

**RECIRCULATED
DRAFT**

**FRESNO EL PASEO
ENVIRONMENTAL
IMPACT REPORT**

SCH#2008011003



prepared for:

CITY OF FRESNO

Contact:
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Project Manager

prepared by:

**THE PLANNING
CENTER**

Contact:
JoAnn Hadfield
Director,
Environmental Services

AUGUST 2010

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1. Introduction



1. Introduction

1.1 REQUIREMENTS FOR A RECIRCULATED DRAFT EIR

The City of Fresno prepared and publicly circulated for review a Draft Environmental Impact Report (Draft EIR) for the Fresno El Paseo Project from May 26, 2010, to June 21, 2010. Pursuant to the Guidelines for California Environmental Quality Act (CEQA Guidelines) Section 15088.5 (a), a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the EIR for public review under Section 15087 but before certification. New “information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponent have declined to implement. “Significant new information” requiring recirculation is defined to include disclosures of any of the following (Section 15088.5 (a)[1] through [4]):

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.



1.2 SUMMARY OF REVISIONS TO THE EIR

Comments were received on the Draft EIR noting erroneous information in the Draft EIR regarding transportation improvements that would be funded by the Regional Transportation Mitigation Fee (RTMF) program which went into effect on January 1, 2010. The Draft EIR incorrectly concluded that RTMF funding would contribute to SR-99 capacity improvements and also to specified SR-99 ramp improvements to mitigate project-related, significant impacts. These improvements are not included in the RTMF Nexus Study.¹ Additionally, readers found the discussion of RTMF mitigation inconsistent with the proposed fair-share contribution for Caltrans facility impacts described in the Draft EIR Appendix L, *Final Traffic Impact Study, Fresno El Paseo*, (DKS, October 2008).

The focus of this Recirculated Draft EIR is to correct the erroneous transportation and traffic information as included in the Draft EIR and Draft EIR Appendices. As detailed in updated Section 5.13, *Transportation and Traffic* as included in this Recirculated Draft EIR, the project applicant will be required to pay the RTMF fees

¹ Fresno Regional Transportation Nexus Study Report, Submitted to Council of Fresno Governments, Parsons Brinkerhoff, February 2009.

1. Introduction

for the proposed project as quantified in the Draft EIR. Although these fees will contribute to improvements required to mitigate cumulative regional impacts to traffic conditions on high-priority state roadways within Fresno County, they will only mitigate some of the roadway impacts previously identified in the Draft EIR. As described in the updated traffic section in this Recirculated DEIR, the nexus study for the RTMF program currently includes improvements to Veterans Boulevard and Herndon Avenue, which will partially mitigate project-related and cumulative traffic impacts.

This Recirculated Draft EIR also introduces the requirement for applicant contribution to fair share fees towards Caltrans facilities. The fair share fees are based on the fair share fees calculation as included in the DKS prepared Final Traffic Impact Study (TIS) (Draft EIR Appendix L). The updated Transportation and Traffic section of this Recirculated Draft EIR specifies the improvements for which the fair share mitigation is proposed.

These corrections to the Draft EIR require that the EIR be recirculated pursuant to condition number (1) as outlined above under Section 1.1, *Requirements for a Recirculated EIR*. Although the applicant will be required to pay both the specified RTMF and the fair share payments to mitigate Caltrans and other regional transportation facilities, these fees will not mitigate the project's impact to these facilities to less than significant as previously concluded in the Draft EIR. The RTMF program is slated to provide only 30 percent of funding for facilities included in its Nexus Study. Although fair share fees will assure that the applicant contributes to the improvements required to mitigate their portion of the impacts to the respective Caltrans facilities, there is not an adopted capital improvement program or Nexus study that assures that these improvements will be constructed. The fair share mitigation does not, therefore, meet the third requirement of the following standards for an adequate fee program per the Anderson First case as described in the Draft EIR (see page 5.13-11, Fee Program Standard for CEQA Mitigation) as needing to:

- (1) Identify the fee amount to be paid;
- (2) Commit to paying the remaining reasonable costs for fair share of the cost of required improvements;
- (3) Make these fees a part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts.

The proposed project, therefore, will result in a new significant, unavoidable impact that was not identified in the Draft EIR and recirculation of the Draft EIR is required to allow the public a meaningful opportunity to comment on this substantial impact.

