buses with REV (reduced emission vehicle) engines and diesel particulate traps
2	Hybrid (gasoline-electric) Transit Buses
2	Hybrid (diesel-electric) Transit Buses
12	Compressed Natural Gas (CNG) Pickups, Vans and Sedans
7	Flex Fuel Pickups, Vans and Sedans (CNG/Unleaded Fuel)
3	Compressed Natural Gas (CNG) Street Sweepers
52	Hybrid (gasoline-electric) Sedans and Trucks
34	Electric Vehicles
5	Propane Powered Vehicles
103	LNG Powered Refuse Trucks
59	Retrofitted Diesel Powered Refuse Trucks with combination lean NOx catalyst and diesel particulate filters
9	Retrofitted Diesel Powered Street Sweepers with combination lean NOx catalyst and diesel particulate filters
1	Plug-In CNG/Electric Hybrid Refuse Truck
56	Heavy duty diesel trucks and construction equipment equipped with exhaust after-treatment devices
9	Off Road Equipment with exhaust after-treatment devices
473	**Total "Clean Air" Vehicles in the City of Fresno fleet**

In the development standards policy arena, the City is taking numerous steps to increase residential densities and connectivity between residential and commercial land uses, thus facilitating more walking, biking and transit ridership (which has increased 22% in recent months) and saving energy:

- Amended the zoning code to allow development of mixed use projects in all commercial zone districts citywide, and in the C-M and M-1 zone districts within the Central Area.

- Amended the zoning code to allow density bonuses for affordable housing projects. Such bonuses permit density increases of approximately 30%.

- Amended zoning code to eliminate the "drop down" provision, which permitted development at one density range less than that shown on the adopted land use map.

- Amended the zoning code to increase heights in various residential and commercial zone districts and reduce the minimum lot size in the R-1 zone district from 6,000 to 5,000 square feet.

- Initiated the Activity Center Study, which is defining the potential Activity Centers located in Exhibit 6 of the 2025 Fresno General Plan and proposing design classifications and increased density ranges for these centers and corresponding transportation corridors.

Staff is not aware of any facts or circumstance that would make impacts related to energy demands reasonably foreseeable impacts that were not addressed in the MEIR. Staff finds that the circumstances have not materially changed from the time the MEIR was certified and/or new information is not known related to energy demand impacts pursuant to CEQA Guideline Section 15179(b)(1).

Mineral Resources. The City of Fresno has adopted plan policies and City ordinance provisions consistent with requirements of the State of California necessary to preserve access to areas of identified resources and for restoration of land after resource recovery (surface mining) activities. Staff finds that these policies and Fresno Municipal Code provisions have adequately addressed any potential impacts that may have arisen related to mineral resources and is not aware of any facts or circumstance that would make loss of mineral resources a reasonably foreseeable impact not addressed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of mineral resources pursuant to CEQA Guideline Section 15179(b)(1).

School Facilities. The City of Fresno continues to consult with affected school districts and participate in school site planning efforts to assure the identification of appropriate location alternatives for planned school facilities. Staff is not aware of any information from the school districts or otherwise to demonstrate that adequate school facilities are not being accommodated under the current General Plan and/or that the need for school facilities is expected to cause impacts not identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to need for school facilities pursuant to CEQA Guideline Section 15179(b)(1).

Potential Aesthetic Impacts. Design Guidelines were appended to the 2025 Fresno General Plan through the plan adoption process conducted concurrently with MEIR analysis. As noted previously, General Plan policies encourage and promote infill development, and the City of Fresno Planning and Development Department has implemented design guidelines for reviewing infill housing development proposals. The Department has prepared detailed design guidelines for the Tower District Specific Plan area and the Fulton-Lowell Specific Plan area, both of which contain enclaves of unique structures. The City has adopted policies promoting incorporation of public art within private development projects, which will contribute to a more appealing visual environment, benefitting users of the private property as well as the surrounding community. In addition, the City of Fresno and the City of Fresno Redevelopment Agency have funded public improvements which improve the general aesthetic. Staff is not aware of any situation or circumstances where there are reasonably foreseeable aesthetic impacts not identified and assessed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related aesthetic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Appendix: Status of MEIR Analysis With Regard to Air Quality and Climate Change

APPENDIX

STATUS OF MEIR ANALYSIS WITH REGARD TO AIR QUALITY AND CLIMATE CHANGE

EXECUTIVE SUMMARY

Planning staff has worked closely with the regional San Joaquin Valley Air Pollution Control District (SJVAPCD) since the November 2002 certification of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR). Potential air quality impacts have been analyzed for every environmental assessment initial study done for City development projects. Projects are required to comply with SJVAPCD rules and regulations via conditions of approval and mitigation measures formulated in the MEIR.

Overall, revisitation of these issues leads to the conclusion that, while there have been changes in air quality laws, planning requirements, and rules and regulations since certification of the MEIR, the actual environmental setting has not evidenced degradation of air quality. In conjunction with SJVAPCD attainment plans and attendant rules and regulations that were adopted prior to the certification of the MEIR, policies in the 2025 Fresno General Plan and MEIR mitigation measures aimed at improving air quality appear to be working. Since 2002, data show that pollutant levels have been steadily decreasing for ozone/oxidants and for particulate matter (10 microns and 2 microns in size). Recent adoption of new air quality attainment plans by SJVAPCD, calling for broader and more stringent rules and regulations to achieve compliance with national and state standards, is expected to accelerate progress toward attainment of clean air act standards.

Analysis of global climate change analysis was not part of the MEIR in 2002, due to lack of scientific consensus on the matter and a lack of analytical tools. However, under the MEIR and General Plan mitigation measures and policies for reducing all forms of air pollution, levels of greenhouse gases have been reduced along with the other regulated air pollutants. At this point in time, detailed analysis and conclusions as to the significance of greenhouse gas emissions and strategies for mitigation are still not feasible, because the legislatively-mandated greenhouse gas inventory benchmarking and the environmental analysis policy formulation tasks of the California Environmental Protection Agency Air Resources Board and the Governor's Office of Planning and research are not completed. The information available does not support any conclusion that Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039, or other City projects would have a significantly adverse impact on global climate change. Similarly, there is insufficient information to conclude that global climate change would have a significantly adverse impact upon the City of Fresno or specific development projects.

SUPPORTING DATA AND ANALYSIS

While there have been changes in air quality regulations since the November 2002 certification of the 2025 Fresno General Plan MEIR, the actual environmental setting has not evidenced degradation of air quality.

The adverse air quality impacts associated with the myriad of human activities potentiated by the long range general plan for the Fresno metropolitan area can be expected to remain significant and unavoidable, and cannot be completely mitigated through the General Plan or through project-level mitigation measures. In order to provide a suitable living environment within the metropolitan area, the General Plan and its MEIR included numerous air pollution reduction measures.

The 2025 Fresno General Plan and its MEIR gave emphasis to pursuing cleaner air as an over-arching goal. The urban form element of the General Plan was designed to foster efficient transportation and to support mass transit and subdivision design standards are being implemented to support pedestrian travel. Strong policy direction in the Public Facilities and Resource Conservation elements require that air pollution improvement be a primary consideration for all land development proposals, that development and public facility projects conform to the 2025 Fresno General Plan and its EIR mitigation measures, and that the City work conjunctively with other agencies toward the goal of improving air quality.

The MEIR mitigation checklist sketched out a series of actions for the City to pursue with regard to its own operations, and City departments are pursuing these objectives. The Fresno Area Express (FAX) bus fleet and the Department of Public Utilities solid waste collection truck fleet are being converted to cleaner fuels. Lighter-duty vehicle fleets are also incorporating alternative fuels and "hybrid" vehicles. Mass transit system improvements are supporting increased ridership. Construction of sidewalks, paseos, bicycle lanes and bike paths is being required for new development projects, and are being incorporated into already-built segments of City rights-of-way with financing from grants, gas tax, and other road construction revenues. Traffic signal synchronization is being implemented. The Planning and Development Department amended the Fresno Municipal Code to ban all types of residential woodburning appliances, thereby removing the most prominent source of particulate matter pollution from new construction.

Pursuant to a specific MEIR mitigation measure, all proposed development projects are evaluated with the "Urbemis" air quality impact model that evaluates potential generation of a range of air pollutants and pollutant precursors from project construction, project-related traffic, and from various area-wide non-point air pollution sources (*e.g.*, combustion appliances, yard maintenance activities, etc.). The results of this "Urbemis" model evaluation are used to determine the significance of development projects' air quality impacts as well as the basis for any project-specific air quality mitigation measures.

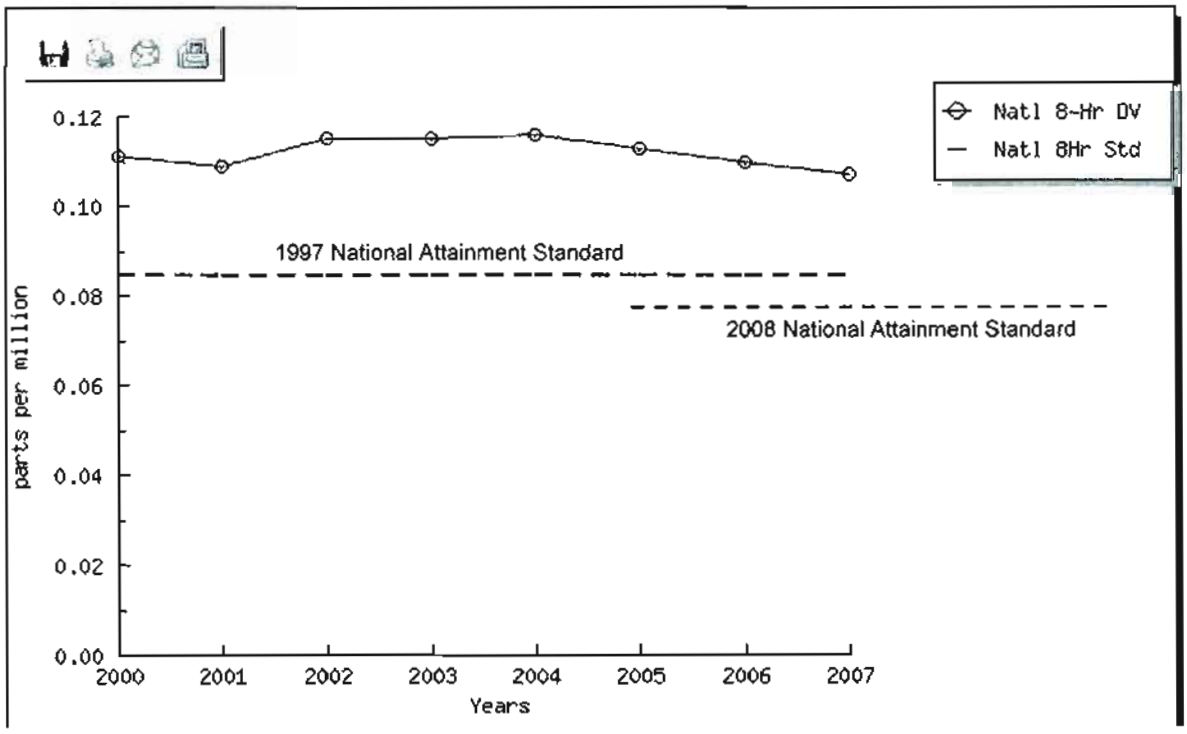
There are no new (*i.e.*, unforeseen in the MEIR) reasonable mitigation measures which have become available since late 2002 that would assure the reduction of cumulative (city-wide) air quality impacts to a less than significant level at project buildout, even with full compliance with attainment plans and rules promulgated by the California Air Resources Board and the San Joaquin Valley Air Pollution Control District.

Through implementation of regional air quality attainment plans by the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), as supported by implementation of 2025 Fresno General Plan policies and MEIR mitigation measures, air pollution indices have shown improvement. Progress is being made toward attainment of federal and state ambient air quality standards.

Ozone/oxidant levels have shown gradual improvement, as depicted in the following graphs and charts from the California Air Resources Board (graphics with an aqua background) and from the San Joaquin Valley Air Pollution Control District (those with no background color):

Air Resources Board

Ozone Trends Summary: San Joaquin Valley Air Basin



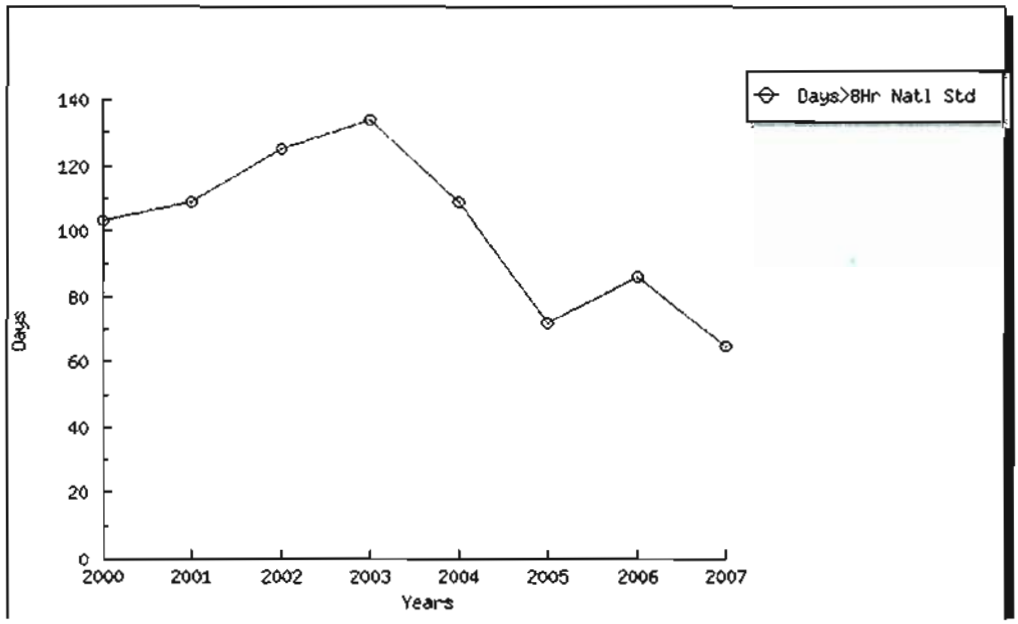
GRAPH NOTES: The "National 1997 8-Hour Ozone Design Value" is a three-year running average of the fourth-highest 8-hour ozone measurement averages in each of the three years (computed according to the method specified in Title 40, Code of Federal Regulations, Part 50, Appendix I).

Under the 1997 standard, in effect through the end of 2007, "Attainment" would be achieved if the three-year average were less than, or equal to, 84 parts per billion (ppb), or 0.084 parts per million (ppm). In 2008, a new National 8-Hour Ozone Attainment standard went into effect: a three year average of 75 ppb (0.075 ppm). Data and attainment status for 2008 is expected to become available in 2009.

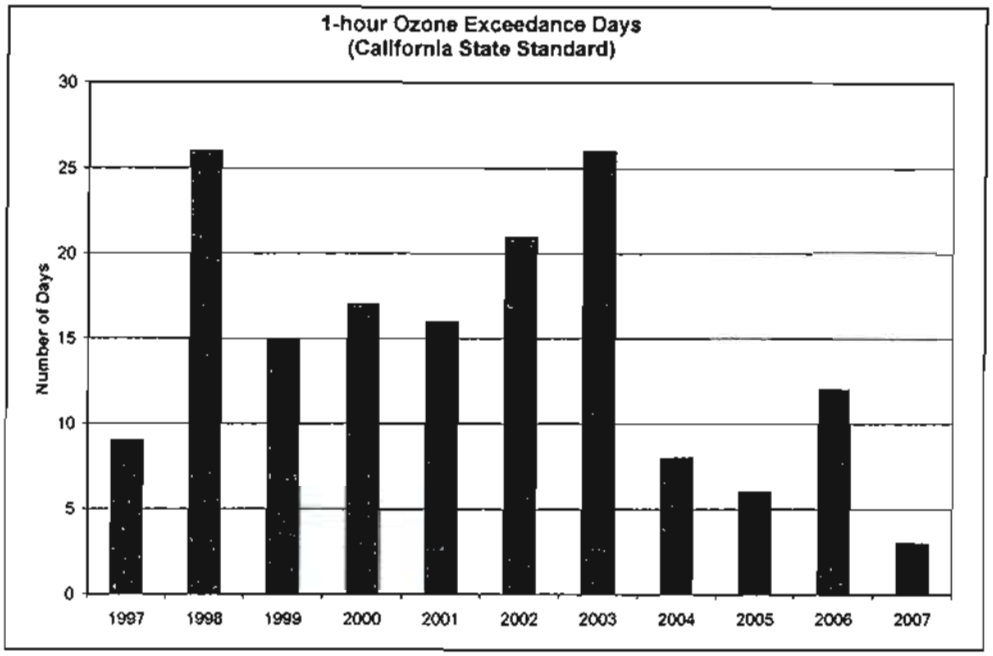
The California Clean Air Act has a different calculation method for its 8-hr oxidant [ozone] standard design value, and an attainment standard that is lower (0.070 ppm). The ozone improvement trend under the state Clean Air Act 8-hour ozone standard parallels the trend for the national 8-hour standard.

Correspondingly, the number of days per year in which the National 8-hour Ozone Standard has been exceeded have also decreased since the end of 2002:

Ozone Trends Summary: San Joaquin Valley Air Basin



In 1997, the Federal Clean Air Act repealed the former National 1-hour Ozone standard. However, the California Clean Air Act retains this air pollution parameter. The days per year in which the State of California 1-hour ozone standard has been exceeded have also shown a generally decreasing trend in the time since the 2025 Fresno General Plan MEIR was certified:

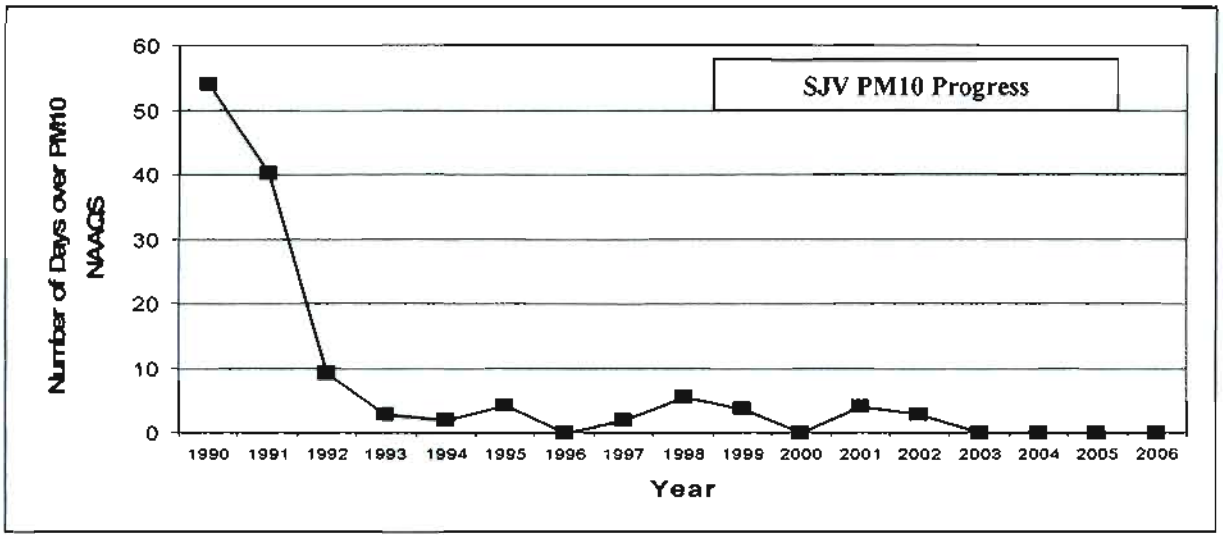


The current ozone attainment plan for the San Joaquin Valley Air Basin, in place when the MEIR for the 2025 Fresno General Plan was certified, is linked to a federal designation of "Serious Nonattainment." While ozone/oxidant air quality conditions are showing a trend toward improvement, the rate of progress toward full attainment is not sufficient to reach the national ambient air quality standards by the target date established by the attainment plan. Mobile sources (vehicle engines) are the primary source for ozone precursors, and the regulation of mobile sources occurs at the national and state levels and is beyond the direct regulatory reach of the regional air pollution control agency. As noted in the 2025 Fresno General Plan MEIR and reflected in the Statement of Overriding Considerations made when the MEIR was certified, potentially significant and unavoidable adverse air quality impacts are inherent in population growth and construction in the City of Fresno, given the Valley's climatology and the limitations on regulatory control of air pollutant precursors.

In 2004, the San Joaquin Valley Air Pollution Control District, in conjunction with the California Air Resources Board, approved a re-designation for the San Joaquin Valley Air Basin to "Extreme Nonattainment" status for ozone, approving a successor air quality attainment plan that projects San Joaquin Valley attainment of the national 8-hour ozone standard by year 2023. This designation and its accompanying attainment plan were submitted to the U.S. Environmental Protection Agency (USEPA) in November of 2004. To date, no formal action has been taken by USEPA to date on the proposed designation or the attainment plan; the Valley remains in "Severe Non-attainment" as of this writing.

The change from "Severe" to "Extreme" ozone Nonattainment would represent an extension of the deadline for attainment, but since the regional air basin would not have achieved attainment by the original deadline, this does not materially affect environmental conditions for the City of Fresno as they were analyzed in the MEIR for the 2025 Fresno General Plan. The proposed revised ozone attainment plan includes not only all the measures in the preceding ozone attainment plan, but additional measures for regulating a wider range of activities to attain ambient air quality standards.

The Valley's progress toward attaining national and state standards for PM-10 (particulate matter less than 10 microns in diameter) has been greater since certification of the MEIR:



As the preceding chart reveals, levels of PM-10 air pollution have decreased since 2002. When the MEIR was certified, the San Joaquin Valley Air Basin was designated in "Serious Nonattainment" for national standards. As of 2007, the number of days where standards were exceeded has decreased to the extent that the Valley has been deemed to be in Attainment. Under Federal Clean Air Act Section 107(d)(3), PM-10 attainment plans and associated rules and regulations remain in place to maintain this level of air quality. New and expanded regulations proposed to combat "Extreme" ozone pollution and PM-2.5 (discussed below) would be expected to provide even more improvement in PM-10 pollution situation.

The 2025 Fresno General Plan provided policy direction in support of "indirect source review" as a method for controlling mobile source pollution. Although vehicle engines and fuels are outside the purview of local and regional jurisdictions in California, approaching mobile source pollution indirectly, through regulation and mitigation of land uses which generate traffic, is an alternative approach.

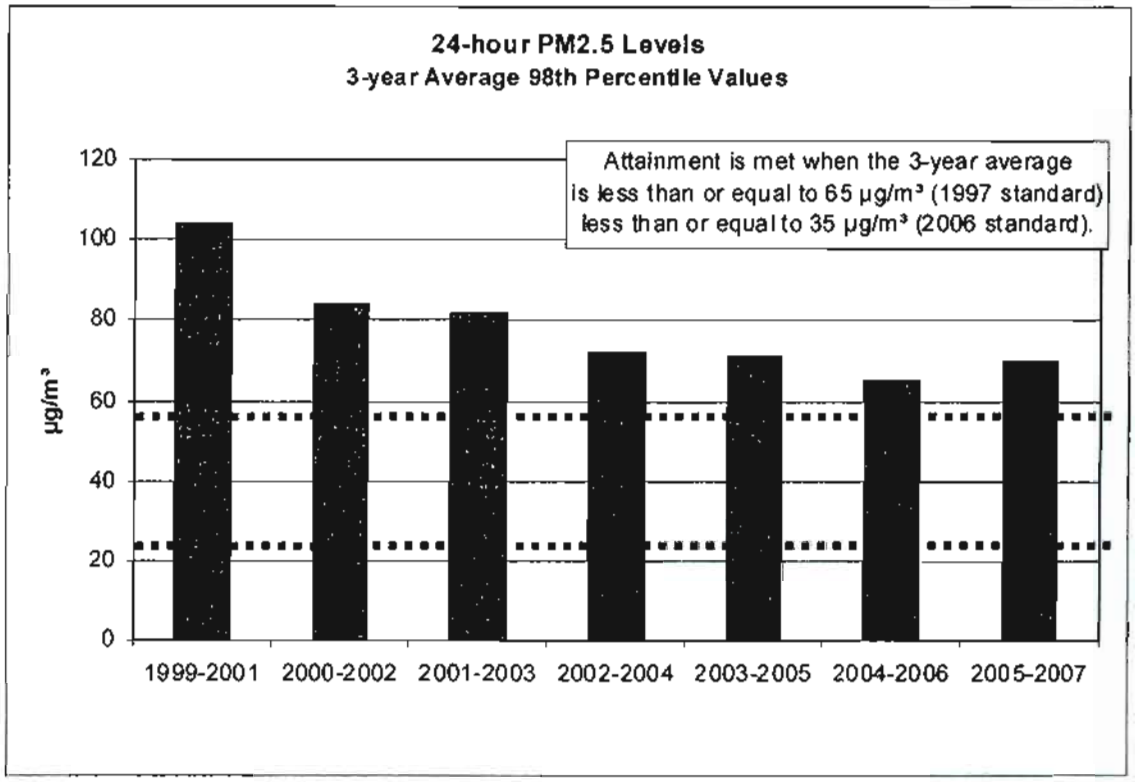
In March of 2006, the San Joaquin Valley Air Pollution Control District adopted Rule 9510, its Indirect Source Review Rule. Full implementation of this Rule has been delayed due to litigation (mitigation fees are being collected and retained in holding accounts), but projects are already being evaluated under Rule 9510 and are implementing many aspects of the Rule, such as clean air design (pedestrian and bike facilities; proximal siting of residential and commercial land uses; low-pollution construction equipment; dust control measures; cleaner-burning combustion appliances, etc.).