Recirculation of the Draft EIR also provides an opportunity to document and clarify rail safety impacts associated with the proposed project. In the Draft EIR these impacts were addressed and rail safety improvements were recommended in the Rail Safety Study within Draft EIR Appendix H. The discussion within the main text of the Draft EIR was minimal. Although the rail safety related project impacts and Draft EIR documentation do not meet any of the requirements warranting Draft EIR circulation, it is appropriate to clarify this information and assure that public review opportunities are afforded by including the discussion in the main volume of the Draft EIR. The rail safety impacts discussion is included in the updated traffic section in this document.

1.3 FORMAT FOR THE RECIRCULATED DRAFT EIR

In accordance with CEQA Guidelines Section 15088.5 (c), if the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.

1. Introduction

Since Section 5.13, *Transportation and Traffic*, is the only topical section of the EIR that is affected by changes required, the City of Fresno decided to recirculate only the applicable sections of the EIR. Therefore, this Recirculated DEIR includes the following sections:

- 1.0 Introduction
- 2.0 Table 1-2, *Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation*
- 3.0 Section 5.13, *Transportation and Traffic*
- 4.0 Chapter 6.0, *Significant Unavoidable Adverse Impacts*

Appendices

- Appendix H, Rail Safety Study
- Appendix L, Traffic Study

With the exception of this introduction chapter, each chapter of this Recirculated Draft EIR is prepared to indicate changes from the original Draft EIR in ~~striketrough~~ and underlined format. Previous text that has been eliminated is shown in ~~striketrough~~ and new text is shown as underlined. This format is intended to provide clear identification of the changes since the circulation of the Draft EIR and will simplify the reader's review of the revisions.

The Traffic Study in Appendix L has been included in its entirety for reference and includes the previous Draft EIR appendix contents (unmodified) and an additional Technical Memorandum to clarify the application of RTMF and Caltrans fair share fees to the project:

- *Final Traffic Impact Study, Fresno El Paseo Project*, DKS, October 30, 2008
- *El Paseo Master Plan Phase 1 Sub-Phasing (1A through 1F) Traffic Analysis, Technical Memorandum*, Arch Beach Consulting, July 31, 2009, Revised December 8, 2009
- *Addendum to the TIS for the Fresno El Paseo Project, Technical Memorandum*, Arch Beach Consulting, December 8, 2009
- *El Paseo Master Plan, Applicable Traffic Fee Program and Mitigation Clarification, Technical Memorandum*, Arch Beach Consulting, July 2010.

the original Rail Safety Study has been included for reference as Appendix H1. An addendum to the Rail Safety Study prepared for this Recirculated DEIR is also provided in Appendix H2. The addendum provides updated highway-rail accident rates that account for improvements currently underway at the Herndon Avenue grade crossing and a scenario that does not include the Herndon Avenue grade separation.

1.4 COMMENTING ON THE RECIRCULATED DRAFT EIR

This Recirculated Draft EIR will be circulated for public comment for a period of 45 days. Pursuant to CEQA guidelines Section 15088.5 (f)(2), reviewers of this document are requested to limit their comments to the new material that has been included in the revised chapters or portions of the recirculated draft EIR. The City of Fresno need only respond to (1) comments received during the initial circulation period for the Draft EIR that relate to chapters or portions of the document that were not revised and recirculated, and (2) comments received during the recirculation period that relate to the chapters or portions of the EIR that were revised



1. Introduction

and recirculated. Therefore, agencies, organizations, and individuals who wish to comment on this document should limit their comments to the revised chapters or portions of this Recirculated Draft EIR and the analysis contained herein.

2. *Table 1-2, Summary of Environmental Impacts,
Mitigation Measures and Level of Significant Ater
Mitigation*