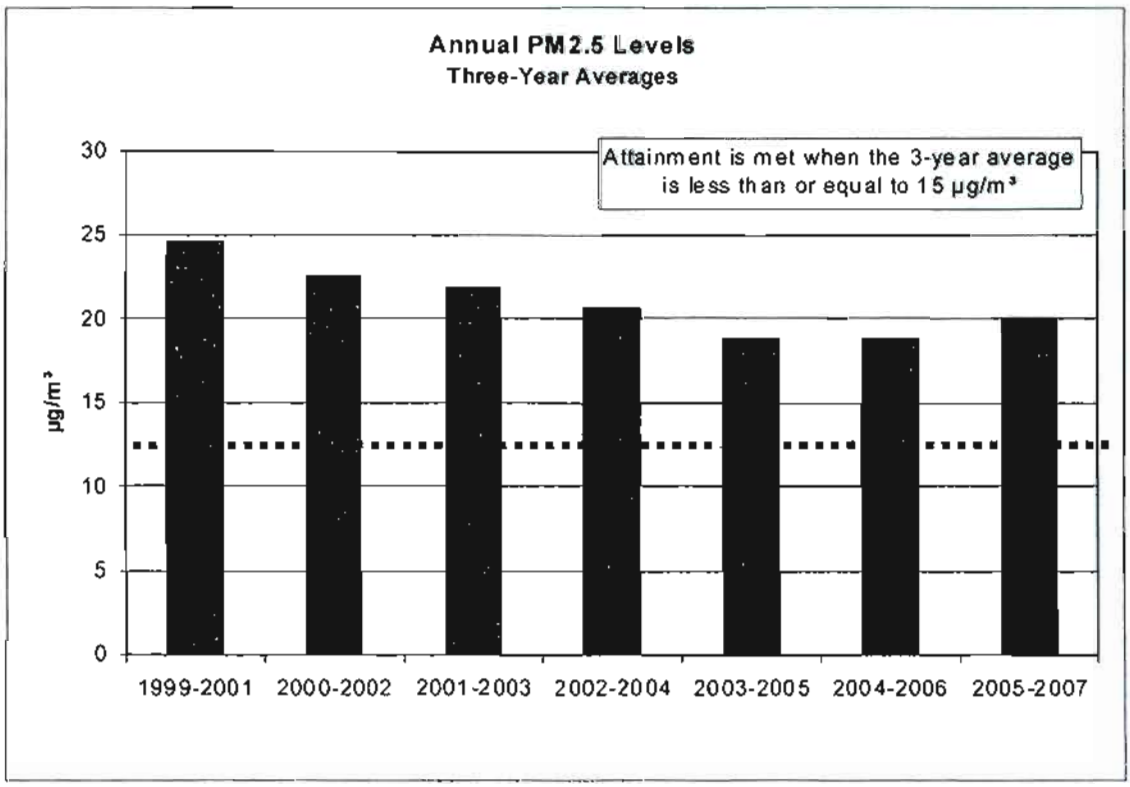
It is anticipated that full implementation (release of mitigation impact fees for various clean air projects throughout the San Joaquin Valley) and subsequent augmentation of the Indirect Source Review Rule will accelerate progress toward attainment of federal and state ozone standards, and will be an important component of the attainment plan for PM-2.5 (very fine particulate matter) and for greenhouse gas reductions to combat global climate change.

PM-2.5 is a newly-designated category of air pollutant, the component of PM-10 comprised of particles 2.5 microns in diameter or smaller. The 1997 Clean Air Act Amendments directed that this pollutant be brought under regulatory control, but federal and state standards/designations had not been finalized when the 2025 Fresno General Plan MEIR was drafted and certified. In the intervening time, the San Joaquin Valley Air Basin has been classified as being in "Nonattainment" for the 1997 federal PM-2.5 standard and for the State PM-2.5 standard.

An attainment demonstration plan for the federal 1997 PM-2.5 standard has been adopted by the SJVAPCD and approved by the California Air Resources Board, and forwarded to the EPA for approval (status as of mid-2008). The attainment plan would achieve compliance with the 1997 federal Clean Air Act PM-2.5 standard by year 2014, in conjunction with California Air Resources Board (and US EPA) action to improve diesel engine emissions. The San Joaquin Valley Air Basin has not yet been classified under the more stringent revised federal 2006 PM-2.5 standard; this classification is expected by 2009.

As with ozone and PM-10 pollution, levels of PM-2.5 have already been reduced by already-existing air quality improvement planning policies, mitigation measures, and regulations. The following charts depict historic PM-2.5 monitoring data for the regional air basin. Once the expected SJVAPCD attainment plan is implemented measures specific to PM-2.5 control, the rate of progress toward attainment of federal and state PM-2.5 standards will accelerate.


24-hour PM2.5 Levels
3-year Average 98th Percentile Values
Attainment is met when the 3-year average is less than or equal to 65 µg/m³ (1997 standard) less than or equal to 35 µg/m³ (2006 standard).
µg/m³
120
100
80
60
40
20
0
1999-2001
2000-2002
2001-2003
2002-2004
2003-2005
2004-2006
2005-2007


Annual PM2.5 Levels
Three-Year Averages
Attainment is met when the 3-year average is less than or equal to 15 µg/m³
µg/m³
30
25
20
15
10
5
0
1999-2001
2000-2002
2001-2003
2002-2004
2003-2005
2004-2006
2005-2007

When the 2025 Fresno General Plan and its MEIR were approved in late 2002, the planning and environmental documents did not directly or separately analyze potential global warming and climate change impacts. However, the general policy direction for consideration of air quality parameters in development project evaluations and for reducing those air pollutants which are already under regulation would operate to control these potential adverse impacts.

"Global warming" is the term coined to describe a widespread climate change characterized by a rising trend in the Earth's ambient average temperatures with concomitant disturbances in weather patterns and resulting alteration of oceanic and terrestrial environs and biota. When sunlight strikes the Earth's surface, some of it is reflected back into space as infrared radiation. When the net amount of solar energy reaching Earth's surface is about the same as the amount of energy radiated back into space, the average ambient temperature of the Earth's surface would remain more or less constant. Greenhouse gases potentially disturb this equilibrium by absorbing and retaining infrared energy, trapping heat in the atmosphere—the "greenhouse gas effect."

The predominant current opinion within the scientific community is that global warming is occurring, and that it is being caused and/or accelerated via generation of excess "greenhouse gases" [GHGs], that natural carbon cycle processes (such as photosynthesis) are unable to absorb sufficient quantities of GHG and cannot keep the level of these gases or their warming effect under control. It is believed that a combination of factors related to human activities, such as deforestation and an increased emission of GHG into the atmosphere from combustion and chemical emissions, is a primary cause of global climate change.

The predominant types of anthropogenic greenhouse gases (those caused by human activity), are described as follows. It should be noted that the starred GHGs are regulated by existing air quality policies and rules pursuant to their roles in ozone and particulate matter formation and/or as potential toxic air contaminants.

- carbon dioxide (CO_2), largely generated by combustion activities such as coal and wood burning and fossil fuel use in vehicles but also a byproduct of respiration and volcanic activity;

- *methane (CH_4), known commonly as "natural gas," is present in geologic deposits and is also evolved by anaerobic decay processes and animal digestion. On a ton-for-ton basis, CH_4 exerts about 20 times the greenhouse gas effect of CO_2;

- *nitrous oxide (N_2O), produced in large part by soil microbes and enhanced through application of fertilizers. N_2O is also a byproduct of fossil fuel burning: atmospheric nitrogen, an inert gas that makes up a large proportion of the

atmosphere, is oxidized when air is exposed to high-temperature combustion. N_2O is used in some industrial processes, as a fuel for rocket and racing engines, as a propellant, and as an anesthetic. N_2O is one component of "oxides of nitrogen" (NOX), long recognized as precursors of smog-causing atmospheric oxidants.

- *chlorofluorocarbons (CFCs), synthetic chemicals developed in the late 1920s for use as improved refrigerants (*e.g.*, "Freon™"). It was recognized over two decades ago that this class of chemicals exerted powerful and persistent greenhouse gas effects. In 1987, the Montreal Protocol halted production of CFCs.

- *hydrofluorocarbons (HFCs), another class of synthetic refrigerants developed to replace CFCs;

- *perfluorocarbons (PFCs), used in aluminum and semiconductor manufacturing, have an extremely stable molecular structure, with biological half-lives tens of thousands of years, leading to ongoing atmospheric accumulation of these GHGs.

- *sulfur hexafluoride (SF_6) is used for insulation in electric equipment, semiconductor manufacturing, magnesium refining and as a tracer gas for leak detection. Of any gas evaluated, SF_6 exerts the most powerful greenhouse gas effect, almost 24,000 times as powerful as that of CO_2 on a ton-for-ton basis.

- water vapor, the most predominant GHG, and a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans.

In an effort to address the perceived causes of global warming by reducing the amount of anthropogenic greenhouse gases generated in California, the state enacted the Global Warming Solutions Act of 2006 (Codified as Health & Safety Code Section 38501 *et seq.*). Key provisions include the following:

Δ Codification of the state's goal by requiring that California's GHG emissions be reduced to 1990 "baseline" levels by 2020.

Δ Set deadlines for establishing an enforcement mechanism to reduce GHG emissions:

  - By June 30, 2007, the California Air Resources Board ("CARB") was required to publish "discrete early action" GHG emission reduction measures. Discrete early actions are regulations to reduce greenhouse gas emissions to be adopted by the CARB and enforceable by January 1, 2010;

  - By January 1, 2008, CARB was required to identify what the state's GHG emissions were in 1990 (set the "baseline") and approve a statewide emissions limit for the year 2020 that is equivalent to 1990 levels. (These statewide

baseline emissions have not yet been allocated to regions, counties, or smaller political jurisdictions.) By this same date, CARB was required to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions.

- By January 1, 2011, CARB must adopt emission limits and emission reduction measures to take effect by January 1, 2012.

As support for this legislation, the Act contains factual statements regarding the potential significant impacts on California's physical environment that could be caused by global warming. These include, an increase in the intensity and duration of heat waves, the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

On August 24, 2007, California also enacted legislation (Public Resources Code §§ 21083.05 and 21097) requiring the state Resources Agency to adopt guidelines for addressing climate change in environmental analysis pursuant to the California Environmental Quality Act. By July 1, 2009, the Governor's Office of Planning and Research (OPR) is required to prepare guidelines for the mitigation of greenhouse gas emissions, and transmit those draft regulations to the Resources Agency. The Resources Agency must then certify and adopt the guidelines by January 1, 2010.

The recently-released update of the Urbemis computer model (used by the City of Fresno Planning and Development Department for environmental assessments, pursuant to a specific MEIR mitigation measure) does provide data on the amounts of CO_2 and oxides of nitrogen (NOX) potentially generated by development projects. However, at this point in time, neither CARB nor the SJVAPCD has determined what the 1997 baseline or current "inventory" of GHGs is for the entire state nor for any region or jurisdiction within the state. No agency has adopted GHG emission limits and emission reduction measures, and because CEQA guidelines have not been established for the evaluation and mitigation of greenhouse gas emissions (there is an absence of regulatory guidance). Therefore, the City is unable to productively interpret the results of the Urbemis model with regard to GHGs, and there is currently no way to determine the significance of a project's potential impact upon global warming.

The 2025 Fresno General Plan provides an integrated combination of residential, commercial, industrial, and public facility uses allowing for proximate location of living, work, educational, recreational, and shopping activities within Fresno metropolitan area. This combination of uses has been identified as a potential mitigation measure to address global warming impacts in a document published by the California Attorney General's Office entitled, *The California Environmental Quality Act Mitigation of Global Warming Impacts* (updated January 7, 2008).

Specifically, this document describes this mitigation measure as follows, "Incorporate mixed-use, infill and higher density development to reduce vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods"—echoing objectives and policies of the 2025 Fresno General Plan adopted in late 2002.

The General Plan contains a mix of land uses would be expected to generate fewer vehicle miles traveled per capita, leading to reduced emissions of greenhouse gases from engine emissions. It provides for overall denser development with high-intensity enclaves, associated with increased public transit use. The plan fosters mixed use and infill development (being implemented by mixed-use zoning ordinances added to the Fresno Municipal Code, as directed by 2025 Fresno General Plan) policies. The urban form element distributes neighborhood-level and larger commercial development, public facilities such as schools, and recreational sites throughout the metropolitan area, reducing vehicle trips.

Any manufacturing activities that would generate SF_6, HFCs, or PFCs would be subject to subsequent environmental review at the project-specific level, as would any uses which would generate methane on site. The City of Fresno has adopted an ordinance prohibiting installation of any woodburning fireplaces or woodburning appliances in new homes, which would reduce CO_2 and N_2O from wood combustion.

Through updates in the California Building Code and statewide regulation of appliance standards, City development projects conform to state-of-the art energy-efficient building, lighting, and appliance standards as advocated in the California Environmental Protection Agency's publication *Climate Action Team / Proposed Early Actions to Mitigate Climate Change in California* (April 2007) and in CARB's *Proposed Early Actions to Mitigate Climate Change in California* (April 2007). The City has further incentivized "green" building projects by providing subsidies for solar photovoltaic equipment for single-family residential construction, by reducing development standards (including reductions in required parking spaces, which further reduces air pollutant and GHG emissions), and by improving its landscape and shading standards (a topic included in the Design Guidelines adopted with the 2025 Fresno General Plan).

Updated engine and tire efficiency standards would apply to residents' vehicles, as well as the statewide initiatives applicable to air conditioning and refrigeration equipment, regional transportation improvements, power generation and use of solar energy, water supply and water conservation, landfill methane capture, changes in cement manufacturing processes, manure management (methane digester protocols), recycling program enhancements, and "carbon capture" (also known as "carbon sequestration," technologies for capturing and converting CO_2, removing it from the atmosphere).

Due to the lack of data or regulatory guidance that would indicate the 2025 Fresno General Plan had a significant adverse impact upon global climate change, the relatively small size of the Fresno Metropolitan Area in conjunction with the worldwide scope of GHG emissions, and the emphasis in the 2025 Fresno General Plan upon

integrated urban design and air pollution control measures, it could not be concluded in 2002 nor at present that the 2025 Fresno General Plan would have a significant adverse impact on global climate change.

As to potential impacts of global warming upon the 2025 Fresno General Plan: the city is located in the Central Valley, in an urbanized area on flat terrain distant from the Pacific coast and from rivers and streams. It is outside of identified flood prone areas. Based on its location we conclude that Fresno is not likely to be significantly affected by the potential impacts of global climate change such as increased sea level and river/stream channel flooding; nor is it subject to wildfire hazards. While Fresno does contain areas with natural habitat (the San Joaquin Bluffs and Riverbottom), a change in these areas' biota induced by global warming would not leave them bereft of all habitat value—it would simply mean a change in the species which would be encountered in these areas. The 2025 Fresno General Plan preserves this habitat open space area for multiple objectives (protection from soil instability and flood inundation; conservation of designated high-quality mineral resources), so any natural resource species changes in those areas would not constitute a significant adverse impact to the city or a loss of resource area.

Fresno has historically had high ambient summer temperatures and an historic heat mortality level that is among the highest in the state (5 heat-related deaths annually per 100,000 population). Due to the prevalence of air conditioning in dwellings and commercial buildings, an increase in extreme heat days from global warming is not expected by the California Air Resources Board Research Division to significantly increase heat-related deaths in Fresno, as opposed to possible effects in cooler portions of the state such as Sacramento or Los Angeles areas (reference: *Projections of Public Health Impacts of Climate Change in California: Scenario Analysis*, by Dr. Deborah Dreschler, Air Resources Board, April 9, 2008). Increased summertime temperatures which may be caused by global warming will be mitigated by the City's landscaping standards to provide shade trees, by statewide energy efficiency standards which insulate dwellings from heat and cold, and by urban design standards which require east-west orientation of streets and buildings to facilitate solar gain. Fresno has a heat emergency response plan and provides cooling centers and free transportation to persons who do not have access to air conditioning.

Secondary health effects of global warming could include increases in respiratory and cardiac illnesses attributable to poor air quality. The San Joaquin Valley Air Pollution Control District provides daily advisories and warnings in times of high ozone levels to help senior citizens and other sensitive populations avoid exposure. The SJVAPCD has committed to attainment of fine particulate matter (PM2.5) standards by Year 2014 and to attainment of oxidant/ozone standards by Year 2023, and would adopt additional Rules and emission controls as necessary to decrease emissions inventories by those target dates. There is insufficient information to indicate that global climate change would prevent attainment of air quality parameters affecting health.

Pursuant to 2025 Fresno General Plan policy and MEIR mitigation measures, the City's Department of Public Utilities and Fire Department are required to affirm that adequate water service can be provided to all development projects for potable and fire suppression uses. The City derives much of its water supply from groundwater, using its surface water entitlements from the Kings and San Joaquin Rivers primarily to recharge the aquifer. A high percentage of Fresno's annual precipitation is captured and percolated in ponding basins operated by Fresno Metropolitan Flood Control District. If global climate change leads to a longer rainy season and/or more storm events throughout the year, groundwater supplies could be improved by additional percolation.

The City of Fresno currently treats and distributes only some 20% of its 150,000 acre-foot/year (AFY) surface water entitlement for the municipal water system, directing another 50,000 to 70.000 AFY to recharge activities via ponding basins. Presently, the City is unable to recharge the full balance of its annual entitlement in average and wet years, and releases any unused surface water supplies to area irrigation districts for agricultural use in the metropolitan area, (which further augments groundwater recharge through percolation of irrigated water).

Future surface water plant construction projects envisioned by the 2025 Fresno General Plan would account for less than 120,000 acre-feet per year of the surface supply. The General Plan direction for future Metropolitan Water Resource Management Plans includes exploring the use of recycled treated wastewater for non-potable uses such as landscape irrigation, which would further effectively extending the City's water supply.

If the global climate change were to cause a serious and persistent decrease in Sierra snowpack, some of Fresno's water supply could be affected. However, historic records show that the very long-term prevailing climatic pattern for Central California has included droughts of long (often, multi-year) duration, interspersed with years of excess precipitation. Decades before global climate change was considered as a threat to California's water system, state and local agencies recognized a need to augment water storage capacity for excess precipitation occurring in wet years, to carry the state through the intervening dry years.

The potential for episodic and long-term drought is considered in the city's Metropolitan Water Resource Plan and in its the Urban Water Management Plan Drought Contingency component, to accommodate reductions in available water supplies. In times of extended severe regional or statewide drought, a reprioritization of water deliveries and reallocation for critical urban supplies vs. agricultural use is possible, but it is too speculative at this time to determine what the statewide reprioritization response elements would be (the various responses of statewide and regional water agencies to these situations are not fully formulated and cannot be predicted with certainty). Because the true long term consequences of climate change on California's and Fresno's water system cannot be predicted, and, it is too speculative at this time to conclude that there could be a significant adverse impact on water supply for the 2025 Fresno General Plan due to global climate change.

As noted above, it is theorized that global warming could lead to more energy in the atmosphere and to increased intensity or frequency of storm events. Fresno's long-term weather pattern is that rainfall occurs during episodic and fairly high-intensity events. The Fresno Metropolitan Flood Control District (FMFCD) drainage and flood control Master Plan, which sets policies for drainage infrastructure and grading in the entire Fresno-Clovis area, is already predicated on this type of weather pattern. FMFCD sizes its facilities (which development potentiated by the 2025 Fresno General Plan will help to complete) for "two-year storm events," storms of an intensity expected in approximately 50 percent of average years; however, the urban drainage system design has additional capacity built into the street system so that excess runoff from more intense precipitation events is directed to the street system. The City's Flood Plan Ordinance and grading standards require that finished floor heights be above the crowns of streets and above any elevated ditchbanks of irrigation canals. FMFCD project conditions also preserve "breakover" historic surface drainage routes for runoff from major storms. Ultimately, drain inlets and FMFCD basin dewatering pumps direct severe storm runoff into the network of Fresno Irrigation District canals and pipelines still extant in the metropolitan area, with outfalls beyond the western edge of the metropolitan area.

Scientific information, analytical tools, and standards for environmental significance of global warming and green house gases were not available to the Planning and Development Department in 2002 when the 2025 Fresno General Plan and its MEIR were formulated and approved--and at this point, there is still insufficient data available to draw any conclusions as to the potential impacts, or significance of impacts, related to global climate change for the 2025 Fresno General Plan. Similarly, there is insufficient information to conclude that global warming may have a potentially significant adverse impact upon the 2025 Fresno General Plan. In a situation when it would be highly speculative to estimate impacts or to make conclusions as to the degree of adversity and significance of those impacts, the California Environmental Quality Act allows agencies to terminate the analysis. In that regard, there is no material change in status from the degree of environmental review on this topic contained in the 2025 Fresno General Plan MEIR.

MEIR Mitigation Monitoring Checklist

MASTER ENVIRONMENTAL IMPACT REPORT (MEIR) NO. 10130 / SCH No. 2001071097
ENVIRONMENTAL ASSESSMENT NO. A-09-02 FINDING OF MITIGATED NEGATIVE DECLARATION FOR THE 2025 FRESNO GENERAL PLAN

Project/EA No. A-10-002/R-10-002/C-10-039 **Date: October 25, 2013**

Mitigation Monitoring Checklist

Following is the mitigation monitoring checklist from MEIR No. 10130 as applied to the above-noted project's environmental assessment, required by City Council Resolution No. 2002-378 and Exhibit E thereof (adopted on November 19, 2002) to certify the MEIR for the 2025 Fresno General Plan Update. On June 25, 2009, through its Resolution No. 2009-146, the City Council adopted Environmental Assessment No. A-09-02 confirming the finding of a Mitigated Negative Declaration prepared for General Plan Amendment Application No. A-09-02 which updated the Air Quality Section of the Resource Conservation Element of the 2025 Fresno General Plan and incorporated additional and revised mitigation measures as necessary within the following monitoring checklist.

A - Incorporated into Project
B - Mitigated
C - Mitigation in Progress
D - Responsible Agency Contacted
E - Part of City-wide Program
F - Not Applicable

NOTE: Letters B-Q in mitigation measures refer to the respective sections of Chapter V of MEIR No. 10130

B-1. Development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan MEIR traffic analysis to perform at an Average Daily Traffic (ADT) level of service (LOS) D or better in 2025, with planned street improvements, shall not cause conditions on those segments to be worse than LOS E before 2025 without completing a traffic and transportation evaluation. This evaluation will be used to determine appropriate project-specific design measures or street/transportation improvements that will contribute to achieving and maintaining LOS D.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X	X		X		
B-2. Development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan MEIR traffic analysis to perform at an ADT LOS E in 2025, with planned street improvements, shall not cause conditions on those segments to be worse than LOS E	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource				X		X

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
before 2025 without completing a traffic and transportation evaluation. This evaluation will be used to determine appropriate project-specific design measures or street/ transportation improvements that will contribute to achieving and maintaining LOS E.		Management Dept.						
B-3. Development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan MEIR traffic analysis to perform at an ADT LOS F shall not cause further substantial degradation of conditions on those segments before 2025 without completing a traffic and transportation evaluation. This evaluation will be used to determine appropriate project-specific design measures or street/ transportation improvements that will contribute to achieving and maintaining a LOS equivalent to that anticipated by the General Plan. Further substantial degradation is defined as an increase in the peak hour vehicle/capacity (v/c) ratio of 0.15 or greater for roadway segments whose v/c ratio is estimated to be 1.00 or higher in 2025 by the General Plan MEIR traffic analysis.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.						X

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
B-4. For development projects that are consistent with plans and policies, a site access evaluation shall be required to the satisfaction of the Public Works Director. This evaluation shall, at a minimum, focus on the following factors: a. Disruption of vehicular traffic flow along adjacent major streets, appropriate design measures for on-site vehicular circulation and access to major streets (number, location and design of driveway approaches), and linkages to bicycle/pedestrian circulation systems and transit services. b. In addition, for development projects that the City determines may generate a projected 100 or more peak hour vehicle trips (either in the morning or evening), the evaluation shall determine the project's contribution to increased peak hour vehicle delay at major street intersections adjacent or proximate to the project site. The evaluation shall identify project responsibilities for intersection improvements to reduce vehicle delay consistent with the LOS anticipated by the 2025 Fresno General Plan. For projects which affect State Highways, the Public Works Director may direct the site access evaluation to reference the criteria presented in Caltrans Guide for the Preparation of Traffic Impact Studies.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		
B-5. Circulation and site design measures shall be considered for development projects so that local trips may be completed as	Prior to approval of	Public Works Dept./Traffic	X			X		

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
much as possible without use of, or with reduced use of, major streets and major street intersections. Appropriate consideration must also be given to compliance with plan policies and mitigation measures intended to promote compatibility between land uses with different traffic generation characteristics.	land use entitlement	Planning; Development & Resource Management Dept.						
B-6. New development projects and major street construction projects shall be designed with consideration and implementation of appropriate features (considering safety, convenience and cost-effectiveness) to encourage walking, bicycling, and public transportation as alternative modes to the automobile.	Prior to approval or prior to funding of major street project.	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		
B-7. Bicycle and pedestrian travel and use of public transportation shall be facilitated as alternative modes of transportation including, but not limited to, provision of bicycle, pedestrian and public transportation facilities and improvements to connect residential areas with public facilities, shopping and employment. Adequate rights-of-way for bikeways, preferably as bicycle lanes, shall be provided on all new major streets and shall be considered when designing improvements for existing major streets.	Ongoing	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X				X	

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
C-1. In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, the City shall take the following necessary actions to achieve and maintain compliance with state and federal air quality standards and programs. a. Develop and incorporate air quality maintenance considerations into the preparation and review of land use plans and development proposals. b. Maintain internal consistency within the General Plan between policies and programs for air quality resource conservation and the policies and programs of other General Plan elements. c. City departments preparing environmental review documents shall use computer models (software approved by local and state air quality and congestion management agencies) to estimate air pollution impacts of development entitlements, land use plans and amendments to land use regulations. d. Adopted state and SJVAPCD protocols, standards, and thresholds of significance for greenhouse gas emissions shall be utilized in assessing and approving proposed development projects. e. Continue to route information regarding land use plans, development projects, and amendments to development regulations to the SJVAPCD for that agency's review and comment on potential air quality impacts.	Ongoing	Development & Resource Management Dept.	X			X		

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D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
C-2. For development projects potentially meeting SJVAPCD thresholds of significance and/or thresholds of applicability for the Indirect Source Review Rule (Rule 9510) in their unmitigated condition, project applicants shall complete the SJVAPCD Indirect Source Review Application prior to approval of the development project. Mitigation measures incorporated into the	Ongoing	Development & Resource Management Dept and SJVAPCD	X			X		
C-3. The City shall implement all of the Reasonably Available Control Measures (RACM) identified in Exhibit A of Resolution No. 2002-119, adopted by the Fresno City Council on April 9, 2002. These measures are presented in full detail in Table VC-3 of the MEIR.	Ongoing	Various city departments					X	
C-4. The City shall continue efforts to improve technical performance, emissions levels and system operations of the Fresno Area Express transit system, through such measures as: a. Selecting and maintaining bus engines, transmissions, fuels and air conditioning equipment for efficiency and low air pollution emissions. b. Siting new transit centers and other multi-modal transportation transfer facilities to maximize utilization of mass transit. c. Continuing efforts to improve transit on-time performance,	Ongoing	Fresno Area Express					X	

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
increase frequency of service, extend hours of operation, add express bus service and align routes to capture as much new ridership as possible. d. Initiating a program to allow employers and institutions (e.g., educational facilities) to purchase blocks of bus passes at a reduced rate to facilitate their incentive programs for reducing single-passenger vehicle use.								
D-1. The City shall monitor impacts of land use changes and development project proposals on water supply facilities and the groundwater aquifer.	Ongoing	Dept of Public Utilities and Development & Resource Management Dept.	X		X		X	
D-2. The City shall ensure the funding and construction of facilities to mitigate the direct impacts of land use changes and development within the 2025 General Plan boundaries. Groundwater wells, pump stations, intentional recharge facilities, potable and recycled water treatment and distribution systems shall be expanded incrementally to mitigate increased water demands. Site specific environmental evaluations shall precede the construction of these facilities. Results of this evaluation shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing (City-wide); and prior to approval of land use entitlement as applicable	Department of Public Utilities and Development & Resource Management Dept.			X	X	X	

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B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
D-3. The City shall implement the future water supply plan described in the City of Fresno Metropolitan Water Resources Management Plan Update and shall continue to update this Plan as necessary to ensure the cost-effective use of water resources and continued availability of good-quality groundwater and surface water supplies.	Ongoing	Department of Public Utilities					X	
D-4. The City shall work with the Fresno Metropolitan Flood Control District to prevent and reduce the existence of urban stormwater pollutants to the maximum extent practical and ensure that surface and groundwater quality, public health, and the environment shall not be adversely affected by urban runoff, and shall comply with NPDES standards.	Ongoing	Development & Resource Management Dept.	X			X	X	
D-5. The City shall preserve undeveloped areas within the 100-year floodway within the city and its general plan area, particularly the San Joaquin Riverbottom, for uses that will not involve permanent improvements which would be adversely affected by periodic floods. The City shall expand this protected area in the Riverbottom pursuant to expanded floodplain and/or floodway maps, regulations, and policies adopted by the Central Valley Flood Protection Board and the National Flood Insurance Protection Program.	Ongoing	Development & Resource Management Dept.					X	

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
D-6. The City shall establish special building standards for private structures, public structures and infrastructure elements in the San Joaquin Riverbottom that will protect: a. Allowable construction in this area from being damaged by the intensity of flooding in the riverbottom; b. Water quality in the San Joaquin River watershed from flood damage-related nuisances and hazards (e.g., the release of raw sewage); and c. Public health, safety and general welfare from the effects of flood events.	Ongoing	Development & Resource Management Dept.					X	X
D-7. The City shall advocate that the San Joaquin River not be channelized and that levees shall not be used in the river corridor for flood control, except those alterations in river flow that are approved for surface mining and subsequent reclamation activities for mined sites (e.g., temporary berms and small side-channel diversions to control water flow through ponds).	Ongoing	Development & Resource Management Dept.					X	X
D-8. The City shall maintain a comprehensive, long-range water resource management plan that provides for appropriate management and use of all sources of water available to the planning area, and shall periodically update this plan to ensure	Ongoing	Department of Public Utilities	X		X	X		

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
that sufficient and sustainable water supplies of good quality will be economically available to accommodate existing and planned urban development. Project-specific and city-wide water conservation measures shall be directed toward assisting in reaching the goal of balancing City groundwater operations by 2025.								
D-9. The City shall continue its current water conservation programs and implement additional water conservation measures to reduce overall per capita water use within the City with a goal of reducing the overall per capita water use in the City to its adopted target consumption rate. The target per capita consumption rate adopted in 2008 is a citywide average of 243 gallons per person per day, intended to be reached by 2020 (which includes anticipated water conservation resulting from the on-going residential water metering program and additional water conservation by all customers: 5% by 2010, and an additional 5% by 2020.)	Ongoing	Department of Public Utilities			X	X		

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D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
D-10. All development projects shall be required to comply with City Department of Public Utilities conditions intended for the City to reach its overall per capita water consumption rate target. Project conditions shall include, but are not limited to, water use efficiency for landscaping, use of artificial turf and native plant materials, reducing turf areas, and discouraging the development of artificial lakes, fountains and ponds unless only untreated surface water or recycled water supplies are used for these decorative and recreational water features, as appropriate and sanitary.	Prior to approval of land use entitlement	Department of Public Utilities	X			X		
D-11. When and if the City adopts a formal management plan for recycled and/or reclaimed water, all development shall comply with its standards and requirements. Absent a formal management plan for recycled and/or reclaimed water, new development projects shall install reasonably necessary infrastructure, facilities and equipment to utilize reclaimed and recycled water for landscape irrigation, decorative fountains and ponds, and other water-consuming features, provided that use of reclaimed or recycled water is determined by the Department of Public Utilities to be feasible, sanitary, and energy-efficient.	Prior to approval of development project	Department of Public Utilities				X		X

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D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
D-12. All applicants for development projects shall provide data (meeting City Department of Public Utilities criteria for such data) on the anticipated annual water demand and daily peak water demand for proposed projects. If a development project would increase water demand at a project location (or for a type of development) beyond the levels allocated in the version of the City's Urban Water Management Plan (UWMP) in effect at the time the project's environmental assessment is conducted, the additional water demand will be required to be offset or mitigated in a manner acceptable to the City Department of Public Utilities. Allocated water demand rates are set forth in Table 6-4 of the 2008 UWMP as follows:	Prior to approval of development project	Department of Public Utilities				X		

FOR GROSS DEVELOPED PROJECT ACREAGE OF THE FOLLOWING DEVELOPMENT CATEGORIES	PER-UNIT FACTORS, in acre-ft/acre/yr, for projects projected to be completed during these intervals:		
(Analysis shall include acreage to all street centerlines.)	01/01/2005 THROUGH 12/31/2010	01/01/2010 THROUGH 12/31/2024	AFTER 01/01/2025
Single family residential	3.8	3.5	3.5
Multi-family residential	6.5	6.2	6.2

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D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE				WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Commercial and institutional	2	1.9	1.9								
Industrial	2	1.9	1.9								
Landscaped open space	3	2.9	2.9								
South East Growth Area	3.4	3.2	3.2								
NOTE: The above land use classifications and demand allocation factors may be amended in future updates of the Urban Water Management Plan											
D-13. The City will conform to the requirements of Waste Discharge Requirements Order 5-01-254, including groundwater monitoring and subsequent Best Practical Treatment and Control (BPTC) assessment and findings.				Ongoing	Department of Public Utilities					X	
E-1. The City shall continue to implement and pursue strengthening of urban growth management service delivery requirements and annexation policy agreements, including urging that the county continue to implement similar measures within the boundaries of the 2025 Fresno General Plan, to promote contiguous urban development and discourage premature conversion of agricultural land.				Ongoing	Development & Resource Management Dept.					X	

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E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
E-2. To minimize the inefficient conversion of agricultural land, the City shall pursue the appropriate measures to ensure that development within the planned urban boundary occurs consistent with the General Plan and that urban development occurs within the city's incorporated boundaries.	Ongoing	Development & Resource Management Dept.			X		X	
E-3. The City shall pursue appropriate measures, including recordation of right to farm covenants, to ensure that agricultural uses of land may continue within those areas of transition where planned urban areas interface with planned agricultural areas.	Ongoing	Development & Resource Management Dept.						X
E-4. Development of agricultural land, or fallow land adjacent to land designated for agricultural uses, shall incorporate measures to reduce the potential for conflicts with the agricultural use. Implementation of the following measures shall be considered: a. Including a buffer zone of sufficient width between proposed residences and the agricultural use. b. Restricting the intensity of residential uses adjacent to agricultural lands. c. Informing residents about possible exposure to agricultural chemicals. d. Where feasible and permitted by law, exploring opportunities for agricultural operators to cease aerial spraying of chemicals	Ongoing	Development & Resource Management Dept.						X

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
and use of heavy equipment near proposed residences. e. Recordation of right to farm covenants to ensure that agricultural uses of land can continue.								
F-1. The City shall ensure the provision for adequate trunk sewer and collector main capacities to serve existing and planned urban and economic development, including existing developed uses not presently connected to the public sewer system, consistent with the Wastewater Master Plan. Where appropriate, the City will coordinate with the City of Clovis and other agencies to ensure that planning and construction of facilities address regional needs in a comprehensive manner.	Ongoing	Dept. of Public Utilities and Development & Resource Management Dept.	X		X	X		
F-2. The City shall continue the development and use of citywide sewer flow monitoring and computerized flow modeling to ensure the availability of sewer collection system capacity to serve planned urban development.	Ongoing	Dept. of Public Utilities				X		
F-2-a. The City shall provide for containment and management of leathers and sludge adequate to prevent groundwater degradation.	Ongoing	Dept. of Public Utilities					X	X

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E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
F-3. The City shall ensure the provision of adequate sewage treatment and disposal by using the Fresno-Clovis Regional Wastewater Reclamation Facility as the primary facility when economically feasible for all existing and new development within the General Plan area. Smaller, subregional wastewater treatment facilities may also be constructed as part of the regional wastewater treatment system, when appropriate. This shall include provision of tertiary treatment facilities to produce recycled water for landscape irrigation and other non-potable uses. Site specific environmental evaluation and development of Waste Discharge Requirements by the Regional Water Quality Control Board shall precede the construction of these facilities. Mitigation measures identified in these evaluations shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing	Dept. of Public Utilities			X	X		
F-4. The City shall ensure that adequate trunk sewer capacity exists or can be provided to serve proposed development prior to the approval of rezoning, special permits, tract maps and parcel maps, so that the capacities of existing facilities are not exceeded.	Ongoing/prior to approval of land use entitlement	Dept. of Public Utilities and Development & Resource Management Dept.	X			X		

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
F-5. The City shall provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse for existing and planned development within the City's jurisdiction. Site specific environmental evaluation shall precede the construction of these facilities. Results of this evaluation shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing/prior to construction	Dept. of Public Utilities	X			X		
G-1. Site specific environmental evaluation shall precede the construction of new police and fire protection facilities. Results of this evaluation shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing/prior to construction	Fire Dept/Police Dept/ Development & Resource Management Dept.						X
H-1. Site specific environmental evaluation shall precede the construction of new public parks. Results of this evaluation shall be incorporated into the park design to reduce the environmental impacts.	Ongoing/prior to construction	Parks and Recreation Dept. & Development & Resource Management Dept.						X

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
I-1. Projects that could adversely affect rare, threatened or endangered wildlife and vegetative species (or may have impacts on wildlife, fish and vegetation restoration programs) may be approved only with the consent of the California Department of Fish and Game (and the U.S. Fish and Wildlife Service, as appropriate) that adequate mitigation measures are incorporated into the project's approval.	Ongoing/prior to approval of land use entitlement	Development & Resource Management Dept.						X
I-2. Where feasible, development shall avoid disturbance in wetland areas, including vernal pools and riparian communities along rivers and streams. Avoidance of these areas shall including siting structures at least 100 feet from the outermost edge of the wetland. If complete avoidance is not possible, the disturbance to the wetland shall be minimized to the maximum extent possible, with restoration of the disturbed area provided. New vegetation shall consist of native species similar to those removed.	Ongoing/prior to approval of land use entitlement	Development & Resource Management Dept.						X
I-3. Where wetlands or other sensitive habitats cannot be avoided, replacement habitat at a nearby off-site location shall be provided. The replacement habitat shall be substantially equivalent in nature to the habitat lost and shall be provided at a ratio suitable to assure that, at a minimum, there is no net less of habitat acreage or value. Typically, the U.S. Fish and Wildlife	Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Service and California Department of Fish and Game require a ratio of three replacement acres for every one acre of high quality riparian or wetland habitat lost.								
I-4. Existing and mature riparian vegetation shall be preserved to the extent feasible, except when trees are diseased or otherwise constitute a hazard to persons or property. During construction, all activities and storage of equipment shall occur outside of the drip lines of any trees to be preserved.	Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X
I-5. Within the identified riparian corridors, environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values and only uses consistent with these values shall be allowed (e.g., nature education and research, fishing and habitat enhancement and protection).	Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X
I-6. All areas within identified riparian corridors shall be maintained in a natural state or limited to recreation and open space uses. Recreation shall be limited to passive forms of recreation, with any facilities that are constructed required to be non-intrusive to wildlife or sensitive species.	Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
J-1. If the site of a proposed development or public works project is found to contain unique archaeological or paleontological resources, and it can be demonstrated that the project will cause damage to these resources, reasonable efforts shall be made to permit any or all of the resource to be scientifically removed, or it shall be preserved in situ (left in an undisturbed state). In situ preservation may include the following options, or equivalent measures: a. Amending construction plans to avoid the resources. b. Setting aside sites containing these resources by deeding them into permanent conservation easements. c. Capping or covering these resources with a protective layer of soil before building on the sites. d. Incorporating parks, green space or other open space into the project to leave these resources undisturbed and to provide a protective cover over them. e. Avoiding public disclosure of the location of these resources until or unless the site is adequately protected from vandalism or theft.	Ongoing/prior to approval of land use entitlement	Development & Resource Management Dept.	X		X		X	
J-2. An archaeological assessment shall be conducted for the project if prehistoric human relics are found that were not previously assessed during the environmental assessment for	Ongoing/prior to submittal of land use	Development & Resource Management	X				X	

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
the project. The site shall be formally recorded, and archaeologist recommendations shall be made to the City on further site investigation or site avoidance/ preservation measures.	entitlement application	Dept.						
J-3. If there are suspected human remains, the Fresno County Coroner shall be contacted immediately. If the remains or other archaeological materials are possibly of Native American origin, the Native American Heritage Commission shall be contacted immediately, and the California Archaeological Inventory's Southern San Joaquin Valley Information Center shall be contacted to obtain a referral list of recognized archaeologists.	Ongoing	Development & Resource Management Dept./ Historic Preservation Commission staff	X				X	
J-4. Where maintenance, repair stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (Weeks and Grimmer, 1995), the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus not significant.	Ongoing	Development & Resource Management Dept./ Historic Preservation Staff						X

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
K-1. The City shall adopt the land use noise compatibility standards presented in Figure VK-2 for general planning purposes.	Ongoing	Development & Resource Management Dept.	X		X		X	
K-2. Any required acoustical analysis shall be performed as required by Policy H-1-d of the 2025 Fresno General Plan for development projects proposing residential or other noise sensitive uses as defined by Policy H-1-a, to provide compliance with the performance standards identified by Policies H-1-a and H-1-k. (Note: all are policies of the 2025 Fresno General Plan.) The following measures can be used to mitigate noise impacts; however, impacts may not be fully mitigated within the 70 dBA noise contour areas depicted on Figure VK-4. ■ Site Planning. See Chapter V for more details. ■ Barriers. See Chapter V for more details. ■ Building Designs. See Chapter V for more details.	Ongoing/upon submittal of land use entitlement application	Development & Resource Management Dept.	X			X		
K-3. The City shall continue to enforce the California Administrative Code, Title 24, Noise Insulation Standards. Title 24 requires that an acoustical analysis be performed for all new multi-family construction in areas where the exterior sound levels exceed 60 CNEL. The analysis shall ensure that the building design limits the interior noise environment to 45 CNEL or below.	Ongoing/prior to building permit issuance	Development & Resource Management Dept.					X	

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
L-1. Any construction that occurs as a result of a project shall conform to current Uniform Building Code regulations which address seismic safety of new structures and slope requirements. As appropriate, the City shall require a preliminary soils report prior to subdivision map review to ascertain site specific subsurface information necessary to estimate foundation conditions. This report shall reference and make use of the most recent regional geologic maps available from the California Department of Conservation, Division of Mines and Geology.	Ongoing	Development & Resource Management Dept.					X	
N-1. The City shall cooperate with appropriate energy providers to ensure the provision of adequate energy generated and distribution facilities, including environmental review as required.	Ongoing	Development & Resource Management Dept.	X			X		
Q-1. The City shall establish and implement design guidelines applicable to all commercial and manufacturing zone districts. These design guidelines will require consideration of the appearance of non-residential buildings that are visible to pedestrians and vehicle drivers using major streets or are visible from proximate properties zoned or planned for residential use.	Ongoing	Development & Resource Management Dept.					X	X

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Project Specific Mitigation Monitoring Checklist

PROJECT-SPECIFIC MITIGATION MONITORING CHECKLIST
For Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039

This monitoring checklist for the above noted environmental assessment is being prepared in accordance with the requirements of the California Environmental Quality Act (CEQA), as required under Assembly Bill 3180, and is intended to establish a project-specific reporting/monitoring program for Plan Amendment Application No. A-10-002, Rezone Application No. R-10-002, and Conditional Use Permit Application No. C-10-039. Verification of implementation of these mitigation measures, in addition to the applicable measures specified for this project per the Mitigation Monitoring Checklist prepared for this project pursuant to Master Environmental Impact Report No. 10130 - 2025 Fresno General Plan, will be required upon the application for subdivision of the project site, special permits, or grading on the project site. The captions below refer to corresponding sections of the Initial Study checklist for this project, using the Appendix G format from the CEQA Guidelines.

MITIGATION MEASURES FOR ENVIRONMENTAL ASSESSMENT NO. A-10-002/R-10-002/C-10-039

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
Project shall implement and incorporate, as appropriate all mitigation measures as identified in the attached Master Environmental Impact Report No. 10130--2025 Fresno General Plan Mitigation Monitoring Checklist dated October 25, 2013.	Applicant	Processing and review of project proposal prior to approval.	City of Fresno Development & Resource Management Department
Project shall comply with all of the requirements stipulated within the attached memorandum from the San Joaquin Valley Air Pollution Control District dated September 19, 2013.	Applicant	Ongoing	San Joaquin Valley Air Pollution Control District

Project shall comply with all of the requirements stipulated within the attached memorandum from the Department of Public Utilities-Water Division dated March 10, 2011. -Retain the existing 60-foot Public Utility Easement within the West Yale Avenue Alignment between North Briarwood and North Marks Avenue. -On-site sanitary water facilities shall be private. -Installation of water service and meter box shall be required. -The City guarantees a minimum 35-PSI to the meter. If this is insufficient flow for the proposed project, then the building may incorporate booster pumps for domestic water and fire flow use within the building(s). -The development shall implement mitigation measures such as the installation of low flow fixtures, the use of artificial lawns or xeriscape, the use of evaportranspiration controllers, etc., to facilitate water consumption at a rate of 180 gallons per person per day. -The project shall incorporate water use efficiency for landscaping. This shall include the use of artificial turf, native	Applicant	Prior to issuance of building permits for future residential units.	City of Fresno Development & Resource Management Department: City of Fresno Department of Public Utilities, Water Division;

plant material(s), and reduction of turf areas. Discouraging the development of artificial lakes, fountains and ponds unless only untreated surface water or recycled water supplies are used for these decorative and recreational water features, as appropriate and sanitary. -All landscaping shall meet the "Waterwise" standard. The State of California has adopted landscape efficiency standards and the development shall at a minimum meet those standards. -Seal and abandon any existing on-site well in compliance with the State of California Well Standards, Bulletin 74-90 or current revisions issued by California Department of Water Resources and City of Fresno standards. -All water main easements shall be clear and unobstructed by buildings or other structures. No fencing or wall shall either enclose or be located above the water main. The planting plan, for any proposed landscape within the easement, shall be approved by the Department of Public Utilities. No trees shall be located within 8 feet of the water main.			

-Pay applicable Water Connection Charges			
Approval of any future development entitlements on the subject site must comply with all goals and policies contained in the 2025 Fresno General Plan and the West Area Community Plan.	Applicant	Entitlement processing	City of Fresno Development & Resource Management Department.
Project shall comply with all of the requirements stipulated within the attached memorandum from the Public Works Department-Traffic and Engineering Services Division dated August 17, 2010 Revised.	Applicant	Prior to issuance of building permits, street work permits, etc. for future residential units	City of Fresno Development & Resource Management Department; City of Fresno, Public Works Department, Traffic Engineering Division
Project shall comply with all of the requirements stipulated within the attached memorandum from the City Traffic Engineer dated October 17, 2013 related to the Traffic Impact Study and Traffic Count Comparison prepared for the proposed project. -This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee of $47.12 per ADT, per the Master Fee Schedule, at the time of building permit. Based on	Applicant	Prior to issuance of building permits, street work permits, etc. for future residential units	City of Fresno Development & Resource Management Department; City of Fresno, Public Works Department, Traffic Engineering Division

the reported 638 ADT for the proposed project, the fee would be $30,062.56 payable at the time of the 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 signal installation/modifications and/or Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) that plan to build out the 2025 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 offsets 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 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 2025 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. -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.	Applicant	Prior to recordation of Final Map; or, as may be deemed appropriate by the City Traffic Engineer prior to respective approvals for building, street work permits, etc.	City of Fresno Development & Resource Management Department; City of Fresno, Public Works Department, Traffic Engineering Division

- Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare St., Ste. 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment/ exemption, based on vesting rights, prior to issuance of building permits. -Curbside parking along the Marks Avenue frontage shall be prohibited to allow for Class II bike lanes. -The westbound left-turn lane at the intersection of Clinton & Marks Ave. should be increased from 160 ft. to 325 ft. -The proposed project shall make necessary improvements & right-of-way & public easement dedications along adjacent public street(s) & within the site boundaries per City of Fresno standards/requirements. -The proposed site plan shall be reviewed & approved by the City of Fresno Traffic & Engineering Services Division, Traffic Planning Section.			