2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.1 AESTHETICS			
5.1-1: Development of the proposed project would not significantly alter scenic vistas of the Sierra Nevada along State Route 99.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.1-2: Development of the proposed project would not significantly alter the visual appearance of the project site and its surroundings in a manner that would degrade the visual character or quality of the project area.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1-3: Development of the proposed project would not create long-term vacancies of retail spaces in surrounding areas that could lead to urban decay. <i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.1-4: The proposed project would generate additional light and glare in the project area that could impact surrounding land uses. <i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	1-1 Prior to the approval of a site plan for any phase of the proposed project, the project applicant shall submit both an on-site and an off-street parking lighting and photometric plan for review and approval by the City of Fresno Department of Planning and Development. The lighting plan shall include the amount, location, height, and intensity of street and parking-area lighting, limited to the minimum necessary for public safety in order to reduce potential for light, and glare and incidental spillover into adjacent properties and/or roadways. 1-2 Perimeter lighting fixtures proposed along State Route 99 shall be compliant with the requirements of the Fresno Municipal Code and the City of Fresno Parking Manual, shall feature "sharp cut-off" fixtures, and shall be fitted with flat glass lenses and internal and external shielding of light downward. Flood lighting shall not be permitted to spill onto this roadway. 1-3 The lighting levels and fixtures within the commercial areas, including drive aisles and parking areas, shall be compliant with the requirements of the Fresno Municipal Code and the City of Fresno Parking Manual.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	1-4 Site lighting systems shall be grouped to allow for open, closing, and night light/security lighting schemes. All groups shall be controlled by an automatic lighting control system utilizing a time clock, photocell, and low-voltage relays. All mitigation measures listed above would also be applicable to the remaining phases.	Less than Significant
5.2 AGRICULTURE RESOURCES			
5.2-1: The proposed project would convert 130.5 acres of California Resource Agency–designated farmland of statewide importance to commercial land use. However, the project would not cause other impacts that could result in the conversion of agricultural land to nonagricultural use. <i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No significant impacts have been identified, and no mitigation is required.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No significant impacts have been identified, and no mitigation is required.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.3 AIR QUALITY			
5.3-1: The proposed project would not be consistent with the San Joaquin Valley Air Pollution Control District's air quality management plan.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	Mitigation measures 3-1 through 3-11 below would reduce but not eliminate the significant impacts associated with consistency with the AQMP.	Significant and Unavoidable
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	Mitigation measures 3-1 through 3-11 below would reduce but not eliminate the significant impacts associated with consistency with the AQMP.	Significant and Unavoidable
5.3-2: Construction activities associated with the proposed project would generate short-term emissions in exceedance of the San Joaquin Valley Air Pollution Control District's threshold criteria and would contribute to the nonattainment designation of the San Joaquin Valley Air Basin for ozone and coarse inhalable particulate matter.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	<i>Architectural Coatings</i> 3-1 The construction contractor shall use zero-volatile-organic-compound (VOC) paint for all flat and nonflat architectural coating applications during the construction of the Fresno El Paseo Master Plan (paint categories based on the San Joaquin Valley Air Pollution Control District's Coating Categories in Rule 4601). The South Coast Air quality Management District website provides a listing of companies that provide zero-VOC paints: http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf .	Less than Significant

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p><i>Fugitive Dust</i> 3-2</p> <p>The construction contractor shall implement the following fugitive dust control measures in addition to the San Joaquin Valley Air Pollution Control District's Regulation VIII, Fugitive PM₁₀ Prohibitions (Rules 8011 through 8081), during all ground-disturbing activities within the Fresno El Paseo Master Plan:</p> <ul style="list-style-type: none"> a) Disturbed Areas: The construction contractor shall effectively stabilize for fugitive dust control all disturbed areas that are not being actively used for construction purposes, using water or nontoxic chemical stabilizers/suppressants. b) Storage Piles: The construction contractor shall apply water or nontoxic chemical stabilizers/suppressants for fugitive dust control, or cover storage piles with a tarp or other suitable cover or vegetative ground cover. Following the addition of materials to or the removal of materials from the surface of outdoor storage piles, said piles shall be effectively stabilized for fugitive dust emissions, using sufficient water or nontoxic chemical stabilizer/suppressant. c) Unpaved Roads: The construction contractor shall effectively stabilize for fugitive dust control all onsite unpaved roads and offsite unpaved access roads using water or nontoxic chemical stabilizers/suppressants. d) General Watering: The construction contractor shall control fugitive dust emissions during land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities by watering the construction site a minimum of two times daily when soil conditions are dry. e) Dirt Hauls: When materials are transported offsite, the construction 	

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>contractor shall ensure that all material is covered or effectively wetted to limit visible dust emissions, and at least 24 inches of freeboard space from the top of containers shall be maintained.</p> <p>f) Dirt Carryout/Trackout: The construction contractor shall install and maintain an approved carryout and trackout prevention procedure (e.g., grisslies, gravel pads, paved interior roads) at the construction ingress/egress. The construction contractor shall remove mud or dirt that has accumulated on adjacent public streets at the end of each workday. In addition, carryout/trackout shall be immediately removed when it extends 50 feet or more beyond the site exit. Carryout/trackout shall be removed by manually sweeping, using a rotary brush broom accompanied or preceded by sufficient wetting, operating a PM10-efficient street sweeper with a minimum pick-up efficiency of 80 percent, or flushing with water if curbs or gutters are not present and where the use of water will not be a source of trackout material or result in adverse impacts on stormwater drainage systems.</p> <p>g) Unpaved Road Speeds: The construction contractor shall limit traffic speeds on unpaved roads to 15 mph.</p> <p>h) Erosion Control: The construction contractor shall install gravelbags or other erosion-control measures to prevent silt runoff to public roadways from sites with a slope greater than 1 percent during ground-disturbing activities.</p> <p>i) Wind Breaks: The construction contractor shall install and maintain wind breaks at windward side(s) of construction areas throughout construction</p>	