Water Usage and Demand Analysis dated June 20, 2013

WATER USAGE AND
DEMAND ANALYSIS
FOR

CENTRAL PLAZA APARTMENTS

2310 NORTH MARKS AVENUE
FRESNO, CALIFORNIA 93705

Prepared by:
THE VINCENT COMPANY ARCHITECTS, INC.
1500 West Shaw Avenue
Fresno, California

June 20, 2013

Water Usage / Demand Analysis

This proposed project, Central Plaza Apartments, 2310 North Marks Avenue, consists of 96 multi-family dwelling units (du), community building with leasing office and swimming pool, and landscaped open space areas. The dwelling units in this proposed development will consist of 2-bedroom and 3-bedroom units.

The indoor water usage / demand estimates are based on requirements from the 2010 California Green Building Code and from information referenced in "Analysis of Water Use Patterns in Multi-Family Residences", October 2008 - Aquacraft Water Engineering and Management. Additional references are utilized from "California Single Family Water Use Efficiency Study", July 2011 - Aquacraft Water Engineering and Management.

Water Usage / Demand Assumptions

The water usage / demand assumptions for calculations for Central Plaza Apartments, including landscape irrigation usage / demand are shown in the following text.

Toilets: High efficiency toilets rated at 1.28 gpf (gallons per flush). Based on referenced studies for multi-family dwelling units, 5.2 flushes/person/day has been used for estimate purposes.

Showers: Low-flow shower heads rated at 2.0 gpm (gallons per minute). Used rate of 2.0 gpm for a duration of 12 minutes, or 24 gallons/shower/person. The number of showers per person per day that has been used in the estimate is 0.75 showers/person/day, based on the referenced studies.

Bathtubs: Used 0.1 baths/person/day at 27.5 gallons/bath.

Washing Machines: High efficiency washers rated at 21 gallons/load (with clothes) with a water factor of 6.0 and tub capacity of 3.5 cubic feet per load at a rate of 0.36 loads/person/day, per referenced studies.

Dishwasher: High efficiency dishwashers using 4.5 gallons/cycle with a frequency of 0.13 loads/person/day, per referenced studies.

Faucets: All aerated faucets flowing at an average rate of approximately 1.5 gpm (gallons per minute). Used 1.5 gpm for an average duration of 10.4 minutes/person/day, according to the referenced studies.

Average Occupancy: Based on the referenced studies, the average occupancy (persons per dwelling unit) for multi-family residences vary from unit to unit, based on the number of bedrooms, as follows:

- 2-Bedroom Units = 2.6 persons/du
- 3-Bedroom Units = 3.4 persons/du

Swimming Pool at Community Building: The area of the swimming pool will be no greater than 1,000 square feet, or 0.022 acres. The average rate of evaporation for Fresno is 68.1 inches/year. This equates to a water usage value of, approximately, 42,000 gallons/year, beyond the initial filling of the pool.

Community Building: The restrooms in the community building will mainly be used during daylight hours by residents and leasing office staff (1-2 persons). Restrooms will have single sinks and toilets and an outdoor shower adjacent to the pool area. The following rates were used for these fixtures:

- Toilets: 1.28 gpf
- Sinks: 1.50 gpm for a duration of 1 minute/person (1.5 gallons per person) for handwashing
- Shower 2.0 gpm for a duration of 1 minute/person (2.0 gallons/person)

Assuming for 9 months of the year (cooler months), approximately 35 people will use the community building every day. For 3 months of the year (summer months), approximately 68 people will use the community building and approximately 40 people may use the pool shower every day.

Landscape Irrigation: The landscape and irrigation plans employ several water conserving measures. Measures include micro-irrigation of all shrubs, rain gauge for auto shut-off of irrigation system in the rain and evapotranspiration (ET) sensors incorporated into controller.

Area of warm season turf is approximately 16,533 square feet with shrub area of 68,858 square feet with a total landscape area of 85,391 square feet (turf comprises approximately 19% of the landscape area).

The maximum allowable water allocation (MAWA) for this site is 2,319,936.8 gallons/year and our estimated total water usage (ETWU), with respect to landscape irrigation, is 1,753,464.1 gallons/year, which is +/- 24% lower than the MAWA.

Summary of Water Usage / Demand

Table 1, attached, represents the estimated occupant count per unit type, the number and type of units and the total estimated occupant count (for the purposes of this estimate only). Table 2, also attached, represents a summary of the water usage described above for the indoor use, the community building and swimming pool area, and the landscape irrigation.

Based on "Table 6-4 Land Use Based Demand Projections by Customer Class" from the City of Fresno 2008 Urban Water Management Plan, the Unit Factor for Multi-Family Residential is 6.2 Acre Feet/acre/year. This proposed project will be situated on a 4.37 acre parcel, which indicates a water demand of 27.094 Acre Feet/year. According to Table 2 of this analysis, the projected water usage for this 96 dwelling unit project will be 20.75 Acre Feet/year, which is 4.75 Acre Feet/acre/year, 30% lower than the adopted projections of the City of Fresno 2008 Urban Water Management Plan.

Attached to this analysis, in addition to the tables, are the Site Plan, Floor Plans and Concept Landscape Plan for reference.

TABLES

TABLE 1

DWELLING UNIT OCCUPANCY

UNIT TYPE	UNIT COUNT	PERSONS PER DWELLING UNIT	PERSONS PER UNIT TYPE
UNIT TYPE '1' 2 BED / 2 BATH	52 Dwelling Units	2.6 Persons	135.2
UNIT TYPE '2' 2 BED / 2 BATH	32 Dwelling Units	2.6 Persons	83.2
UNIT TYPE '3' 3 BED / 2 BATH	12 Dwelling Units	3.4 Persons	40.8
TOTAL	**96 Dwelling Units**	Average persons/dwelling unit **2.7 Persons**	**259.2 Persons**

TABLE 2

WATER USAGE CALCULATIONS FOR CENTRAL PLAZA APARTMENTS

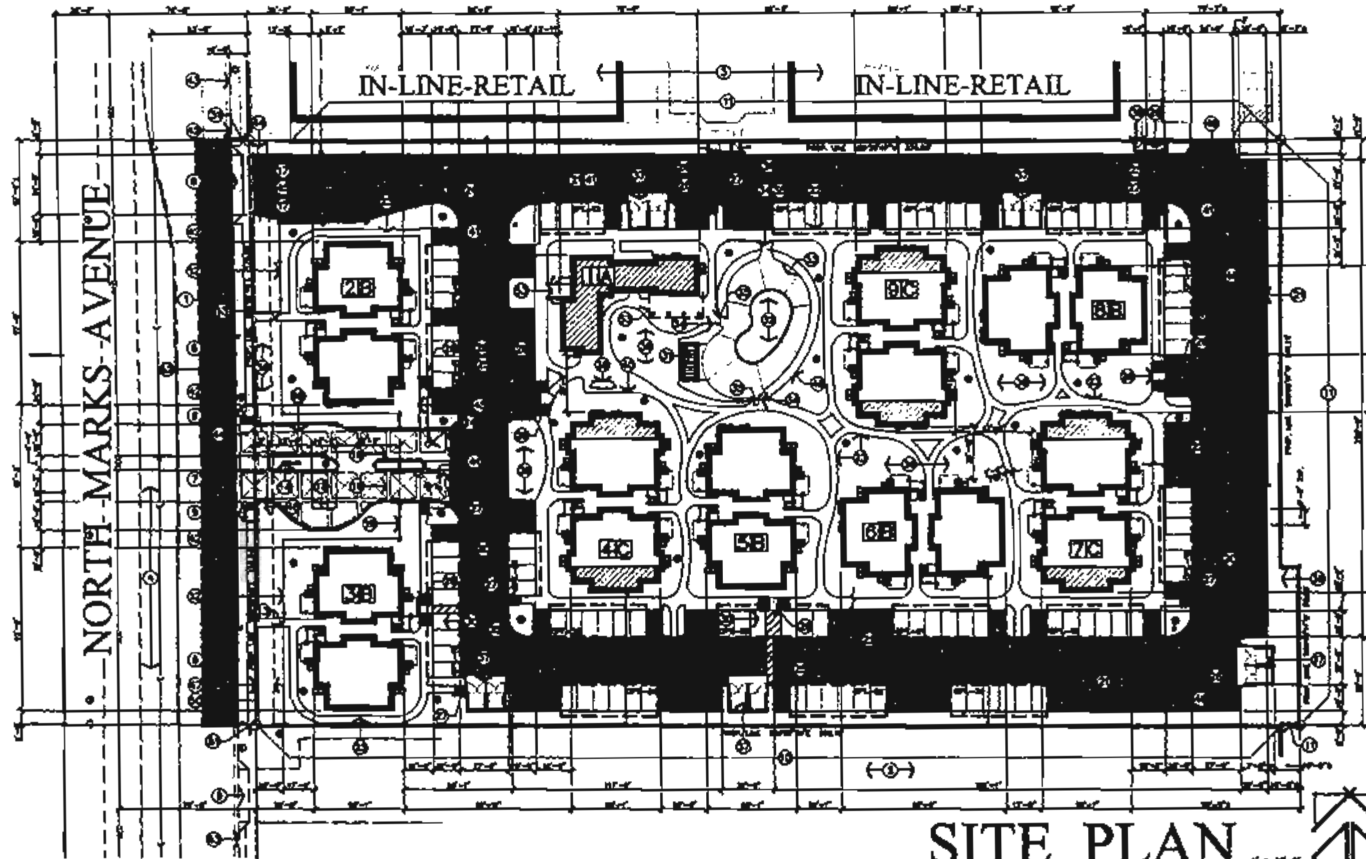
RESIDENTIAL DWELLING UNITS - INDOOR USAGE			DAILY WATER USE	ANNUAL WATER USAGE FOR MFR DEVELOPMENT	
			UNIT WATER USAGE (gpd)	(Kgal/yr)	(AF/yr)
Toilets	(1.28 gpf) (5.2 fpd) (259.2 persons)		1,725.235	629.7	1.93
Showers	(24 g/shower/person) (0.75 showers/day) (259.2 persons)		4,665.600	1,702.9	5.22
Tubs	(27.5 g/bath) (0.1 bath/person/day) (259.2 persons)		712.800	260.2	0.80
Washing Machines	(21 g/load) (0.36 loads/person/day) (259.2 persons)		1,959.552	715.2	2.19
Dishwasher	(4.5 g/load) (0.13 loads/person/day) (259.2 persons)		151.632	55.3	0.17
Faucets	(1.5 gpm) (10.4 min/person/day) (259.2 persons)		4,043.520	1,475.9	4.53
RESIDENTIAL USE SUBTOTAL			**12,258.339**	**4,839.2**	**14.84**
COMMUNITY BUILDING					
	Pool Evaporation				
	(25' x 40' = 42,500 gal./yr.)			42.5	0.13
	Restrooms				
	9 - Months	Toilets (1.28 gpf) (35 persons/day)	44.80	16.3	0.05
		Faucets 1.5g/person) (35 persons/day)	52.50	19.1	0.06
	3 - Months	Toilets (1.28 gpf) (68 persons/day)	87.04	31.7	0.10
		Faucets (1.5g/person) (68 persons/day)	102.00	37.2	0.11
		Shower (2.0g/person) (40 persons/day)	80.00	29.2	0.08
COMMUNITY BUILDING SUBTOTAL			**266.34**	**176.0**	**0.53**
SUBTOTAL / RESIDENTIAL AND COMMUNITY BUILDING					**15.37**
LANDSCAPE IRRIGATION				**1,753.5**	**5.38**
TOTAL / PROJECTED WATER USAGE					**20.75**

SITE AREA = 4.37 ACRES
PROJECTED WATER USAGE PER ACRE: 20.75 ACRE FEET/YEAR / 4.37 ACRE = 4.75 ACRE FEET/ACRE/YEAR

CITY OF FRESNO 2008 UWMP, TABLE 6-4 INDICATES PROJECTED DEMANDS OF MULTI-FAMILY RESIDENTIAL PROJECTS AT 6.2 AF/AC/YR

THIS PROPOSED 96 DU DEVELOPMENT WILL USE APPROXIMATELY 23% LESS THAN THE ADOPTED PROJECTIONS FOR 2010 AND 2025

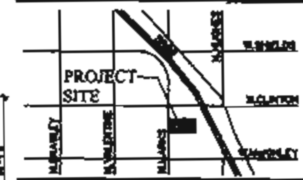
REFERENCE DRAWINGS



SITE PLAN

KEYNOTES

VICINITY MAP



SYMBOLS

NOTES

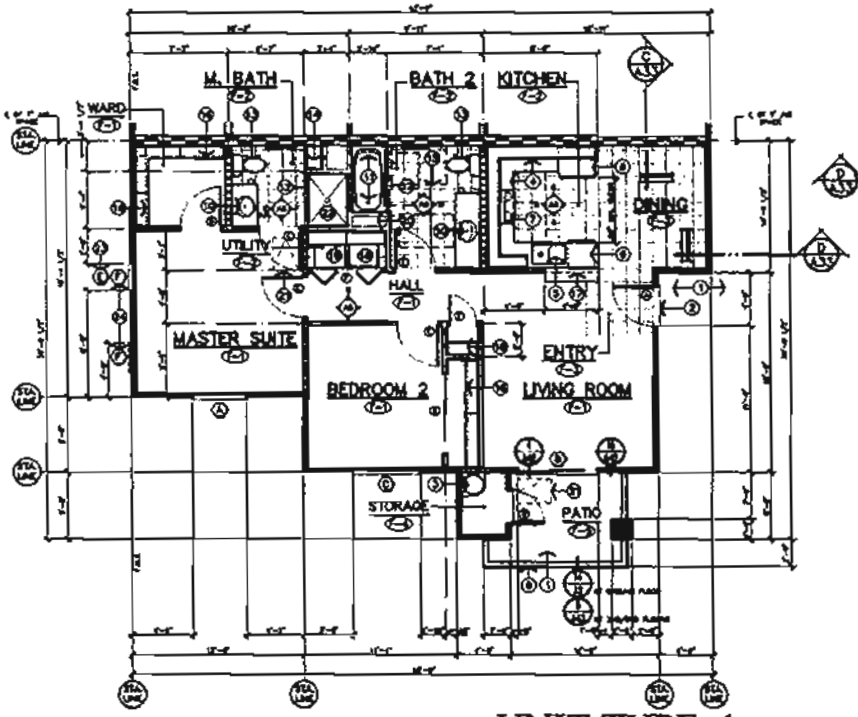
THE VINCENT COMPANY
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 88 UNIT APARTMENT COMPLEX

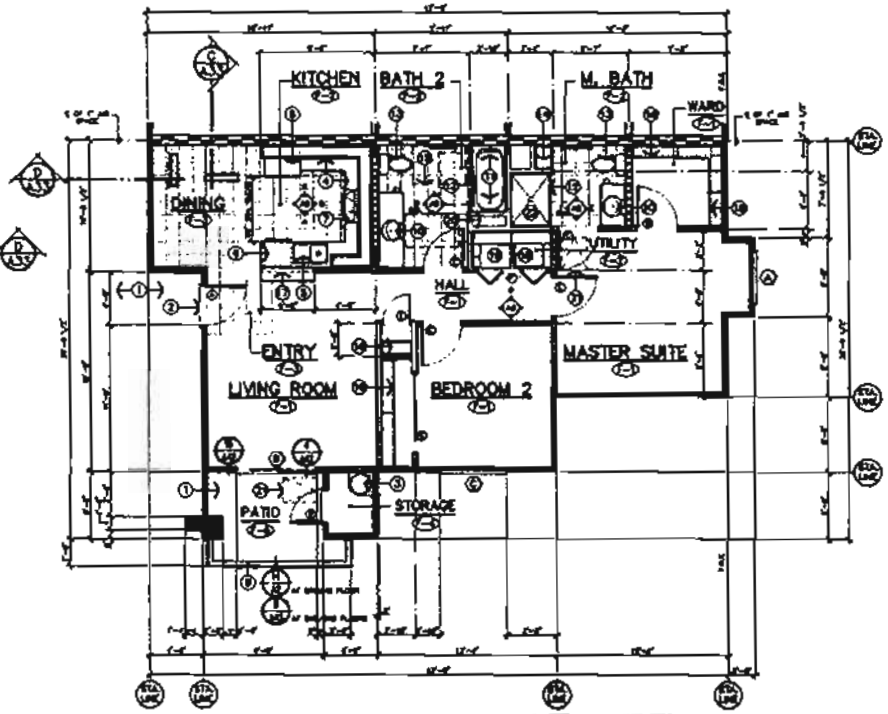
CENTRAL PLAZA APARTMENTS

SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

A1



UNIT TYPE 1



UNIT TYPE 2

UNIT FLOOR PLANS

KEYNOTES

NOTES

WALL LEGEND

SYMBOLS

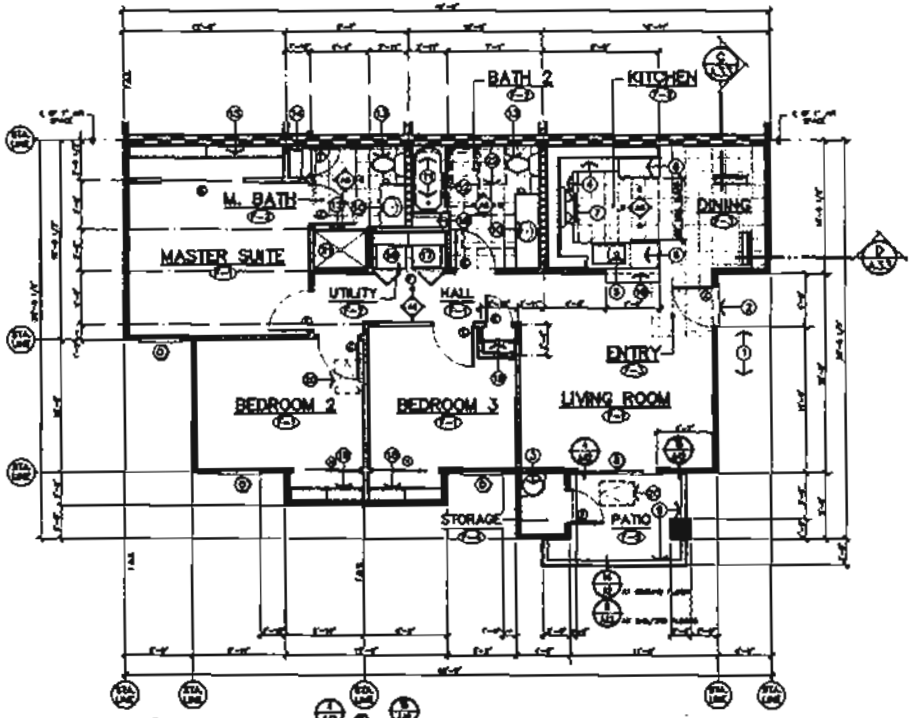
THE VINCENT COMPANY
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

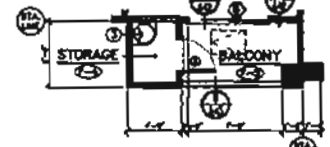
PROPOSED MULTI-FAMILY APARTMENT COMPLEX:

CENTRAL PLAZA APARTMENTS

SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

A5





1 ALTERNATE BALCONY CONDITION

UNIT TYPE 3

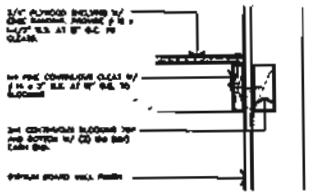
UNIT FLOOR PLAN

WALL LEGEND

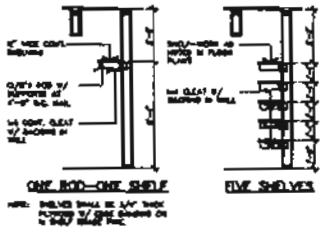
SYMBOLS

NOTES

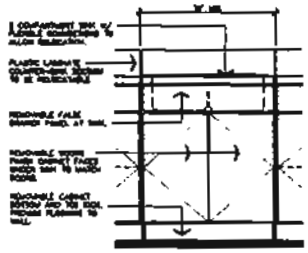
KEYNOTES



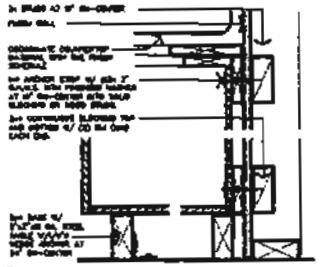
6 SHELF ATTACHMENT



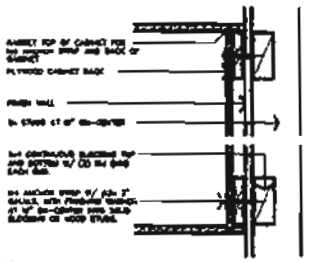
5 SHELVING DETAILS



4 KITCHEN SINK DETAIL



3 BASE CABINET DETAIL



2 UPPER CABINET DETAIL

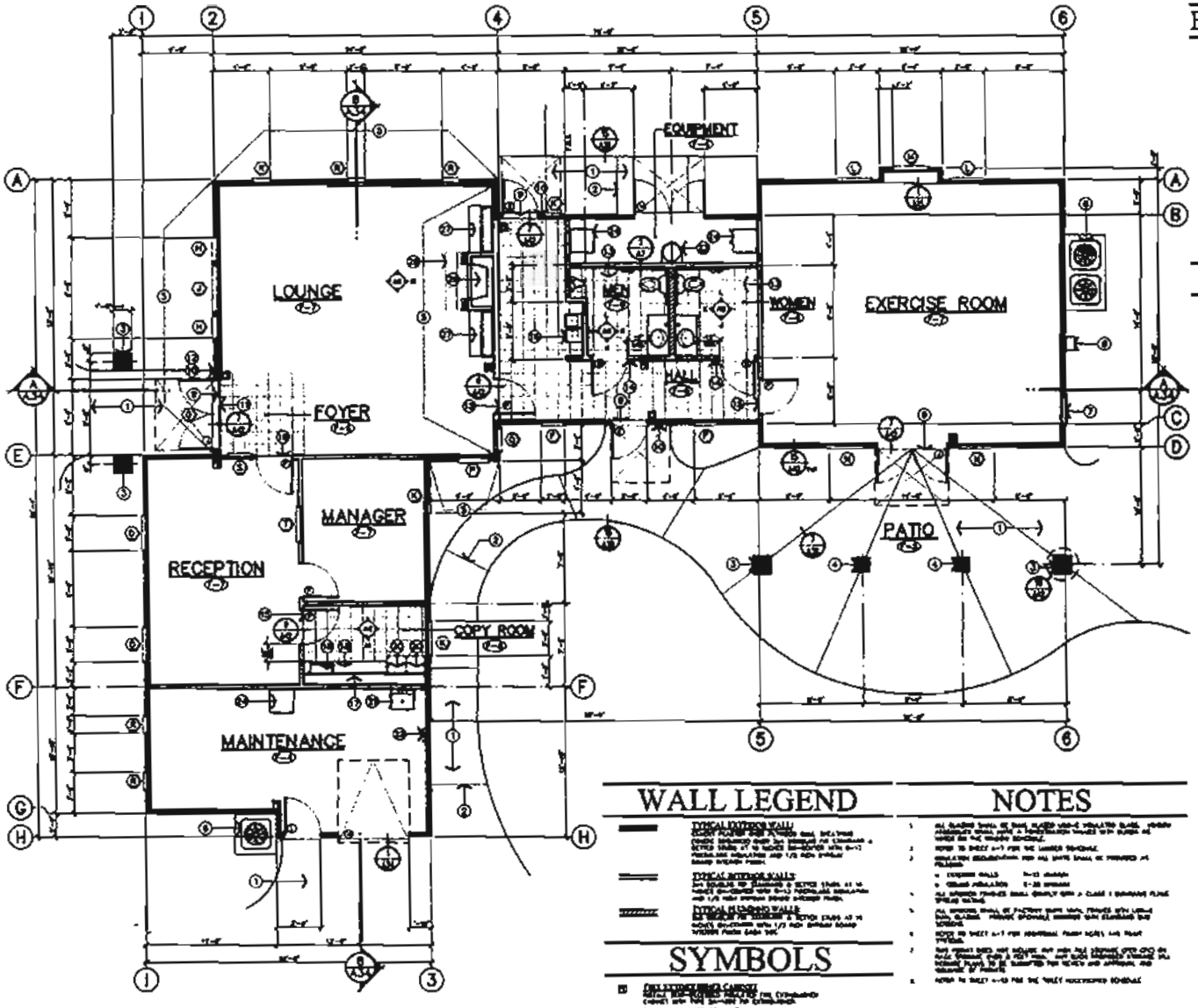
T. H E
VINCENT
COMPANY
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED MULTI-FAMILY RESIDENTIAL COMPLEX:

CENTRAL PLAZA APARTMENTS

S.W.C. OF WEST CENTRAL AND NORTH MARKET AVENUE
FRESNO, CALIFORNIA

A6



WALL LEGEND

TYPICAL EXTERIOR WALL

TYPICAL INTERIOR WALL

TYPICAL HEADED WALL

SYMBOLS

NOTES

BUILDING STATISTICS

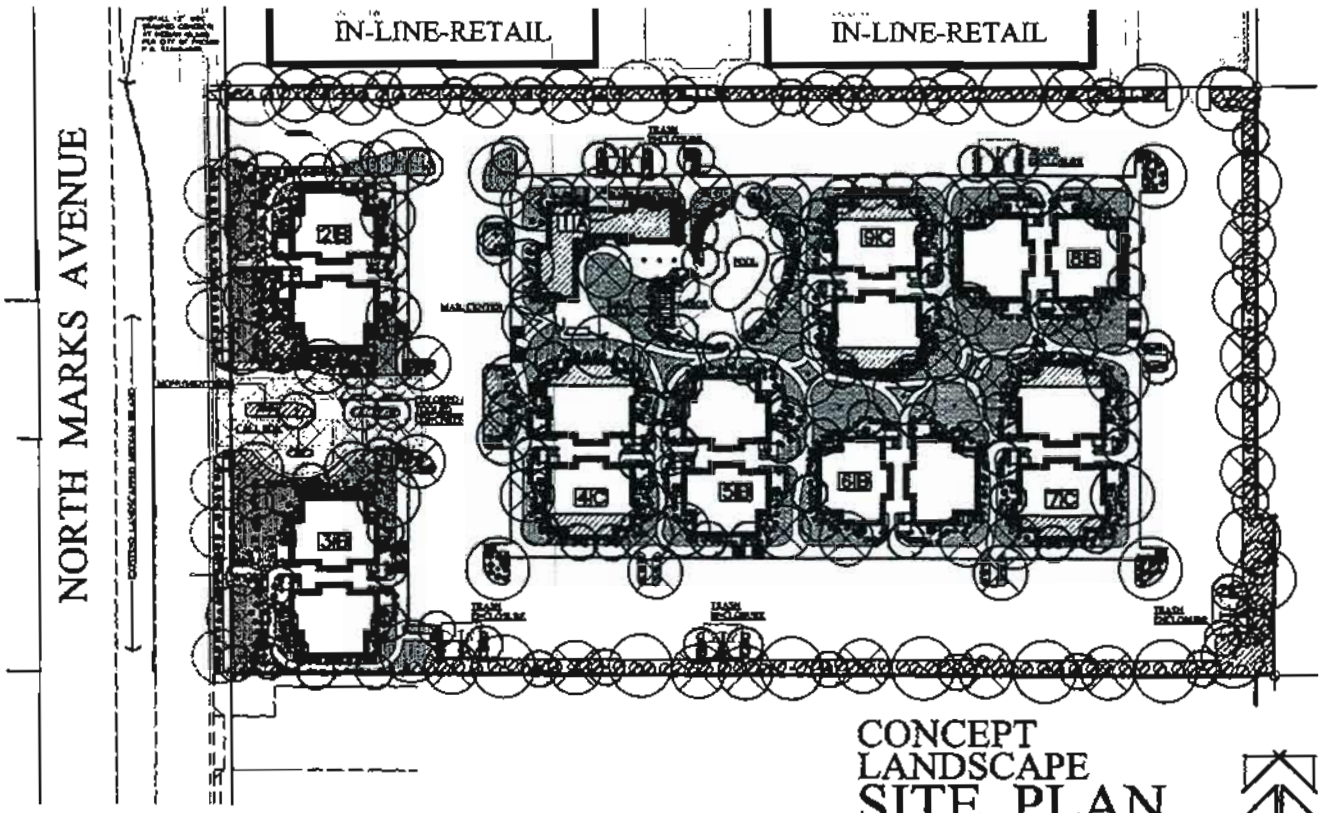
KEYNOTES

BUILDING 'A' FLOOR PLAN

THE VINCENT COMPANY
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED SENIOR APARTMENT COMPLEX
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTH MARKS AVENUE
FRESNO, CALIFORNIA

A9



CONCEPT LANDSCAPE SITE PLAN

PLANT MATERIALS

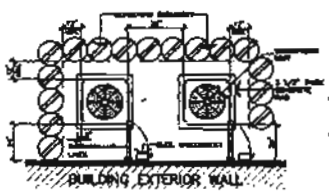
SYMBOLS

SHADING CALCULATION

SITE COVERAGE

STREET TREES

LANDSCAPE NOTES



1 CONDENSING UNIT SCREENING & CLEARANCES

THE VINCENT COMPANY
1500 West Shaw, Ste. 304
Fresno, California 93711
Phone: 559.225.2602

PROPOSED 54 UNIT APARTMENT COMPLEX
CENTRAL PLAZA APARTMENTS
SWC OF WEST CLINTON AND NORTH MARKS AVENUES
FRESNO, CALIFORNIA

Mobile Home Park Conversion Impact Report

Mobilehome Park Conversion Impact Report

CENTRAL PLAZA APARTMENTS

2310 North Marks Avenue, Fresno, California
Issuance Date: 25 October 2013

Introduction:

Applications have been filed with the City of Fresno Planning Department to modify the General Plan (A-10-0002) and Zoning (R-10-002) designations for 4.37 acres of property located at 2310 North Marks Avenue, Fresno, California. These modifications would change the current General Plan designation from Medium High Density Residential to High Density Residential, and the Zoning Designation from Trailer Park (TP) to High Density Multiple Family Residential (R-3). A Conditional Use Permit (C-10-039) has also been filed for the proposed project which includes the construction of 96 apartments, a community center, swimming pool, and parking as required for the complex, including the installation of carports.

Under California Government Code section 65863.7, prior to the conversion of a mobilehome park to another use, or prior to the closure of a mobilehome park or cessation of use of the land as a mobilehome park, the person or entity proposing the change in use shall file a report on the impact of the conversion, closure, or cessation of use upon the displaced residents of the mobilehome park to be converted or closed. In determining the impact of the conversion, closure, or cessation of use on displaced mobilehome park residents, the report shall address the availability of adequate replacement housing in mobilehome parks and relocation costs.

Park Description:

In early 2010, Jacobensens Trailer Park (I.D. No. 10-0077-MP) was owned by Mr. Harvinder Virk, general partner for Central Plaza Shopping Center LLC. On May 17, 2010, Mr. Virk was served with a *Notice of Intent to Suspend Permit to Operate* by the California Department of Housing and Community Development, Division of Codes and Standards. This notice stated that if violations for which Mr. Virk was previously cited for were not corrected within thirty (30) days, his permit to operate the trailer park would be suspended. These violations were apparently not corrected as on August 11, 2010, the department suspended the permit to operate Jacobensens Trailer Park. It is our understanding that while the majority of residents at the park vacated at that time, several remained as "squatters" who remained even though the public utilities had removed / terminated electrical and water services to the park.

On October 3, 2012, the City of Fresno Community Revitalization Division served the owner of the property, Central Plaza Shopping Center, a *Notice and Order to Remove Public Nuisance* (Case No. 11-00007369) requiring that the property owners remove or repair

substandard housing and code violations found on the subject property and notifying the owners that failure to comply with said order would result in the public nuisance being removed (by demolition) at their expense pursuant to FMC 10-615(a), (b), (3), © (1) - (3). The Order included specific violations, including the presence of debris, and inoperable vehicle, and substandard buildings which presented an attractive nuisance. Additionally, General Requirement Item 3 noted that the permit to operate the trailer park had been suspended, and required the property owners to "remove all improvements associated with the trailer park".

In spring of 2013, the ownership of the property changed due to foreclosure, and the current owners work with Community Revitalization staff, the Fresno Police Department, and the City Attorney's Office with the requirements of the *Notice and Order*. Trespassers were removed from the property along with the debris and substandard buildings noted in the Order. As such, the status of the property is as follows:

Total number of spaces in the park:	None
Total number of spaces occupied in the park:	None
The age, size and type of mobilehome occupying each space:	None
The current monthly rent charged for each space in the park:	None
The name and mailing address of each mobilehome in the park:	No residents exist

Government Code section 65863.7 requires that this report provide a list of all comparable mobilehome parks within the city and county that would serve as replacement housing, however, since the park no longer exists, this no longer applies since we would be comparing ourselves to a non-existent park.

Economic Impact:

Government Code section 65863.7 requires that this report provide a detailed analysis of the economic impact of the relocation of the tenants including comparisons of rents paid and rents to be paid at comparable mobilehome parks within the city or county; the estimated costs of moving a mobilehome and personal property, and any direct or indirect costs associated with a relocation to another mobilehome park. Again, since this park no longer exists at the request of the Community Revitalization Division:

a. No one is paying rent at the park, thus comparable rents at other mobilehome parks are not required;

b. As there no linger remains any mobilehomes at this park, there are none to relocate. Therefore, there are no relocation costs, direct or indirect, to estimate and as such are not included.

Relocation Plan: As noted above, there are no longer any mobilehomes or other improvements found on this property as required by the Community Revitalization Department. As such, a relocation plan is not required as there are no longer any elements requiring relocation.

Traffic Count Comparison of Clinton Avenue/Marks Avenue and Clinton Avenue/Vassar Avenue dated August 29, 2013

TJKM

Vision That Moves Your Community

Transportation Consultants

August 29, 2013

Mrs. Jill Gormley, P.E.
Assistant Traffic Engineer
City of Fresno
2600 Fresno Street
Fresno, CA 93721-3616
VIA EMAIL ONLY jill.gormley@fresno.gov

Subject: Traffic Count Comparison of Clinton Avenue/ Marks Avenue and Clinton Avenue/ Vassar Avenue, in the City of Fresno (032-356)

Dear Mrs. Gormley,

TJKM Transportation Consultants has completed a comparison of the traffic counts for the intersections of Clinton Avenue at Marks Avenue and Clinton Avenue at Vassar Avenue. Per direction from the City of Fresno, new intersection turning movement counts were collected on August 28, 2013 when all schools where in session and under favorable weather conditions. These new counts where compared with those previously collected in December 2006 for the respective intersections. Both the 2006 and 2013 traffic counts are contained in Appendix A. Table 1 below summarizes the differences in traffic volumes at each of the intersections during the A.M. and P.M. peak hours. As can be seen from Table 1, the overall traffic volumes have decreased during the A.M. peak by an annual rate of approximately one percent, while traffic has increased at an annual rate of approximately two percent during the P.M. peak. It is difficult to gage why traffic has decreased during the A.M. peak hour but increased during the P.M. peak hour; however, it should be noted that late 2006 was the peak of the housing boom and traffic due to construction activities was very high. It should also be noted that since 2006 some housing in the proximity of the intersections has been removed but some commercial uses have been added.

Table 1: Intersection Turning Movement Volume Comparison

Intersection	Peak Hour	2006 Total Intersection Volumes	2013 Total Intersection Volumes	Difference in Volumes	Annual Rate of Change
Clinton Ave / Vassar Ave	A.M.	2,356	2,231	-125	-0.78%
Clinton Ave / Marks Ave	A.M.	2,185	2,145	-40	-0.26%
Clinton Ave / Vassar Ave	P.M.	2,019	2,313	294	1.96%
Clinton Ave / Marks Ave	P.M.	1,944	2,217	273	1.89%

It is our understanding that the City will review this data to determine of the previously prepared traffic study for the southeast corner of Clinton and Marks Avenues is still adequate. Should you have any questions, please feel free to contact me at (559) 325-7530 or jbenavides@tjkm.com.

Sincerely,

Jose Luis Benavides, P.E.
Director & Fresno Branch Manager
cc: Scott A. Vincent, Architect

Pleasanton
4305 Hacienda Drive
Suite 550
Pleasanton, CA
94588-2798
925.463.0611
925.463.3690 fax

Fresno
516 W. Shaw Avenue
Suite 200
Fresno, CA
93704-2515
559.325.7530
559.221.4940 fax

Sacramento
980 Ninth Street
16th Floor
Sacramento, CA
95814-2736
916.449.9095

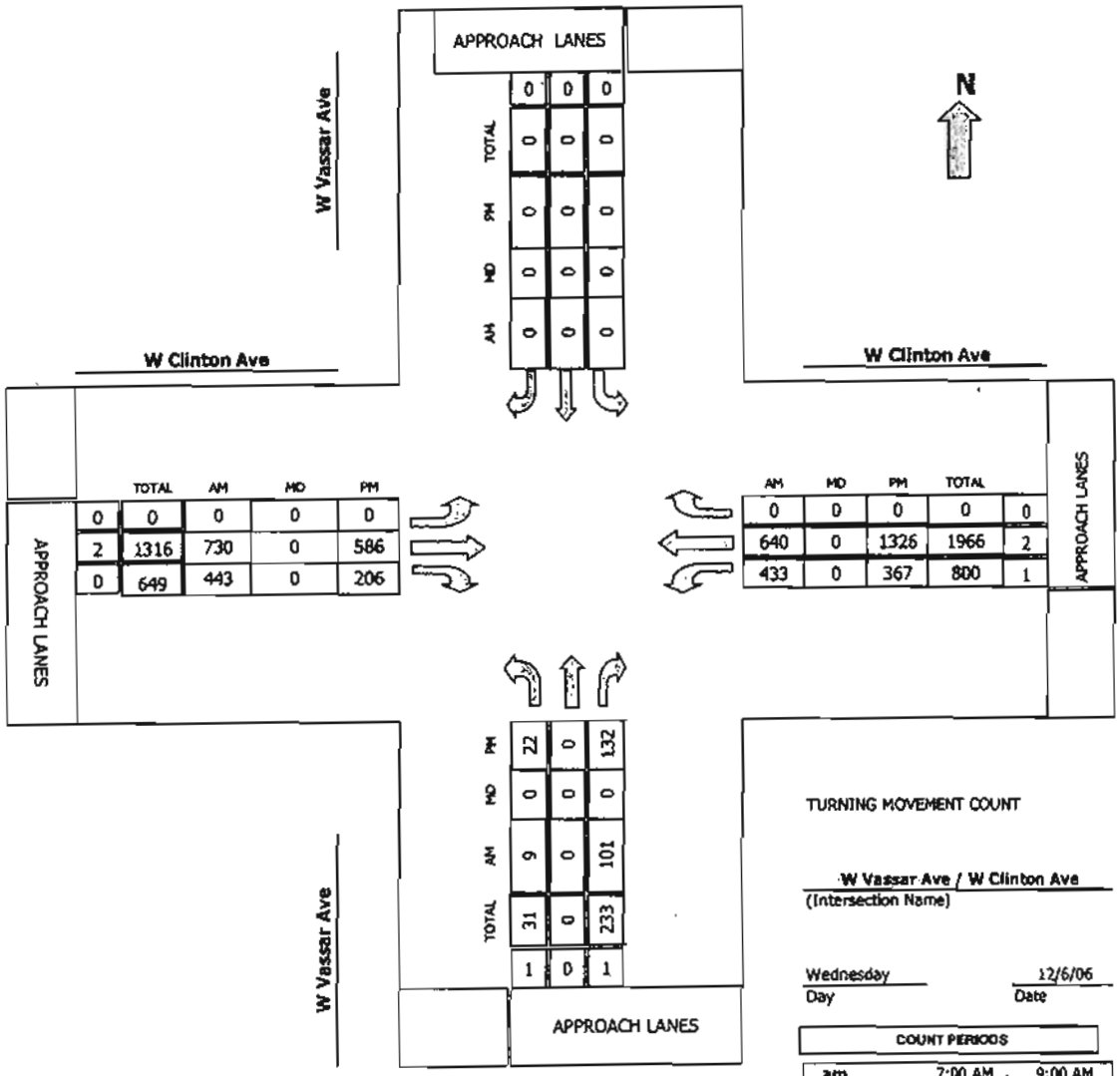
Santa Rosa
1400 N. Dutton Avenue
Suite 21
Santa Rosa, CA
95401-4643
707.575.5800
707.575.5888 fax

tjkm@tjkm.com
www.tjkm.com

Appendix A – Traffic Counts

TMC Summary of W Vassar Ave/W Clinton Ave

Project #: 06-8188-002



TURNING MOVEMENT COUNT

W Vassar Ave / W Clinton Ave
(Intersection Name)

Wednesday — Day

12/6/06 — Date

COUNT PERIODS		
am	7:00 AM -	9:00 AM
noon	11:00 AM -	1:00 PM
pm	4:00 PM -	6:00 PM

AM PEAK HOUR	700 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	430 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: W Vassar Ave DATE: 12/6/2006 LOCATION: City of Fresno

E-W STREET: W Clinton Ave DAY: WEDNESDAY PROJECT# 06-8188-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2		16					123	106	107	151		505
7:15 AM	4		29					187	110	121	156		607
7:30 AM	1		28					235	144	110	168		686
7:45 AM	2		28					185	83	95	165		558
8:00 AM	2		24					119	83	92	128		448
8:15 AM	2		25					112	53	110	129		431
8:30 AM	3		24					96	70	70	98		361
8:45 AM	4		16					74	60	55	114		323
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	20	0	190	0	0	0	0	1131	709	760	1109	0	3919

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	9	0	101	0	0	0	0	730	443	433	640	0	2356
PEAK HR. FACTOR:		0.833			0.000			0.774			0.965		0.859

CONTROL: 1 Way Stop (N)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: W Vassar Ave DATE: 12/6/2006 LOCATION: City of Fresno

E-W STREET: W Clinton Ave DAY: WEDNESDAY PROJECT# 06-8188-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7		39					137	53	86	314		636
4:15 PM	2		34					148	47	118	313		662
4:30 PM	6		37					154	48	78	319		642
4:45 PM	1		45					147	58	97	338		686
5:00 PM	9		26					148	47	100	318		648
5:15 PM	6		24					137	53	92	351		663
5:30 PM	4		32					126	68	98	312		640
5:45 PM	6		25					105	59	80	281		556
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	41	0	262	0	0	0	0	1102	433	749	2546	0	5133

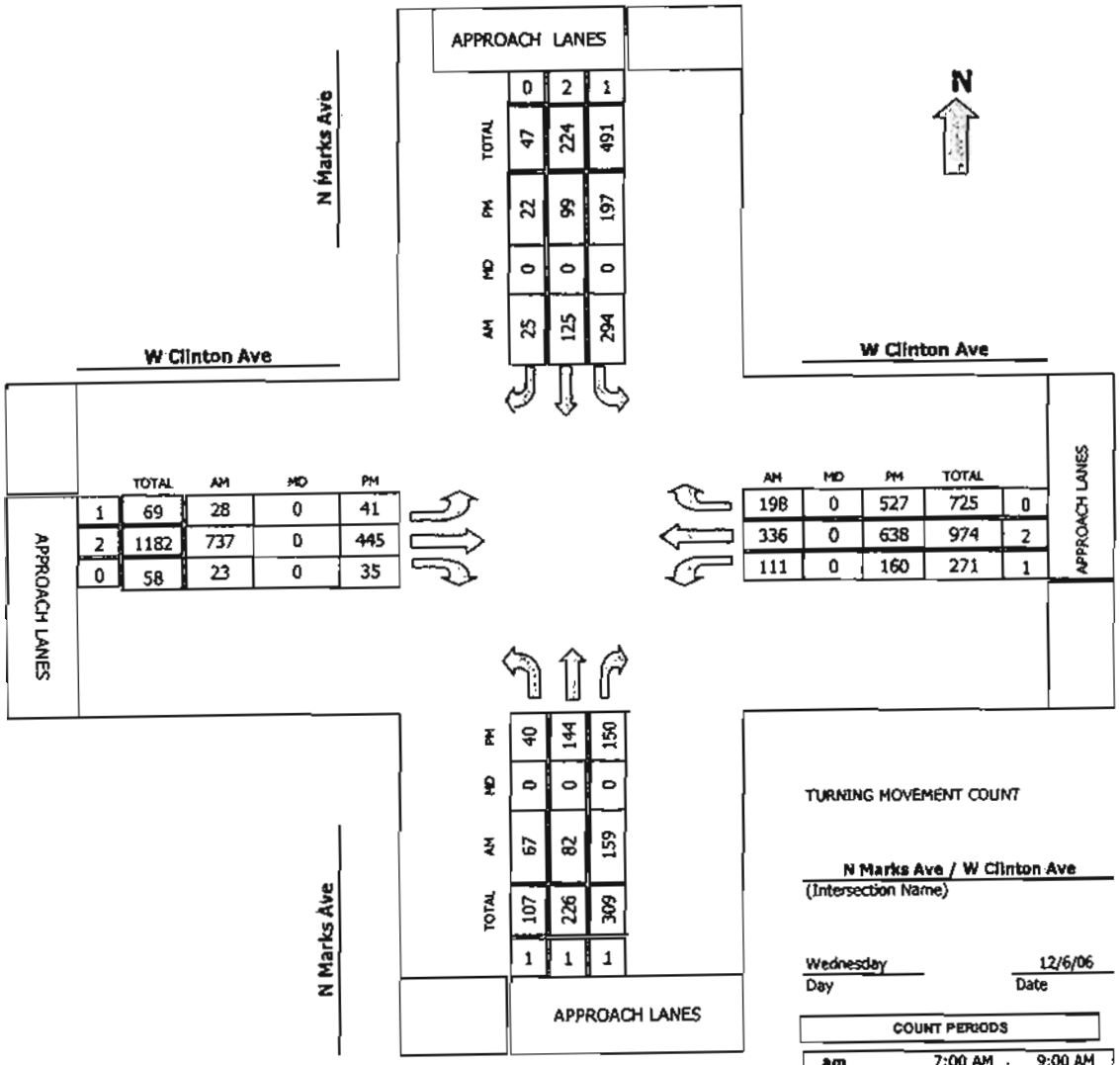
PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	22	0	132	0	0	0	0	586	206	367	1326	0	2639
PEAK HR. FACTOR:		0.837			0.000			0.966			0.955		0.962

CONTROL: 1 Way Stop (N)

TMC Summary of N Marks Ave/W Clinton Ave

Project #: 06-8188-001



	TOTAL	AM	MD	PM
0	47	25	0	22
2	224	125	0	99
1	491	294	0	197

	TOTAL	AM	MD	PM
1	69	28	0	41
2	1182	737	0	445
0	58	23	0	35

AM	MD	PM	TOTAL	
198	0	527	725	0
336	0	638	974	2
111	0	160	271	1

	TOTAL	AM	MD	PM
40	107	67	0	40
144	226	82	0	144
150	309	159	0	150
1	1	1		

TURNING MOVEMENT COUNT

N Marks Ave / W Clinton Ave
(Intersection Name)

Wednesday — Day
12/6/06 — Date

COUNT PERIODS	
am	7:00 AM - 9:00 AM
noon	11:00 AM - 1:00 PM
pm	4:00 PM - 6:00 PM

AM PEAK HOUR	715 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	430 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: N Marks Ave DATE: 12/6/2006 LOCATION: City of Fresno

E-W STREET: W Clinton Ave DAY: WEDNESDAY PROJECT# 06-8188-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	4	20	32	26	9	4	1	112	5	27	51	46	337
7:15 AM	19	26	40	60	21	6	5	187	6	24	90	43	527
7:30 AM	21	15	50	100	42	7	6	213	8	24	92	55	633
7:45 AM	20	17	41	93	40	7	11	186	4	30	92	52	593
8:00 AM	7	24	28	41	22	5	6	151	5	33	62	48	432
8:15 AM	10	19	41	35	18	3	5	92	1	16	71	45	356
8:30 AM	3	15	28	34	14	3	3	124	2	14	50	40	330
8:45 AM	5	15	22	35	14	3	5	71	2	11	64	36	283
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 89	NT 151	NR 282	SL 424	ST 180	SR 38	EL 42	ET 1136	ER 33	WL 179	WT 572	WR 365	TOTAL 3491

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	67	82	159	294	125	25	28	737	23	111	336	198	2185
PEAK HR. FACTOR:		0.895			0.745			0.868			0.927		0.863

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: N Marks Ave DATE: 12/6/2006 LOCATION: City of Fresno

E-W STREET: W Clinton Ave DAY: WEDNESDAY PROJECT# 06-8188-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	2	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	30	41	49	25	7	9	112	3	47	159	107	598
4:15 PM	13	30	37	47	13	1	6	114	7	37	159	136	600
4:30 PM	7	34	33	51	33	5	9	99	8	33	164	138	614
4:45 PM	14	33	51	47	25	4	11	116	15	36	135	134	621
5:00 PM	6	33	35	48	20	6	6	117	7	40	157	139	614
5:15 PM	13	44	31	51	21	7	15	113	5	51	182	116	649
5:30 PM	14	27	24	65	13	3	8	104	9	30	161	130	588
5:45 PM	1	22	30	38	16	5	8	85	6	21	113	115	460
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 77	NT 253	NR 282	SL 396	ST 166	SR 38	EL 72	ET 860	ER 60	WL 295	WT 1230	WR 1015	TOTAL 4744