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>activities.</p> <p>j) High Winds: The construction contractor shall suspend excavation and grading activity when winds exceed 20 miles per hour.</p> <p><i>Construction Equipment</i></p> <p>3-3 All off-road construction equipment used within the Fresno El Paseo Master Plan shall conform to the United States Environmental Protection Agency's Tier 3 or higher emissions standards. The construction contractor shall be made aware of this requirement prior to the start of construction activities. Use of Tier 3 or higher off-road construction equipment shall be stated on all grading plans. The construction contractor shall maintain a list of all operating equipment in use on the project site. The construction equipment list shall state the makes, models, and numbers of construction equipment onsite and shall be made available, upon request, to the San Joaquin Valley Air Pollution Control District.</p> <p>3-4 The construction contractor shall properly service and maintain all construction equipment in accordance with the manufacturer's recommendations.</p>	
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	All mitigation measures listed above would also be applicable to the Master Plan phases.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3-3: Construction activities associated with the proposed project would comply with the San Joaquin Valley Air Pollution Control District's Rule 9510 for Indirect Source Review. <i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.3-4: Long-term operation would generate emissions that exceed the San Joaquin Valley Air Pollution Control District's threshold criteria and would contribute to the nonattainment designation of the San Joaquin Valley Air Basin for ozone and coarse inhalable particulate matter. <i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	<i>Stationary Sources</i> 3-5 The applicants of future commercial, office, and hotel development within the El Paseo Master Plan shall implement all applicable operational stationary-source air quality measures that are recommended by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the City of Fresno at the time that the development tracts are proposed. Examples of these types of measures that are currently recommended or being considered by the SJVAPCD and the City of Fresno include: <ul style="list-style-type: none">• Energy-efficient natural gas heating.• Energy-efficient air conditioners with automated controls.	Less than Significant

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • Energy-efficient parking lot lights. • Energy-efficient indoor lighting. • Solar water heaters. • Building design that exceeds the energy efficiency requirements of Title 24 of the California Code of Regulations by 20 percent. • Light-colored roofs that minimize heat absorption. • Light-colored asphalt that minimizes heat absorption. • Shade trees. <p><i>Mobile Sources</i> 3-6</p> <p>The applicants of future commercial, office, and office development within the El Paseo Master Plan shall provide the following features to reduce project-related mobile-source air pollutant emissions:</p> <ul style="list-style-type: none"> • Preferential parking for carpools and vanpools. • Preferential parking for alternative-fuel vehicles (e.g., compressed natural gas or hydrogen). • Secured bicycle parking and storage facilities for employees and visitors. Provide shower and locker facilities to encourage employees to bike and/or walk to work, typically one shower and three lockers for every 25 employees. • Commuter information boards indentifying bicycle paths and public transit routes and schedules. • Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances 	