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	40	144	150	197	99	22	41	445	35	160	638	527	2498
PEAK HR. FACTOR:		0.852			0.893			0.917			0.949		0.962

CONTROL: Signalized

Central Valley Traffic Data, LLC
PO Box 665
Sanger, CA 93657
Your Source for Traffic Data!
Orders at: AVillegas@CVTDCounts.com

File Name : 01 Clinton Marks
Site Code : 1
Start Date : 08/28/13
Page No : 1

Groups Printed- Unshifted

	MARKS AVENUE Southbound					CLINTON AVENUE Westbound					MARKS AVENUE Northbound					CLINTON AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	37	9	2	0	48	10	49	41	0	100	15	11	17	1	44	3	117	6	0	126	318
07:15 AM	72	24	3	4	103	20	85	34	2	141	12	14	30	5	61	5	163	4	0	172	477
07:30 AM	79	30	3	1	113	28	90	40	1	159	19	15	43	1	78	5	205	5	1	216	566
07:45 AM	84	83	2	1	170	34	68	44	0	146	32	18	60	3	113	3	165	7	0	175	604
Total	272	146	10	6	434	92	292	159	3	546	78	58	150	10	296	16	650	22	1	689	1965
08:00 AM	69	47	10	2	128	32	93	54	2	181	22	17	39	1	79	6	125	3	0	134	522
08:15 AM	43	30	5	2	80	25	72	45	4	146	16	16	38	4	74	5	111	3	0	119	419
08:30 AM	39	13	1	1	54	18	57	34	1	110	18	13	24	5	60	9	116	1	0	126	350
08:45 AM	28	11	2	0	41	25	71	30	2	128	18	12	13	3	46	14	87	3	0	104	319
Total	179	101	18	5	303	100	293	163	9	565	74	58	114	13	259	34	439	10	0	483	1610
*** BREAK ***																					
04:00 PM	46	17	7	3	73	25	122	106	1	254	24	29	17	10	80	2	73	10	0	85	492
04:15 PM	35	20	4	0	59	24	136	94	2	256	26	24	35	3	88	6	96	7	0	109	512
04:30 PM	32	22	3	1	58	27	152	77	1	257	33	30	29	5	97	6	90	10	0	106	518
04:45 PM	53	21	2	1	77	36	137	87	3	263	27	34	34	0	95	3	113	11	0	127	562
Total	166	80	16	5	267	112	547	364	7	1030	110	117	115	18	360	17	372	38	0	427	2084
05:00 PM	40	18	3	1	62	25	142	100	3	270	22	33	29	0	84	13	97	10	0	120	536
05:15 PM	53	28	5	2	88	29	154	102	2	287	26	33	38	2	99	6	91	9	0	106	580
05:30 PM	44	27	1	4	76	32	127	126	5	290	31	22	26	4	83	8	98	11	0	117	566
05:45 PM	50	23	1	3	77	23	133	79	2	237	29	29	29	0	87	8	106	4	0	118	519
Total	187	96	10	10	303	109	556	407	12	1084	108	117	122	6	353	35	392	34	0	461	2201
Grand Total	804	423	54	26	1307	413	1688	1093	31	3225	370	350	501	47	1268	102	1853	104	1	2060	7860
Apprch %	61.5	32.4	4.1	2		12.8	52.3	33.9	1		29.2	27.6	39.5	3.7		5	90	5	0		
Total %	10.2	5.4	0.7	0.3	16.6	5.3	21.5	13.9	0.4	41	4.7	4.5	6.4	0.6	16.1	1.3	23.6	1.3	0	26.2	

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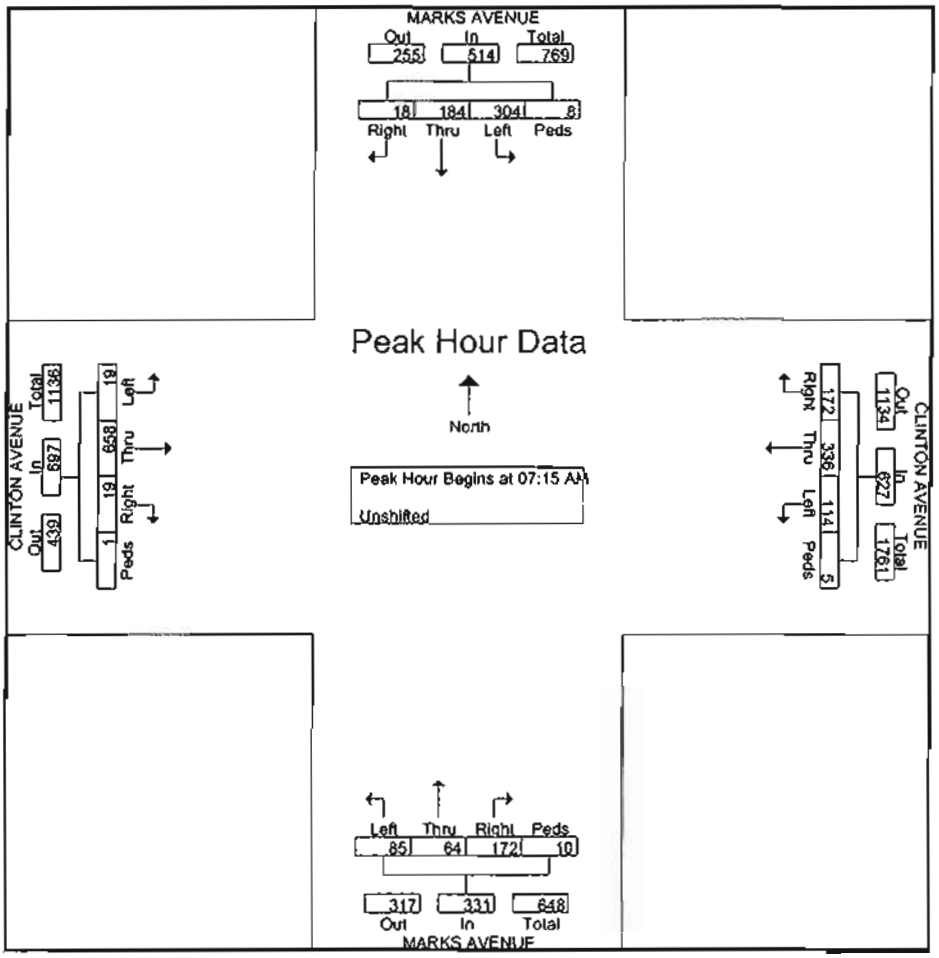
File Name : 01 Clinton Marks
Site Code : 1
Start Date : 08/28/13
Page No : 2

	MARKS AVENUE Southbound					CLINTON AVENUE Westbound					MARKS AVENUE Northbound					CLINTON AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	72	24	3	4	103	20	85	34	2	141	12	14	30	5	61	5	163	4	0	172	477
07:30 AM	79	30	3	1	113	28	90	40	1	159	19	15	43	1	78	5	205	5	1	216	566
07:45 AM	84	83	2	1	170	34	68	44	0	146	32	18	60	3	113	3	165	7	0	175	604
08:00 AM	69	47	10	2	128	32	93	54	2	181	22	17	39	1	79	6	125	3	0	134	522
Total Volume	304	184	18	8	514	114	336	172	5	627	85	64	172	10	331	19	658	19	1	697	2169
% App. Total	59.1	35.8	3.5	1.6		18.2	53.6	27.4	0.8		25.7	19.3	52	3		2.7	94.4	2.7	0.1		
PHF	.905	.554	.450	.500	.756	.838	.903	.796	.625	.866	.664	.889	.717	.500	.732	.792	.802	.679	.250	.807	.898



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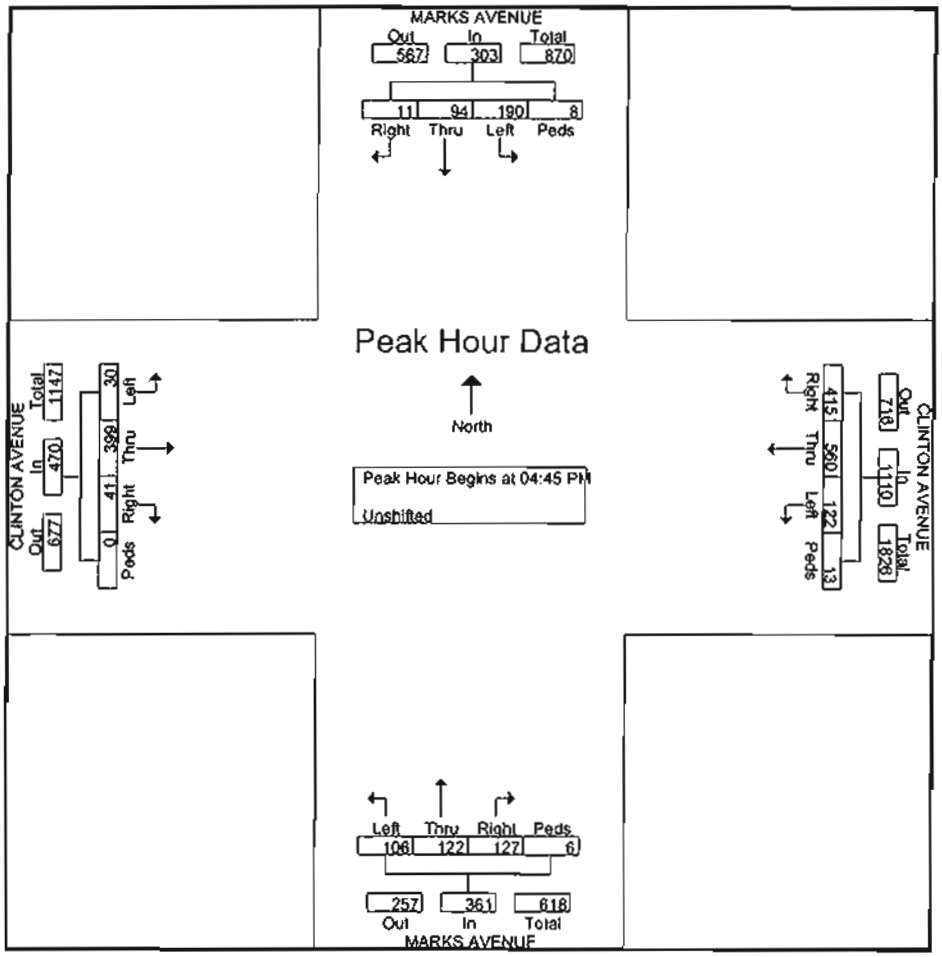
File Name : 01 Clinton Marks
Site Code : 1
Start Date : 08/28/13
Page No : 3

	MARKS AVENUE Southbound					CLINTON AVENUE Westbound					MARKS AVENUE Northbound					CLINTON AVENUE Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	53	21	2	1	77	36	137	87	3	263	27	34	34	0	95	3	113	11	0	127	562
05:00 PM	40	18	3	1	62	25	142	100	3	270	22	33	29	0	84	13	97	10	0	120	536
05:15 PM	53	28	5	2	88	29	154	102	2	287	26	33	38	2	99	6	91	9	0	106	580
05:30 PM	44	27	1	4	76	32	127	126	5	290	31	22	26	4	83	8	98	11	0	117	566
Total Volume	190	94	11	8	303	122	560	415	13	1110	106	122	127	6	361	30	399	41	0	470	2244
% App. Total	62.7	31	3.6	2.6		11	50.5	37.4	1.2		29.4	33.8	35.2	1.7		6.4	84.9	8.7	0		
PHF	.896	.839	.550	.500	.861	.847	.909	.823	.650	.957	.855	.897	.836	.375	.912	.577	.883	.932	.000	.925	.967



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File Name : 02 Clinton Vassar
Site Code : 00000002
Start Date : 08/28/13
Page No : 1

Groups Printed- Unshifted

	Clinton Avenue Westbound			Vassar Avenue Northbound				Clinton Avenue Eastbound				
Start Time	Left	Thru	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	85	117	202	1	16	0	17	85	88	0	173	392
07:15 AM	75	142	217	3	20	0	23	184	98	1	283	523
07:30 AM	62	181	243	2	24	0	26	206	154	1	361	630
07:45 AM	86	137	223	2	18	0	20	187	125	1	313	556
Total	308	577	885	8	78	0	86	662	465	3	1130	2101
08:00 AM	102	179	281	4	13	0	17	131	96	0	227	525
08:15 AM	80	147	227	4	12	0	16	121	78	0	199	442
08:30 AM	79	108	187	2	12	0	14	104	104	0	208	409
08:45 AM	73	134	207	5	16	0	21	89	65	0	154	382
Total	334	568	902	15	53	0	68	445	343	0	788	1758
*** BREAK ***												
04:00 PM	88	267	355	3	29	0	32	95	46	1	142	529
04:15 PM	99	262	361	3	19	0	22	113	52	0	165	548
04:30 PM	93	284	377	2	33	0	35	124	40	0	164	576
04:45 PM	71	267	338	0	25	0	25	137	72	0	209	572
Total	351	1080	1431	8	106	0	114	469	210	1	680	2225
05:00 PM	76	268	344	2	25	0	27	127	48	0	175	546
05:15 PM	66	274	340	3	32	0	35	138	47	2	187	562
05:30 PM	102	327	429	2	25	0	27	130	49	0	179	635
05:45 PM	90	231	321	1	22	0	23	143	64	0	207	551
Total	334	1100	1434	8	104	0	112	538	208	2	748	2294
Grand Total	1327	3325	4652	39	341	0	380	2114	1226	6	3346	8378
Apprch %	28.5	71.5		10.3	89.7	0		63.2	36.6	0.2		
Total %	15.8	39.7	55.5	0.5	4.1	0	4.5	25.2	14.6	0.1	39.9	

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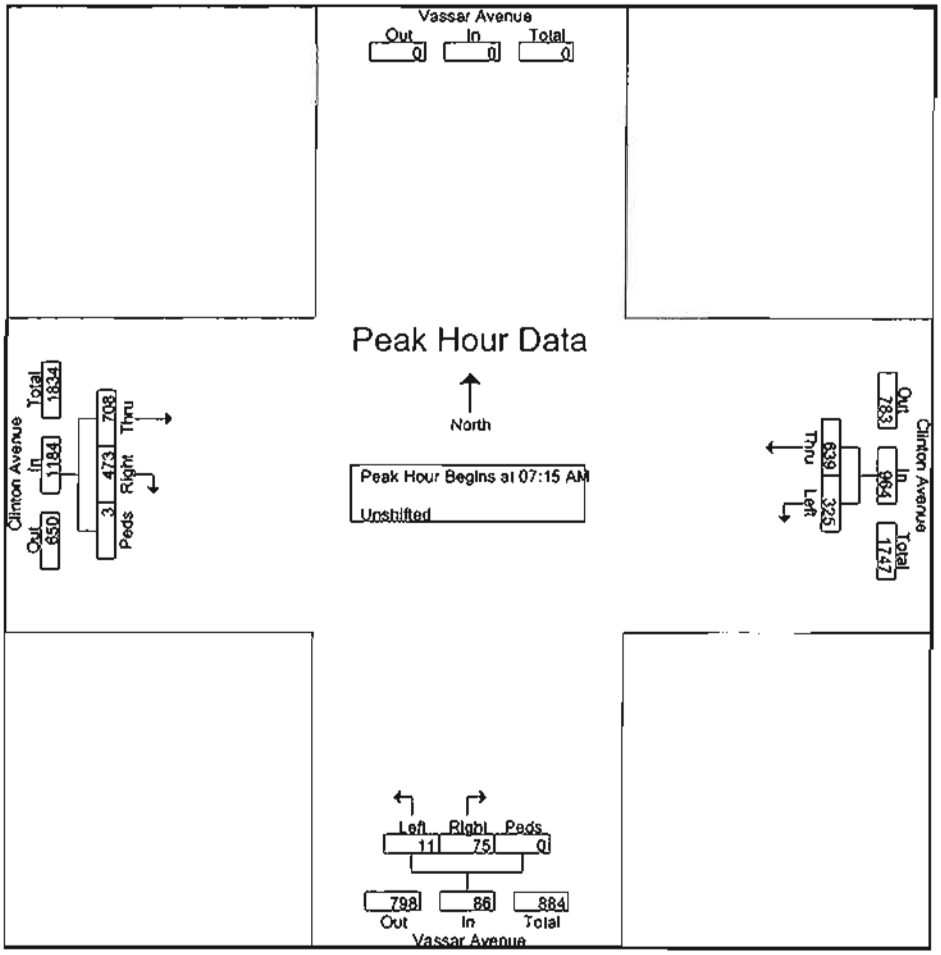
File Name : 02 Clinton Vassar
Site Code : 00000002
Start Date : 08/28/13
Page No : 2

	Clinton Avenue Westbound			Vassar Avenue Northbound				Clinton Avenue Eastbound				
Start Time	Left	Thru	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:15 AM												
07:15 AM	75	142	217	3	20	0	23	184	98	1	283	523
07:30 AM	62	**181**	243	2	**24**	0	**26**	**206**	**154**	1	**361**	**630**
07:45 AM	86	137	223	2	18	0	20	187	125	1	313	556
08:00 AM	102	179	281	4	13	0	17	131	96	0	227	525
Total Volume	325	639	964	11	75	0	86	708	473	3	1184	2234
% App. Total	33.7	66.3		12.8	87.2	0		59.8	39.9	0.3		
PHF	.797	.883	.858	.688	.781	.000	.827	.859	.768	.750	.820	.887



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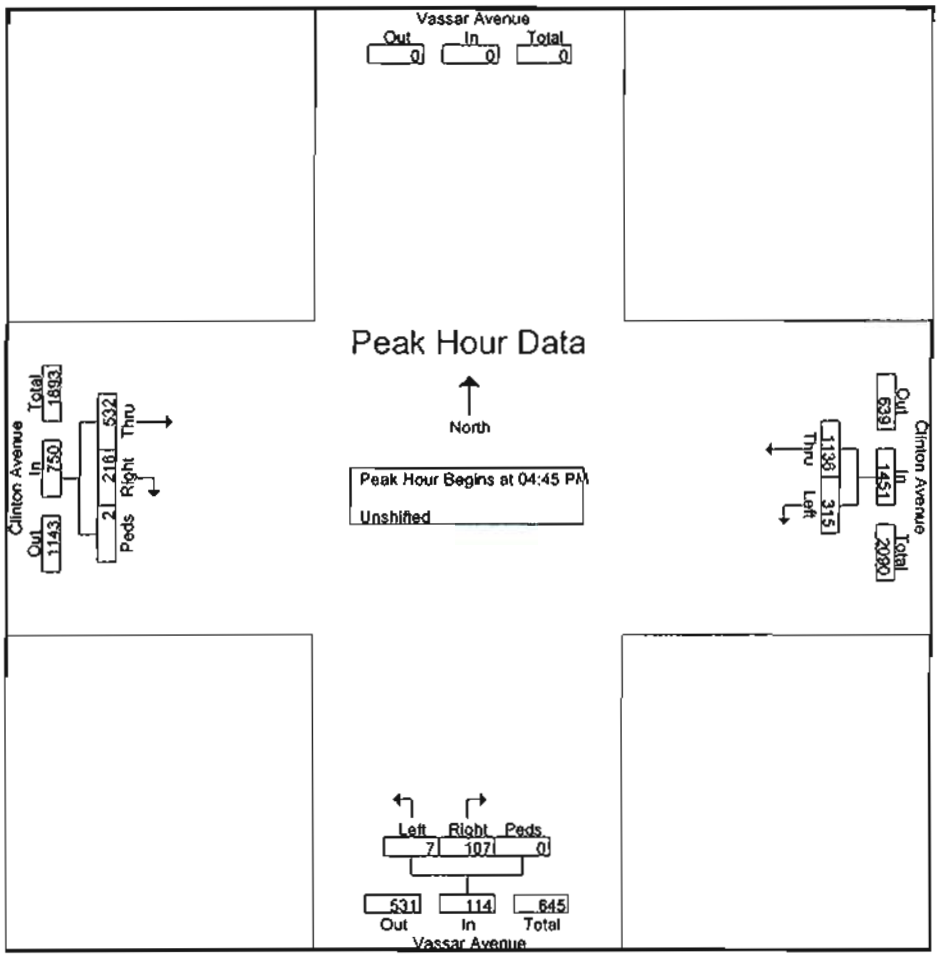
File Name : 02 Clinton Vassar
Site Code : 00000002
Start Date : 08/28/13
Page No : 3

	Clinton Avenue Westbound			Vassar Avenue Northbound				Clinton Avenue Eastbound				
Start Time	Left	Thru	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:45 PM												
04:45 PM	71	267	338	0	25	0	25	137	72	0	209	572
05:00 PM	76	268	344	2	25	0	27	127	48	0	175	546
05:15 PM	66	274	340	3	32	0	35	138	47	2	187	562
05:30 PM	102	327	429	2	25	0	27	130	49	0	179	635
Total Volume	315	1136	1451	7	107	0	114	532	216	2	750	2315
% App. Total	21.7	78.3		6.1	93.9	0		70.9	28.8	0.3		
PHF	.772	.869	.846	.583	.836	.000	.814	.964	.750	.250	.897	.911



Addendum to the Central Plaza Commercial Development Traffic Impact Analysis at the Southeast Corner of Clinton Avenue and Marks Avenue dated May 19, 2010

TJKM

Vision That Moves Your Community

Transportation Consultants

May 19, 2010

Mr. Bryan Jones, P.E.
City Traffic Engineer
City of Fresno
2600 Fresno Street, Room 4067
Fresno, CA 93721

Subject: Addendum to the Central Plaza Commercial Development Traffic Impact Analysis at the Southeast Corner of Clinton Avenue and Marks Avenue in the City of Fresno (Project No. 032-318 Task 001)

Dear Mr. Jones,

TJKM Transportation Consultants has completed the addendum to the Central Plaza Commercial Development Traffic Impact Analysis (TIA). The purpose of this addendum is to quantify changes in trip generation and roadway impacts between the previously planned apartment project and newly planned apartment project adjacent to the Central Plaza Commercial Development.

Based on information provided by the project architect (Scott Vincent of the Vincent Company, Architects, Inc.) it is our understanding the apartment project site will go through a General Plan Amendment to change the land use designation from Medium High Density Residential to High Density Residential. Under the existing zoning, the project site (4.4 net acres) could yield up to 79 units, but the existing R-2 zoning constraints would limit the project site to 70 units. However, the project is currently planned with 96 units. The number of units is higher than that allowed under the current land use and zoning. For this reason, the Central Plaza Apartment Project is pursuing a General Plan Amendment that changes the land use designation to High Density Residential with a maximum of 96 units.

Per consultation with the City of Fresno Traffic Engineering staff, this addendum to the Central Plaza Commercial Development TIA analyzes the effects of the increase in traffic generation between the proposed General Plan amendment and the existing General Plan land use and zoning for the site.

Roadway Network

The project site and surrounding study area are illustrated in Figure A1. Area roadways serving the project site are as follows:

Marks Avenue is predominantly an existing two-lane divided arterial near the vicinity of the proposed project. This section of Marks Avenue is a north-south major street that runs from Shields Avenue southerly beyond the Fresno City limits. The 2025 General Plan Circulation Element designates Marks Avenue as a four-lane divided arterial in the vicinity of the proposed project.

Clinton Avenue is an existing four-lane collector near the vicinity to the proposed project. Clinton Avenue is an east-west street that extends west from the Yosemite International Airport (seven miles to the east) beyond the Fresno City limits. The 2025 General Plan Circulation Element

Pleasanton
3875 Hopyard Road
Suite 200
Pleasanton, CA
94588-8526
925.463.0611
925.463.3690 fax

Fresno
516 W. Shaw Avenue
Suite 200
Fresno, CA
93704-2515
559.325.7530
559.221.4940 fax

Sacramento
980 Ninth Street
16th Floor
Sacramento, CA
95814-2736
916.449.9095

Santa Rosa
1400 N. Dutton Avenue
Suite 21
Santa Rosa, CA
95401-4643
707.575.5800
707.575.5888 fax

tjkm@tjkm.com
www.tjkm.com

designates Clinton Avenue as an undivided collector with four lanes east of Hayes Avenue and two lanes west of Hayes Avenue.

Vassar Avenue is a two-lane local frontage road that serves as the connection between the State Route (SR) 99 southbound ramps and Clinton Avenue.

SR 99 is an existing six-lane freeway near the vicinity of the proposed project. SR 99 traverses the City of Fresno in a northwest-southeast direction and serves as the principal connection to various metropolitan areas within the Central San Joaquin Valley.

Level of Service Analysis Methodology

Level of Service is a qualitative index of the performance of an element of the transportation system. Level of Service (LOS) is a rating scale running from A to F, with A indicating no congestion of any kind, and F indicating unacceptable congestion and delays. LOS in this study describes the operating conditions for unsignalized and signalized intersections and segments.

The 2000 Highway Capacity Manual is the standard reference published by the Transportation Research Board, and contains the specific criteria and methods to be used in assessing LOS. HCS+T7F and Synchro software were used to define LOS in this study. Details regarding these calculations are in Appendix A.

Criteria of Significance

A traffic impact is considered significant if it renders an unacceptable LOS on a street segment or at an intersection, or if it worsens an already unacceptable LOS conditions on a street segment or intersection.

The 2025 Fresno City General Plan has established LOS "D" as the acceptable level of traffic congestion on major streets. LOS "D" is used to evaluate the potential significance of level of service impacts to City of Fresno intersections.

At unsignalized intersections, a traffic impact would be considered "adverse but not significant" if the LOS standard is exceeded but the projected traffic does not satisfy traffic signal warrants. Under these conditions, the typical means to completely alleviate delays to stop controlled vehicles would be to install a traffic signal. However, the unmet signal warrants would imply that the reduction in delay for the stop-controlled vehicles may not justify new delays that would be incurred by the major street traffic (which are currently not stopped). Under these circumstances, the installation of a traffic signal would not be recommended and the substandard LOS for stop-controlled vehicles would be considered "adverse but not significant" impact.

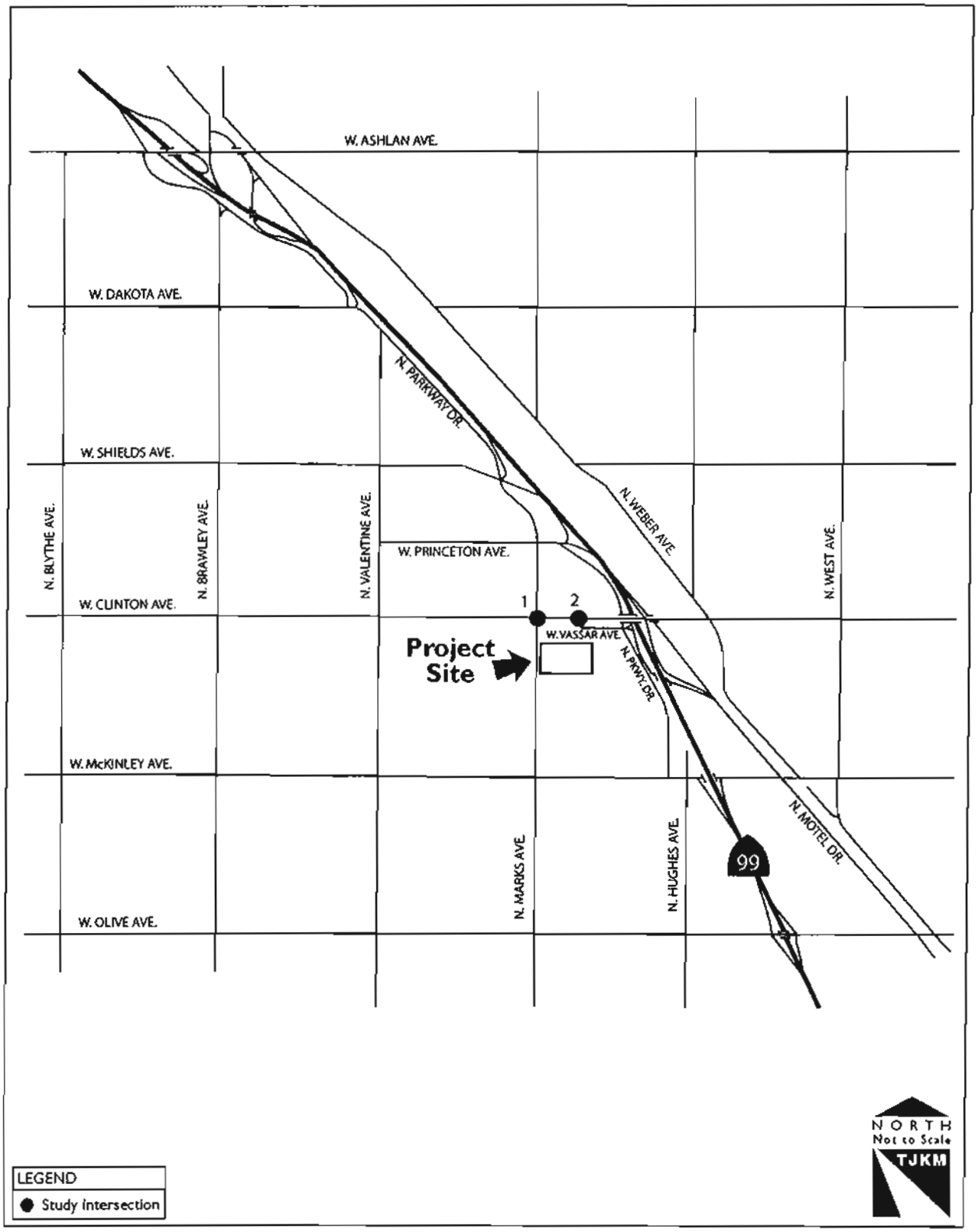
Existing Intersection Geometrics and Traffic Controls

A field reconnaissance of the site was conducted on Tuesday May 13, 2010. Currently, the study intersection of Clinton Avenue/Marks Avenue is signalized while that at Clinton Avenue/Vassar Avenue is stop controlled.

City of Fresno - Addendum to the Central Plaza Commercial Development TIA

Vicinity Map

Figure A1



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Project Trip Generation

TJKM developed trip generation for the proposed project based on rates contained in the standard reference *Trip Generation*, 8th Edition, published by the Institute of Transportation Engineers (ITE). Table I summarizes the trip generation for the proposed Central Plaza Apartment project. Table II summarizes the trip generation for the existing General Plan land use designation under the existing R-2 zoning standards. Compared to the existing General Plan land use designation the proposed project is anticipated to increase overall trip generation for the site by 172 daily trips, 13 a.m. peak hour trips, and 17 p.m. peak hour trips. A comparison of trip generation the existing General Plan land use and the proposed project is shown in Table III.

Table I: Proposed Project Trip Generation

Land Use (ITE Code)	Size / Unit	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Total	Trip Rate	In:Out %	In	Out	Total	Trip Rate	In:Out %	In	Out	Total
Apartment (220)	96 d.u	6.65	638	0.51	20:80	10	39	49	0.62	65:35	39	21	60
Total Proposed Project Tips			**638**			**10**	**39**	**49**			**39**	**21**	**60**

Note: d.u. = dwelling unit

Table II: Existing General Plan Land Use Trip Generation

Land Use (ITE Code)	Size/ Unit	Daily		A.M. Peak Hour					P.M. Peak Hour				
		Rate	Total	Trip Rate	In:Out %	In	Out	Total	Trip Rate	In:Out %	In	Out	Total
Apartment (220)	70 d.u	6.65	466	0.51	20:80	7	29	36	0.62	65:35	28	15	43
Total Newly Proposed Project Trips			**466**			**7**	**29**	**36**			**28**	**15**	**43**

Note: d.u. = dwelling unit

Table III: Difference in Trip Generation

Land Use	Daily	A.M. Peak Hour			P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Project Land Use	638	10	39	49	39	21	160
Existing General Plan Land Use	466	7	29	36	28	15	43
Total Change in Trips	172	3	10	13	11	6	17

Project Site Access

A site plan of the proposed Central Plaza Apartment Project is illustrated in Figure A2. Access to the project site is proposed via two driveways. Both of the driveways are located on the east side of Marks Avenue, approximately 355 and 510 feet south of the intersection of Clinton Avenue, with right-in/right-out access. An evaluation of the proposed access and onsite circulation indicated no deficiencies.

Project Trip Distribution and Assignment

The project's trip distribution and assignment are based on the distribution patterns within the Central Plaza Commercial Development TIA and engineering judgment. Minor adjustments in directional distribution were made to account for the project driveways' access constraints. The additional trips between the proposed project and existing General Plan land use and zoning designation were distributed and assigned to the study intersections and interchanges. The distribution and assignment of the additional trips to the study intersections are illustrated in Figure

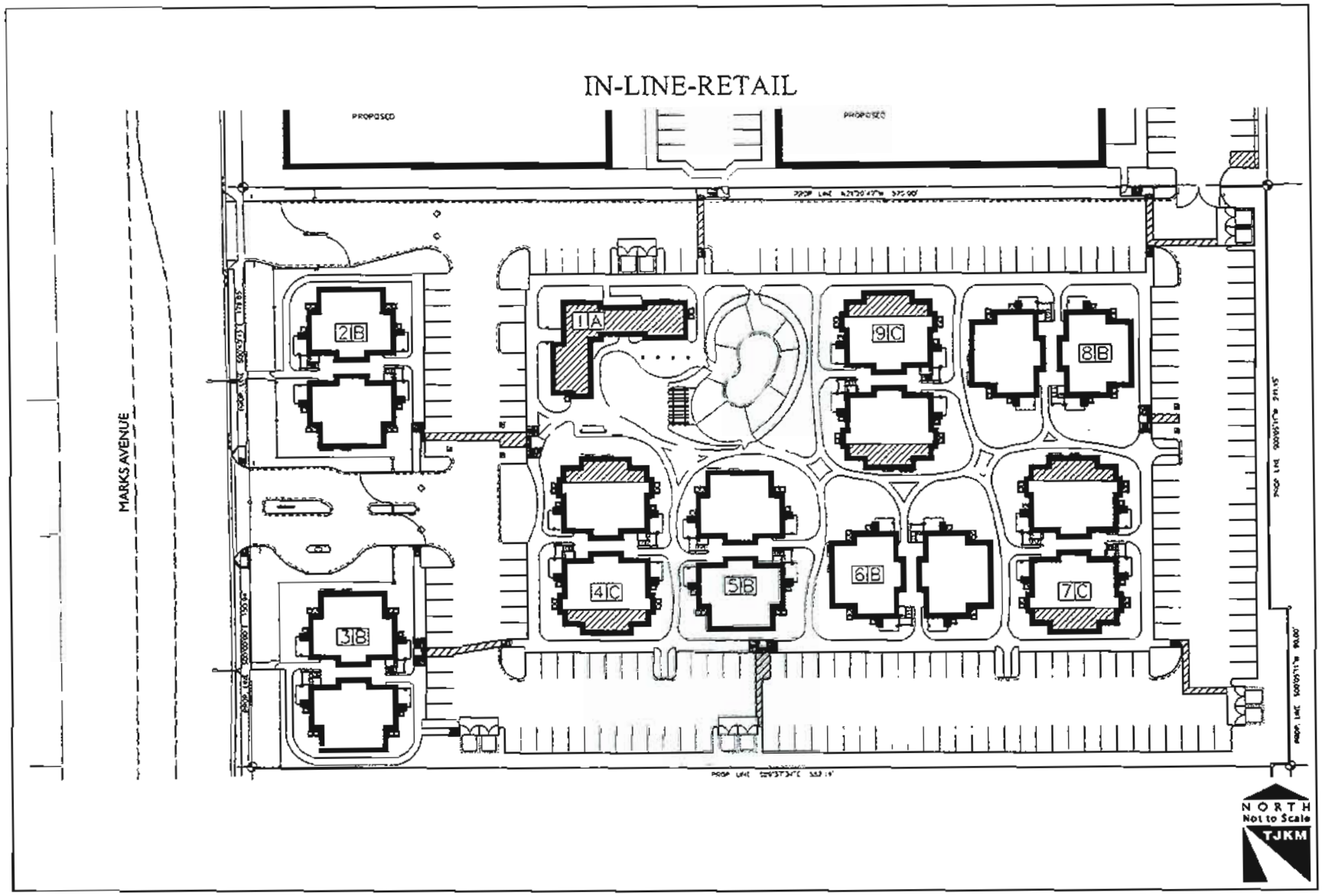
A3. Figures A4 and A5 illustrate the project's trip allocation to the interchanges of SR 99 / Clinton Avenue and SR 99 / Shields Avenue, respectively.

City of Fresno - Addendum to the Central Plaza Commercial Development TIA

Site Plan

Figure

A2



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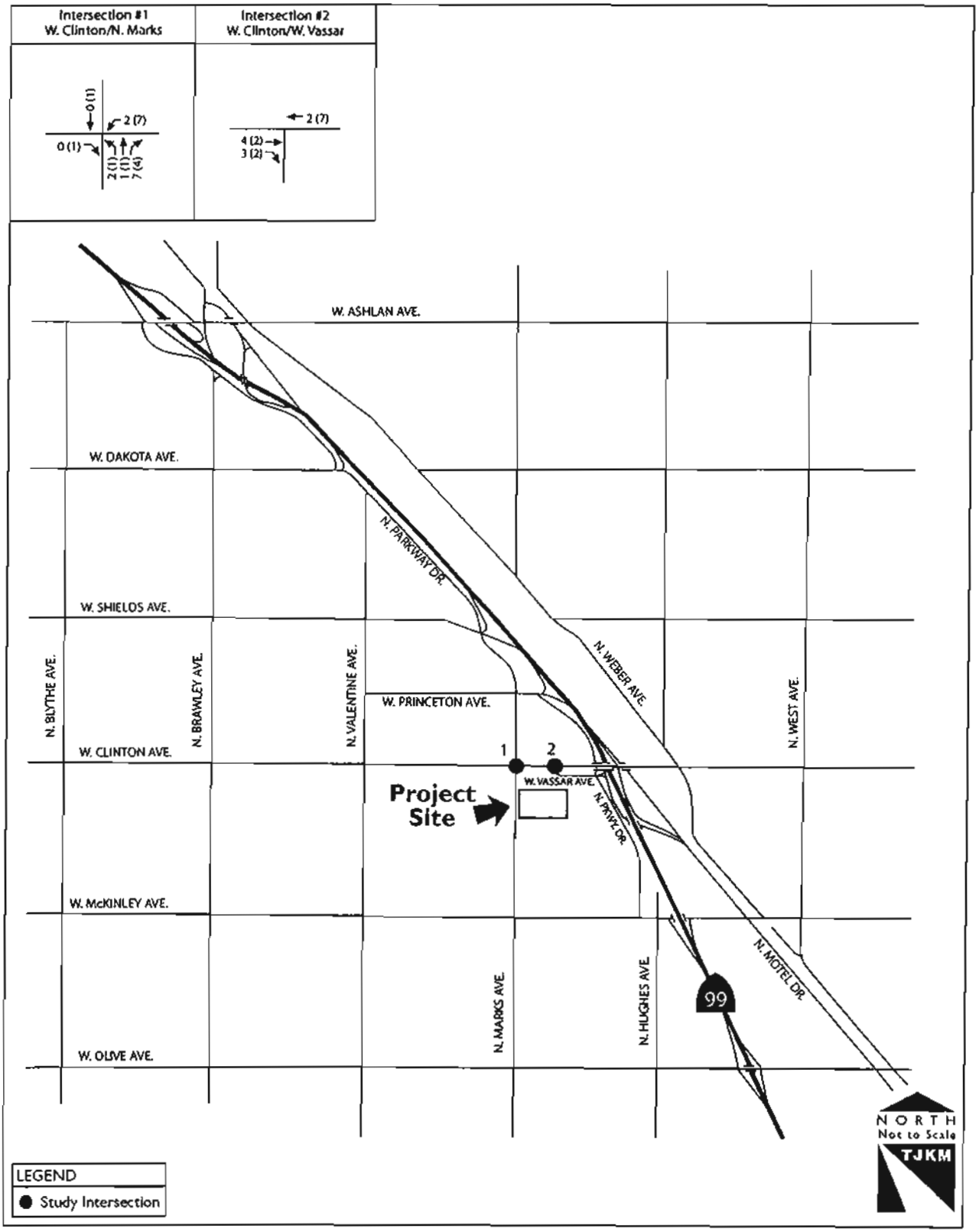
City of Fresno - Addendum to the Central Plaza Commercial Development TIA

Figure A3

Project Only Additional Traffic - Trip Assignment



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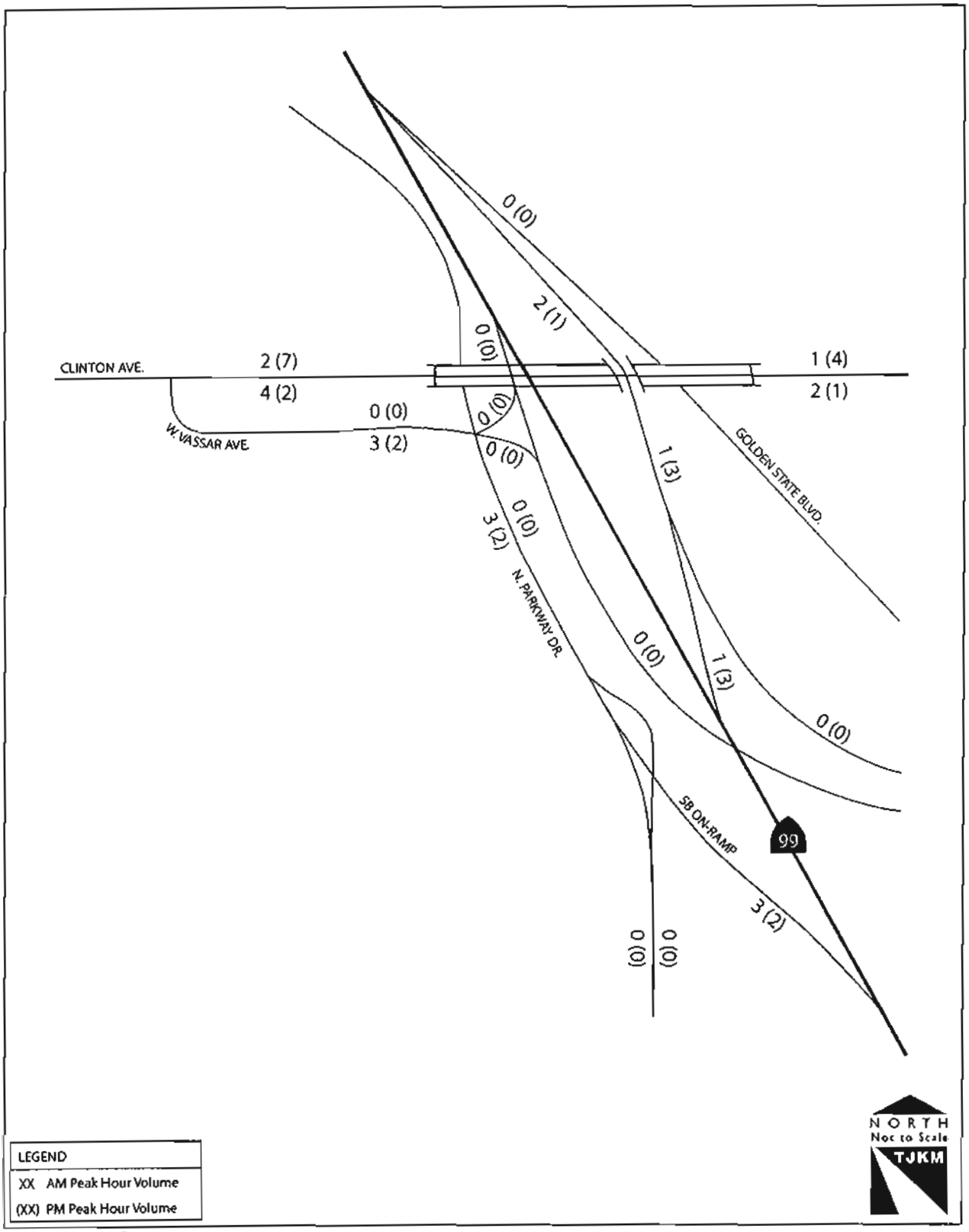
City of Fresno - Project Only Additional Traffic
Trip Assignment to SR 99/Clinton Avenue Interchange

Figure
A4



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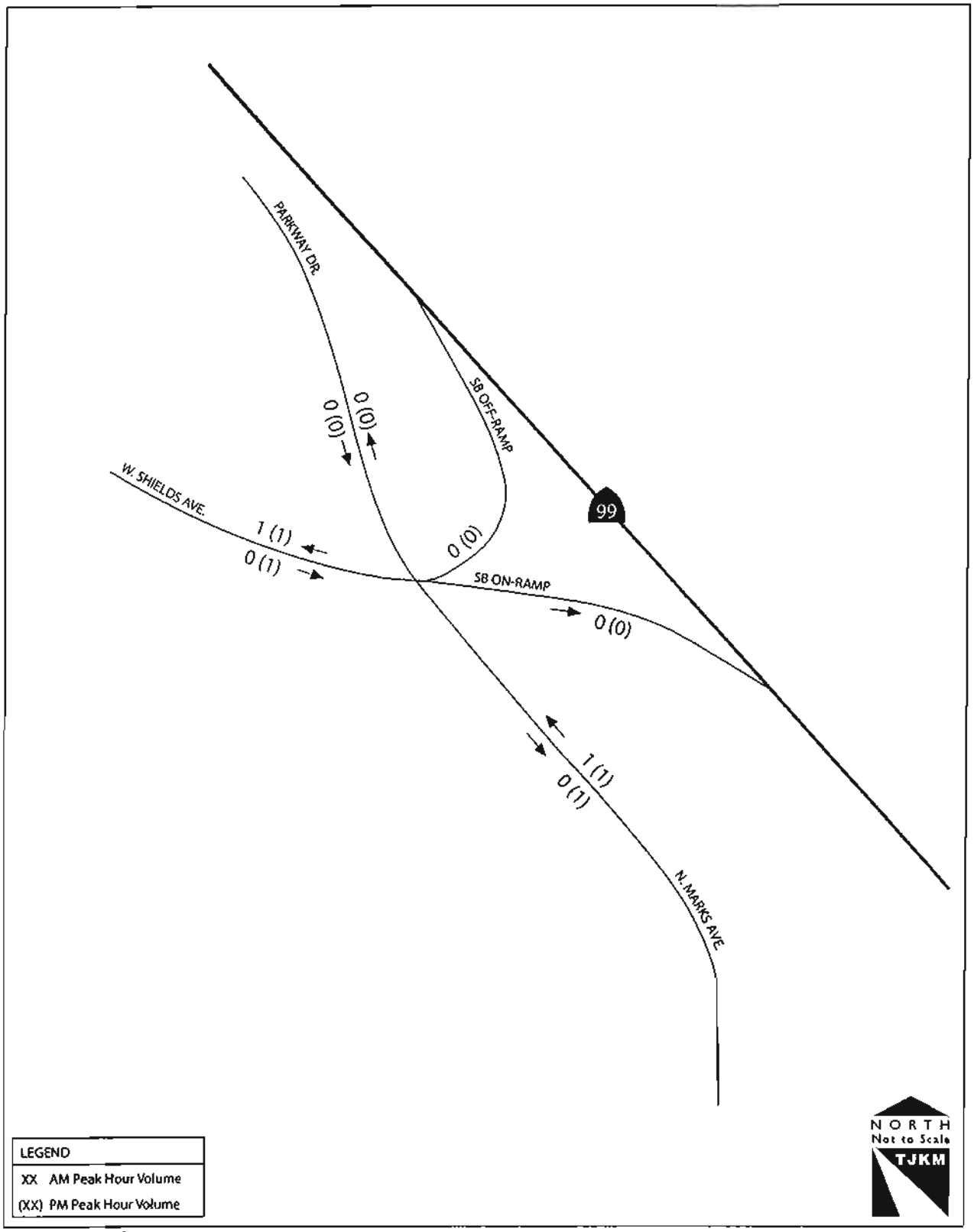
City of Fresno - Project Only Additional Traffic

Trip Assignment to SR 99/Shields Avenue Interchange

Figure A5



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Intersection LOS Analysis

TJKM had previously analyzed traffic conditions under 2025 conditions without the Central Plaza Apartments proposed General Plan amendment. This was included in the TIA prepared for the Central Plaza Commercial Development data February 22, 2007. This addendum to the TIA analyzes the intersections of Clinton Avenue/Marks Avenue and Clinton Avenue/Vassar Avenue while taking into account the increase in traffic of the proposed Central Plaza Apartments General Plan Amendment during the a.m. and p.m. peak hours. The Cumulative Year 2025 plus Project total traffic volumes, intersection geometrics and controls are illustrated in Figure A6. The study intersection levels of service calculation results are contained in Appendix B. Table IV summarizes the levels of service at the study intersections in the year 2025 with and without the proposed Central Plaza Apartments General Plan amendment. As shown in Table IV, the change in delay at the study intersections between the proposed project and existing General Plan land use designation is minor. Additionally, the LOS at the study intersections are expected to operate at an acceptable LOS D or better in 2025 either with or without the project.