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> • Provide pedestrian access between bus service and major transportation points and to destination points within the project. • Electric maintenance equipment, including but not limited to electric lawn mowers, electric leaf blowers, etc. <p><i>Energy Reduction and Efficiency</i> 3-7 All structures onsite shall have installed a utility-supplied smart meter to reduce energy consumption. 3-8 The applicant shall contract with landscaping services that use electric or low-emissions equipment.</p> <p><i>Water Conservation and Efficiency</i> 3-9 All toilets, urinals, sinks, showers, and other water fixtures installed onsite shall be low-flow fixtures. Prerinse spray valves for restaurant uses shall have a rating of 1.6 gallons per minute or less.</p> <p><i>Solid Waste</i> 3-10 Restaurants and other food vendors shall be prohibited from serving or packaging to-go food materials in nonbiodegradable polystyrene (i.e., Styrofoam/plastic foam) materials.</p>	
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	All mitigation measures listed above would also be applicable to the Master Plan phases.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3-5: Operation of the proposed project would comply with the San Joaquin Valley Air Pollution Control District's Rule 9510 for Indirect Source Review.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.3-6: Operation of the proposed project could expose sensitive receptors to substantial pollutant concentrations.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4 BIOLOGICAL RESOURCES			
5.4-1: Several sensitive species could potentially be present on the project site. Suitable habitat for western burrowing owl, a sensitive species of raptor, was found on the site. Several sensitive species could use the site for foraging during migration or as transients: San Joaquin kit fox, American badger, and California horned lark.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	4-1 If site clearing activities begin after April 2010, a qualified biologist shall survey the site for elderberry shrubs. If stems greater than one inch in diameter are found, the United States Fish and Wildlife Service shall be consulted regarding mitigation of impacts to Valley elderberry longhorn beetle. If impacts to elderberry shrubs cannot be avoided, the applicant shall restore or replace elderberry shrubs with stems greater than one inch diameter, either offsite or onsite. The mitigation ratio shall be determined in consultation with the United States Fish and Wildlife Service but shall not be less than 1:1.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	4-2 Implementation of Mitigation Measure 4-1 above, in addition to the following: A qualified ornithologist/biologist will conduct a preconstruction survey for nesting raptors (including both tree and ground nesting raptors) onsite within 30 days before the onset of ground disturbance, if ground disturbance is to occur during the breeding season (February 1 to August 31). These surveys will be based on the accepted protocols (e.g., as for the burrowing owl) for the target species. If a nesting raptor is detected, an appropriate construction buffer would be needed (up to 250 feet). The actual size of the buffer would	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>depend on species, topography, and type of construction activity that would occur in the vicinity of the nest. A qualified ornithologist/biologist will conduct preconstruction surveys for burrowing owls during the nonbreeding season. Preconstruction surveys during the nonbreeding season are not necessary for tree nesting raptors, as they are expected to abandon their roosts during construction.</p> <p>If burrowing owls are detected onsite during the nonbreeding season, they shall be passively relocated by placing one-way doors in the burrows and leaving them in place for a minimum of three days. Once it has been determined that the owls have vacated the site, the burrows can be collapsed and ground disturbance can proceed.</p> <p>Preconstruction surveys for San Joaquin kit fox shall be conducted by a qualified biologist within 30 days prior to commencement of ground disturbance. When surveys identify potential dens (potential dens are defined as burrows at least four inches in diameter which open up within two feet), potential den entrances shall be dusted for three calendar days to register track of any San Joaquin kit fox present. If no San Joaquin kit fox activity is identified, potential dens may be destroyed. If San Joaquin kit fox activity is identified, then dens shall be monitored to determine if occupation is by an adult fox only or is a natal den (natal dens usually have multiple openings). If the den is occupied by an adult only, the den may be destroyed when the adult fox has moved or is temporarily absent. If the den is a natal den, a buffer zone of 250 feet shall be maintained around the den until the biologist determines that the den has been vacated. Where San Joaquin kit fox are identified, the provisions of the U.S. Fish and Wildlife Service's published "Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance" shall apply.</p>	