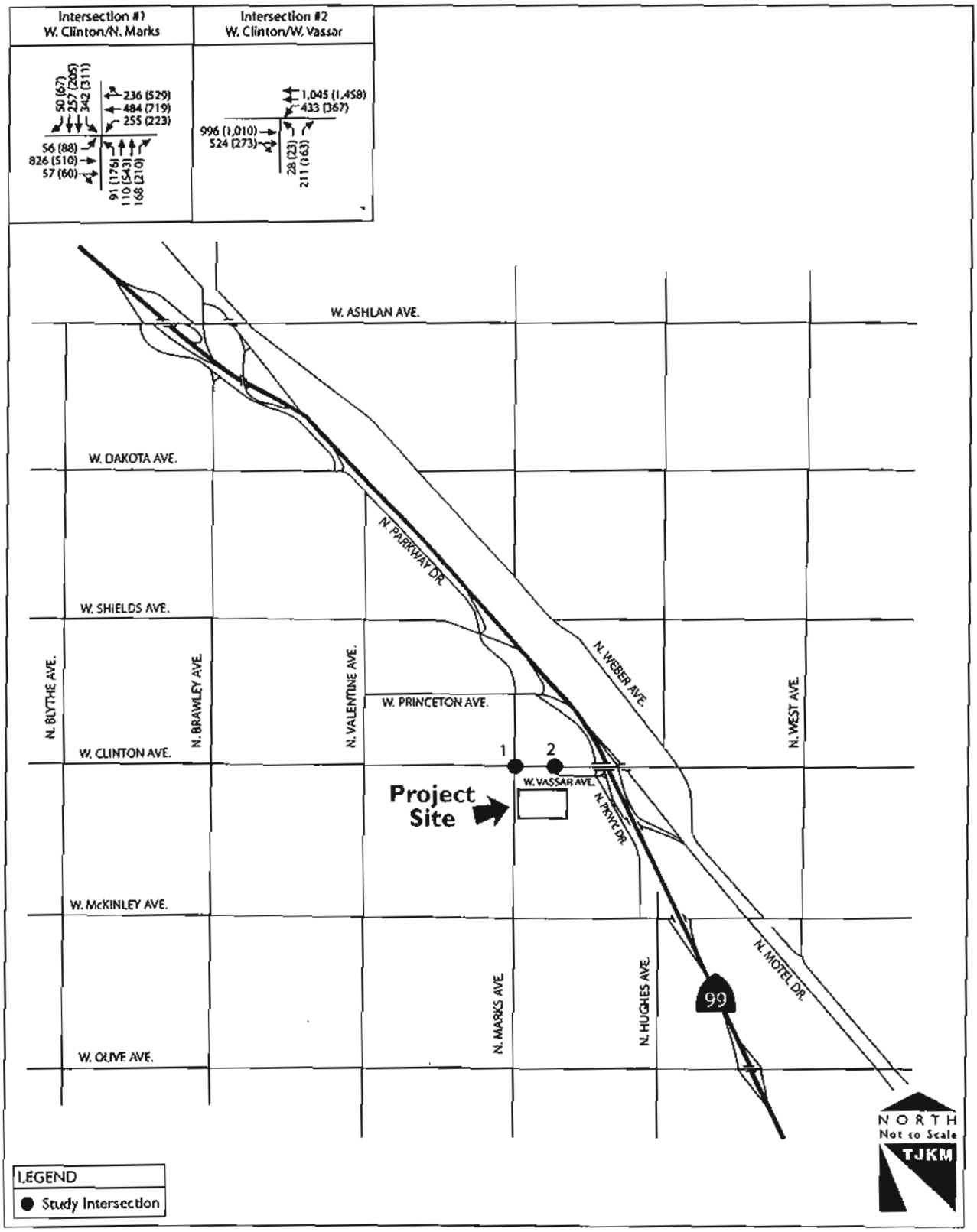
Table IV: Intersection Level of Service Analysis

ID	Intersection	Scenario Description	Intersection Control	A.M. Peak Hour		P.M. Peak Hour	
				Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	W. Clinton Ave. & N. Marks Ave.	Cumulative Year 2025 No Project	Signalized	47.8	D	54.7	D
		Cumulative Year 2025 + Project	Signalized	47.7	D	54.8	D
2	W. Clinton Ave. & W. Vassar Ave.	Cumulative Year 2025 No Project	Signalized	21.9	C	13.0	B
		Cumulative Year 2025 + Project	Signalized	22.9	C	13.0	B

Notes: LOS = Level of Service of signalized intersection and Delay of worse movement for stop controlled intersections

City of Fresno - Cumulative Year 2025 plus Project
Traffic Volumes, Geometrics, and Controls

Figure
A6



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Conclusions

TJKM has reached the following conclusions regarding the proposed Central Plaza Apartment General Plan amendment project:

- Compared to the existing General Plan land use and zoning for the site, the proposed project is anticipated to increase overall trip generation for the site by 172 daily trips, 13 a.m. peak hour trips, and 17 p.m. peak hour trips. An evaluation of the proposed access and onsite circulation indicated no deficiencies.
- By 2025 either with or without the project, the LOS at the study intersections are expected to operate at an acceptable LOS D or better.
- Other than payment of development fees, the proposed General Plan amendment project would not trigger the need for transportation improvements beyond those identified in the Central Plaza Commercial Development TIA dated February 22, 2007.

Please feel free to call me at 559-325-7530, or email me at: jbenavides@tjkm.com if you have questions regarding this traffic evaluation.

Sincerely,

Jose Luis Benavides, P.E.
Associate & Fresno Branch Manager
TJKM Transportation Consultants

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Appendix A – Level of Service Methodology

APPENDIX A

LEVEL OF SERVICE

The description and procedures for calculating capacity and level of service are found in Transportation Research Board, *Highway Capacity Manual 2000*. *Highway Capacity Manual 2000* represents the latest research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with level-of-service A representing the best operating conditions and level-of-service F the worst. Each level of service represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish service levels.

A general description of service levels for various types of facilities is shown in Table A-I.

Table A-I

Level of Service Description

Facility Type	Uninterrupted Flow	Interrupted Flow
	Freeways Multi-lane Highways Two-lane Highways Urban Streets	Signalized Intersections Unsignalized Intersections Two-way Stop Control All-way Stop Control
LOS		
A	Free-flow	Very low delay.
B	Stable flow. Presence of other users noticeable.	Low delay.
C	Stable flow. Comfort and convenience starts to decline.	Acceptable delay.
D	High density stable flow.	Tolerable delay.
E	Unstable flow.	Limit of acceptable delay.
F	Forced or breakdown flow.	Unacceptable delay

Source: *Highway Capacity Manual 2000*

Urban Streets

The term "urban streets" refers to urban arterials and collectors, including those in downtown areas.

Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials.

Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals.

Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control. As a result, these factors also affect quality of service.

The street environment includes the geometric characteristics of the facility, the character of roadside activity and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway density, spacing between signalized intersections, existence of parking, level of pedestrian activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic control (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds, however, such controls are needed to establish right-of-way.

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service. The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

Level-of-service A describes primarily free-flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal.

Level-of-service B describes reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted, and control delays at signalized intersections are not significant.

Level-of-service C describes stable operations, however, ability to maneuver and change lanes in midblock location may be more restricted than at level-of-service B. Longer queues, adverse signal coordination, or both may contribute to lower travel speeds.

Level-of-service D borders on a range in which in which small increases in flow may cause substantial increases in delay and decreases in travel speed. Level-of-service D may be due to adverse signal progression, inappropriate signal timing, high volumes, or a combination of these factors.

Level-of-service E is characterized by significant delays and lower travel speeds. Such operations are caused by a combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level-of-service F is characterized by urban street flow at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high delays, high volumes, and extensive queuing.

The methodology to determine level of service stratifies urban streets into four classifications. The classifications are complex, and are related to functional and design categories.

Once classified, the urban street is divided into segments for analysis. An urban street segment is a one-way section of street encompassing a series of blocks or links terminating at a signalized intersection. Adjacent segments of urban streets may be combined to form larger street sections, provided that the segments have similar demand flows and characteristics.

Levels of service are related to the average travel speed of vehicles along the urban street segment or section.

Travel times for existing conditions are obtained by field measurements. The maximum-car technique is used. The vehicle is driven at the posted speed limit unless impeded by actual traffic conditions. In the maximum-car technique, a safe level of vehicular operation is maintained by observing proper following distances and by changing speeds at reasonable rates of acceleration and deceleration. The maximum-car technique provides the best base for measuring traffic performance.

An observer records the travel time and locations and duration of delay. The beginning and ending points are the centers of intersections. Delays include times waiting in queues at signalized intersections. The travel speed is determined by dividing the length of the segment by the travel time. Once the travel speed on the arterial is determined, the level of service is found by comparing the speed to the criteria in Table A-II. Level-of-service criteria vary for the different classifications of urban street, reflecting differences in driver expectations.

Table A-II

Urban Street Levels of Service by Class

Urban Street Class	**I**	**II**	**III**	**IV**
Range of Free Flow Speeds (mph)	45 to 55	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	50	40	33	30
Level of Service	**Average Travel Speed (mph)**			
A	>42	>35	>30	>25
B	>34	>28	>24	>19
C	>27	>22	>18	>13
D	>21	>17	>14	>9
E	>16	>13	>10	>7
F	≤16	≤13	≤10	≤7

Source: *Highway Capacity Manual 2000*

Interrupted Flow

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs. These all operate quite differently and have differing impacts on overall flow.

Signalized Intersections

The capacity of a highway is related primarily to the geometric characteristics of the facility, as well as to the composition of the traffic stream on the facility. Geometrics are a fixed, or non-varying, characteristic of a facility.

At the signalized intersection, an additional element is introduced into the concept of capacity: time allocation. A traffic signal essentially allocates time among conflicting traffic movements seeking use of the same physical space. The way in which time is allocated has a significant impact on the operation of the intersection and on the capacity of the intersection and its approaches.

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.*, in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, level of service criteria for traffic signals are stated in terms of average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the ratio of green time to cycle length and the volume to capacity ratio for the lane group.

For each intersection analyzed the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A level of service designation is given to the control delay to better describe the level of operation. A

description of levels of service for signalized intersections can be found in Table A-III.

Table A-III

Description of Level of Service for Signalized Intersections

Level of Service	Description
A	Very low control delay, up to 10 seconds per vehicle. Progression is extremely favorable, and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
B	Control delay greater than 10 and up to 20 seconds per vehicle. There is good progression or short cycle lengths or both. More vehicles stop causing higher levels of delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle. Higher delays are caused by fair progression or longer cycle lengths or both. Individual cycle failures may begin to appear. Cycle failure occurs when a given green phase doe not serve queued vehicles, and overflow occurs. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle. The influence of congestions becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volumes. Many vehicles stop, the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Control delay greater than 55 and up to 80 seconds per vehicle. The limit of acceptable delay. High delays usually indicate poor progression, long cycle lengths, and high volumes. Individual cycle failures are frequent.
F	Control delay in excess of 80 seconds per vehicle. Unacceptable to most drivers. Oversaturation, arrival flow rates exceed the capacity of the intersection. Many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to higher delay.

Source: *Highway Capacity Manual 2000*

The use of control delay, which may also be referred to as signal delay, was introduced in the 1997 update to the *Highway Capacity Manual*, and represents a departure from previous updates. In the third edition, published in 1985 and the 1994 update to the third edition, delay only included stopped delay. Thus, the level of service criteria listed in Table A-III differs from earlier criteria.

Unsignalized Intersections

The current procedures on unsignalized intersections were first introduced in the 1997 update to the *Highway Capacity Manual* and represent a revision of the methodology published in the 1994 update to the 1985 *Highway Capacity Manual*. The revised procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, *i. e.,* in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

Two-Way Stop Controlled Intersections

Two-way stop controlled intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At two-way stop-controlled intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A level of service designation is given to the expected control delay for each minor movement. Level of service is not defined for the intersection as a whole. Control delay is the increased time of travel for a vehicle approaching and passing through a stop-controlled intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection. A description of levels of service for two-way stop-controlled intersections is found in Table A-IV.

Table A-IV

Description of Level of Service for Two-Way Stop Controlled Intersections

Level of Service	Description
A	Very low control delay less than 10 seconds per vehicle for each movement subject to delay.
B	Low control delay greater than 10 and up to 15 seconds per vehicle for each movement subject to delay.
C	Acceptable control delay greater than 15 and up to 25 seconds per vehicle for each movement subject to delay.
D	Tolerable control delay greater than 25 and up to 35 seconds per vehicle for each movement subject to delay.
E	Limit of tolerable control delay greater than 35 and up to 50 seconds per vehicle for each movement subject to delay.
F	Unacceptable control delay in excess of 50 seconds per vehicle for each movement subject to delay.

Source: *Highway Capacity Manual 2000*

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Appendix B – Level of Service Worksheets

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1678	3432		1678	3271		1678	3471	1505	1678	3471	1505
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1678	3432		1678	3271		1678	3471	1505	1678	3471	1505
Volume (vph)	56	826	57	253	484	236	89	109	161	342	257	50
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	898	62	275	526	257	97	118	175	372	279	54
RTOR Reduction (vph)	0	4	0	0	38	0	0	0	159	0	0	42
Lane Group Flow (vph)	61	956	0	275	745	0	97	118	16	372	279	12
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.6	49.2		22.4	63.6		12.0	11.1	11.1	28.5	27.6	27.6
Effective Green, g (s)	8.1	50.1		22.9	64.9		12.5	12.0	12.0	29.0	28.5	28.5
Actuated g/C Ratio	0.06	0.39		0.18	0.50		0.10	0.09	0.09	0.22	0.22	0.22
Clearance Time (s)	4.5	4.9		4.5	5.3		4.5	4.9	4.9	4.5	4.9	4.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	105	1323		296	1633		161	320	139	374	761	330
v/s Ratio Prot	0.04	c0.28		c0.16	0.23		0.06	0.03		c0.22	c0.08	
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.58	0.72		0.93	0.46		0.60	0.37	0.12	0.99	0.37	0.04
Uniform Delay, d1	59.3	34.0		52.7	21.1		56.4	55.4	54.1	50.4	43.1	39.9
Progression Factor	1.00	1.00		0.99	0.94		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9	3.5		32.7	0.9		6.2	0.7	0.4	44.9	0.3	0.0
Delay (s)	67.2	37.5		84.7	20.7		62.6	56.2	54.5	95.3	43.4	40.0
Level of Service	E	D		F	C		E	E	D	F	D	D
Approach Delay (s)		39.3			37.4			57.0			70.5	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	47.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	11	12
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.98		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.94	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3237		1678	3471	1569	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3237		1678	3471	1569	1553
Volume (vph)	992	521	433	1043	28	211
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1078	566	471	1134	30	229
RTOR Reduction (vph)	42	0	0	0	0	166
Lane Group Flow (vph)	1602	0	471	1134	30	63
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type			Prot			Over
Protected Phases	4		3	8		3
Permitted Phases					2	
Actuated Green, G (s)	75.1		35.5	115.1	5.4	35.5
Effective Green, g (s)	76.0		36.0	116.0	6.0	36.0
Actuated g/C Ratio	0.58		0.28	0.89	0.05	0.28
Clearance Time (s)	4.9		4.5	4.9	4.6	4.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1892		465	3097	72	430
v/s Ratio Prot	c0.49		c0.28	0.33		0.04
v/s Ratio Perm					c0.02	
v/c Ratio	0.85		1.01	0.37	0.42	0.15
Uniform Delay, d1	22.2		47.0	1.1	60.3	35.4
Progression Factor	0.44		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6		45.0	0.3	3.9	0.2
Delay (s)	13.3		92.0	1.5	64.2	35.6
Level of Service	B		F	A	E	D
Approach Delay (s)	13.3			28.0	38.9	
Approach LOS	B			C	D	

Intersection Summary

HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1678	3408		1678	3216		1678	3471	1507	1678	3471	1508
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1678	3408		1678	3216		1678	3471	1507	1678	3471	1508
Volume (vph)	88	510	59	216	719	529	175	542	206	311	204	67
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	554	64	235	782	575	190	589	224	338	222	73
RTOR Reduction (vph)	0	7	0	0	111	0	0	0	180	0	0	55
Lane Group Flow (vph)	96	611	0	235	1246	0	190	589	44	338	222	18
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.5	33.5		20.5	46.1		17.7	22.9	22.9	24.3	29.5	29.5
Effective Green, g (s)	8.0	34.4		21.0	47.4		18.2	23.8	23.8	24.8	30.4	30.4
Actuated g/C Ratio	0.07	0.29		0.18	0.39		0.15	0.20	0.20	0.21	0.25	0.25
Clearance Time (s)	4.5	4.9		4.5	5.3		4.5	4.9	4.9	4.5	4.9	4.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	112	977		294	1270		254	688	299	347	879	382
v/s Ratio Prot	c0.06	0.18		0.14	c0.39		0.11	c0.17		c0.20	0.06	
v/s Ratio Perm									0.03			0.01
v/c Ratio	0.86	0.63		0.80	0.98		0.75	0.86	0.15	0.97	0.25	0.05
Uniform Delay, d1	55.4	37.2		47.5	35.9		48.7	46.4	39.7	47.3	35.7	33.9
Progression Factor	1.00	1.00		0.97	0.96		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	43.6	3.0		12.6	19.7		11.4	10.2	0.2	41.1	0.2	0.1
Delay (s)	99.1	40.2		58.7	54.1		60.1	56.7	40.0	88.3	35.9	33.9
Level of Service	F	D		E	D		E	E	D	F	D	C
Approach Delay (s)		48.1			54.8			53.6			63.7	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	54.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	11	12
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.94	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3328		1678	3471	1570	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3328		1678	3471	1570	1553
Volume (vph)	1008	271	367	1451	23	163
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1096	295	399	1577	25	177
RTOR Reduction (vph)	16	0	0	0	0	131
Lane Group Flow (vph)	1375	0	399	1577	25	46
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type			Prot			Over
Protected Phases	4		3	8		3
Permitted Phases					2	
Actuated Green, G (s)	70.1		30.9	105.5	5.0	30.9
Effective Green, g (s)	71.0		31.4	106.4	5.6	31.4
Actuated g/C Ratio	0.59		0.26	0.89	0.05	0.26
Clearance Time (s)	4.9		4.5	4.9	4.6	4.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1969		439	3078	73	406
v/s Ratio Prot	c0.41		c0.24	0.45		0.03
v/s Ratio Perm					c0.02	
v/c Ratio	0.70		0.91	0.51	0.34	0.11
Uniform Delay, d1	17.1		42.9	1.4	55.4	33.7
Progression Factor	0.32		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7		22.3	0.6	2.8	0.1
Delay (s)	7.1		65.2	2.0	58.2	33.8
Level of Service	A		E	A	E	C
Approach Delay (s)	7.1			14.8	36.9	
Approach LOS	A			B	D	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1678	3432		1678	3272		1678	3471	1507	1678	3471	1508
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1678	3432		1678	3272		1678	3471	1507	1678	3471	1508
Volume (vph)	56	826	57	255	484	236	91	110	168	342	257	50
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	61	898	62	277	526	257	99	120	183	372	279	54
RTOR Reduction (vph)	0	4	0	0	40	0	0	0	165	0	0	42
Lane Group Flow (vph)	61	956	0	277	743	0	99	120	18	372	279	12
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.6	45.3		19.4	56.7		11.0	11.0	11.0	25.5	25.5	25.5
Effective Green, g (s)	8.1	46.2		19.9	58.0		11.5	11.9	11.9	26.0	26.4	26.4
Actuated g/C Ratio	0.07	0.38		0.17	0.48		0.10	0.10	0.10	0.22	0.22	0.22
Clearance Time (s)	4.5	4.9		4.5	5.3		4.5	4.9	4.9	4.5	4.9	4.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	113	1321		278	1581		161	344	149	364	764	332
v/s Ratio Prot	0.04	c0.28		c0.17	0.23		0.06	0.03		c0.22	c0.08	
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.54	0.72		1.00	0.47		0.61	0.35	0.12	1.02	0.37	0.04
Uniform Delay, d1	54.1	31.5		50.0	20.7		52.1	50.4	49.3	47.0	39.7	36.8
Progression Factor	1.00	1.00		0.98	0.93		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	3.5		51.3	1.0		6.8	0.6	0.4	52.9	0.3	0.0
Delay (s)	59.0	34.9		100.4	20.3		58.9	51.1	49.7	99.9	40.0	36.8
Level of Service	E	C		F	C		E	D	D	F	D	D
Approach Delay (s)		36.4			41.2			52.4			71.4	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM Average Control Delay	47.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	11	12
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Flpb, ped/bikes	0.98		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.94	1.00
Flt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3239		1678	3471	1574	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3239		1678	3471	1574	1553
Volume (vph)	996	524	433	1045	28	211
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1083	570	471	1136	30	229
RTOR Reduction (vph)	45	0	0	0	0	168
Lane Group Flow (vph)	1608	0	471	1136	30	61
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type			Prot			Over
Protected Phases	4		3	8		3
Permitted Phases					2	
Actuated Green, G (s)	69.3		31.5	105.3	5.2	31.5
Effective Green, g (s)	70.2		32.0	106.2	5.8	32.0
Actuated g/C Ratio	0.59		0.27	0.88	0.05	0.27
Clearance Time (s)	4.9		4.5	4.9	4.6	4.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1895		447	3072	76	414
v/s Ratio Prot	c0.50		c0.28	0.33		0.04
v/s Ratio Perm					c0.02	
v/c Ratio	0.85		1.05	0.37	0.39	0.15
Uniform Delay, d1	20.5		44.0	1.2	55.4	33.6
Progression Factor	0.46		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.6		57.4	0.3	3.4	0.2
Delay (s)	13.2		101.4	1.5	58.8	33.8
Level of Service	B		F	A	E	C
Approach Delay (s)	13.2			30.8	36.6	
Approach LOS	B			C	D	

Intersection Summary			
HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	11	12	12	11	12	12	11	12	12	11	12	12
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1678	3407		1678	3215		1678	3471	1507	1678	3471	1508
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1678	3407		1678	3215		1678	3471	1507	1678	3471	1508
Volume (vph)	88	510	60	223	719	529	176	543	210	311	205	67
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	96	554	65	242	782	575	191	590	228	338	223	73
RTOR Reduction (vph)	0	7	0	0	111	0	0	0	183	0	0	55
Lane Group Flow (vph)	96	612	0	242	1246	0	191	590	45	338	223	18
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.5	33.5		20.5	46.1		17.8	22.9	22.9	24.3	29.4	29.4
Effective Green, g (s)	8.0	34.4		21.0	47.4		18.3	23.8	23.8	24.8	30.3	30.3
Actuated g/C Ratio	0.07	0.29		0.18	0.39		0.15	0.20	0.20	0.21	0.25	0.25
Clearance Time (s)	4.5	4.9		4.5	5.3		4.5	4.9	4.9	4.5	4.9	4.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	112	977		294	1270		256	688	299	347	876	381
v/s Ratio Prot	0.06	0.18		c0.14	c0.39		0.11	c0.17		c0.20	0.06	
v/s Ratio Perm									0.03			0.01
v/c Ratio	0.86	0.63		0.82	0.98		0.75	0.86	0.15	0.97	0.25	0.05
Uniform Delay, d1	55.4	37.2		47.7	35.9		48.6	46.5	39.8	47.3	35.8	33.9
Progression Factor	1.00	1.00		0.97	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	43.6	3.0		15.1	19.7		11.2	10.3	0.2	41.1	0.2	0.1
Delay (s)	99.1	40.2		61.4	53.9		59.8	56.8	40.0	88.3	36.0	34.0
Level of Service	F	D		E	D		E	E	D	F	D	C
Approach Delay (s)		48.1			55.0			53.6			63.7	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM Average Control Delay	54.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	12	12	11	12	11	12
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	0.94	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3327		1678	3471	1570	1553
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3327		1678	3471	1570	1553
Volume (vph)	1010	273	367	1458	23	163
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1098	297	399	1585	25	177
RTOR Reduction (vph)	16	0	0	0	0	131
Lane Group Flow (vph)	1379	0	399	1585	25	46
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type			Prot			Over
Protected Phases	4		3	8		3
Permitted Phases					2	
Actuated Green, G (s)	70.1		30.9	105.5	5.0	30.9
Effective Green, g (s)	71.0		31.4	106.4	5.6	31.4
Actuated g/C Ratio	0.59		0.26	0.89	0.05	0.26
Clearance Time (s)	4.9		4.5	4.9	4.6	4.5
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1968		439	3078	73	406
v/s Ratio Prot	c0.41		c0.24	0.46		0.03
v/s Ratio Perm					c0.02	
v/c Ratio	0.70		0.91	0.51	0.34	0.11
Uniform Delay, d1	17.1		42.9	1.4	55.4	33.7
Progression Factor	0.32		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8		22.3	0.6	2.8	0.1
Delay (s)	7.2		65.2	2.0	58.2	33.8
Level of Service	A		E	A	E	C
Approach Delay (s)	7.2			14.7	36.9	
Approach LOS	A			B	D	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group