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

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		<p>4-4 If American badger burrows are located during the preconstruction surveys for San Joaquin kit fox, the badger burrows will be monitored for three consecutive nights using the same methods used to monitor San Joaquin kit fox dens. If after three nights of consecutive monitoring the burrows are found to be unoccupied they will be plugged. If the burrows are found to be occupied the burrows will be carefully excavated, allowing the badger to escape. The CDFG will be consulted prior to excavation of any known American badger burrow.</p> <p>4-5 A qualified biologist shall conduct a preconstruction survey for nesting California horned larks within 30 days prior to any commencement of ground-disturbing activities during the species' nesting season, February 1 through August 31. All nest sites identified within 250 feet of construction activity during the preconstruction survey would be avoided with buffers sufficient to protect nests and nestlings. A qualified biologist would determine the size of the buffers. Alternatively, impacts to nesting horned larks can be avoided by commencing ground-disturbing activities outside of the species' nesting season.</p>	
5.4-2 The project site may be used for foraging by three sensitive species of bats—western mastiff bat, pallid bat, and hoary bat—in addition to tricolored blackbird. The project is not expected to substantially impact any sensitive species other than those listed in impact 5.4-1.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4-3: No sensitive natural communities were identified on the project site. Development of the proposed project would not result in the loss of sensitive natural communities.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.4-4: No waters under the jurisdiction of the US Army Corps of Engineers, or wetlands under the jurisdiction of the California Department of Fish and Game were identified on the project site. Project development would not impact jurisdictional waters, including wetlands.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4-5: The proposed project would not substantially affect wildlife movement.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.4-6: The proposed project would not conflict with the 2025 Fresno General Plan or the City of Fresno's tree preservation ordinance.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.5 CULTURAL RESOURCES			
5.5-1: Development of the project could impact a historical resource.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.5-2: Development of the project could impact archaeological resources.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	5-1 Ongoing during grading and construction, all ground-disturbing construction activity in the project area shall be monitored by a qualified archaeologist selected by representatives of the Dumna Tribe. The archaeologist shall be authorized to redirect construction in the event that cultural material is identified in order to assess the find and recommend appropriate treatment. Should the project limits change to include areas outside of the current project area, the new areas will require a supplemental cultural resources survey and evaluation. If any cultural resources are identified during construction activities, a qualified professional archaeologist must be contacted to assess the nature of the find and to determine appropriate mitigation measures.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	The mitigation measure above would also be applicable to the Master Plan phases.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.5-3: The proposed project could destroy paleontological resources or a unique geologic feature. <i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	5-2 Prior to the issuance of grading permits and for any subsequent permit involving excavation to increased depths, the applicant shall contract with a qualified paleontologist selected by representatives of the Dumna Tribe to be on call during grading and other significant ground-disturbing activities. Should any paleontological resources be discovered, no further grading shall occur in the area of the discovery until the paleontologist is satisfied that adequate provisions are in place to protect those resources.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	The mitigation measure above would also be applicable to the Master Plan phases.	Less than Significant
5.5-4: Grading activities could potentially disturb human remains. <i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	5-3 Prior to the issuance of grading permits, the project applicant shall place the following note on all grading plans: "If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his or her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 24 hours of notification by the NAHC. The MLD may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials." This	Less than Significant

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		requirement shall also be discussed at the pregrade conference.	
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	The mitigation measure above would also be applicable to the Master Plan phases.	Less than Significant
5.6 GEOLOGY AND SOILS			
5.6-1: Workers and visitors within the project would be subjected to substantial seismic-related hazards.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary in Phase 1.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	6-1 Prior to issuance of each grading permit for Phases 2-5, the grading plans shall reflect conformance with the recommendations on design, grading, and construction included in the geotechnical reports for each respective phase of the project. Such reports shall be design-level investigations that shall assure that project construction can comply with standards of the City of Fresno and the CBC. Design, grading, and construction shall be performed in accordance with the requirements of the City of Fresno Building Code and the most recent CBC applicable at the time of grading, appropriate local grading regulations, and the recommendations of the project geotechnical consultant as summarized in a final written report, subject to review and approval by the City of Fresno Building and Safety Division.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6-2: Substantial soil erosion would not result due to development of the project.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.6-3: Unstable soil conditions could result in substantial risks to life or property.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	6-2 Upon completion of grading for phases 2A, 2B, 3, 4, and 5 of the proposed project, a professional geologist or registered geotechnical engineer shall have samples of soils from the sites of those phases of the project tested for expansion potential, hydrocollapse, and corrosivity. Tests for corrosivity shall include chloride content, sulfate content, pH, and resistivity. The samples shall be taken from portions of the phases where structures or paved areas are planned, including buildings, roadways, and parking lots. The geologist or geotechnical engineer shall prepare a report based on the test results; said report(s) shall be submitted to the City of Fresno Planning Department, which shall be responsible for monitoring this mitigation measure. The design of each phase specified above shall incorporate any recommendations that the geologist or geotechnical engineer may include in the report, subject to review and approval by the City of Fresno Building and Safety Division.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.7 HAZARDS AND HAZARDOUS MATERIALS			
5.7-1: The transport, use, and disposal of hazardous materials by the project during the construction phase would not create significant hazards. The operation phase of the project would not involve the transport, use, or disposal of significant amounts of hazardous materials.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.7-2: The project site is not listed on any databases of hazardous materials sites compiled pursuant to Government Code section 65962.5. The project site would not create a significant hazard arising from the accidental release of hazardous materials.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

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Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.7-3: The project would not create significant hazards related to hazardous materials within one-quarter mile of a school.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
5.7-4: Project development would not substantially interfere with an emergency response plan or emergency evacuation plan.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary.	Less than Significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.8 HYDROLOGY AND WATER QUALITY			
5.8-1: The project would not violate any water quality standards or waste discharge requirements. During the construction phase of the proposed project, there is the potential for short-term unquantifiable increases in pollutant concentrations from the site. After project development, the quality of storm runoff (sediment, nutrients, metals, pesticides, pathogens, and hydrocarbons) may be altered.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	8-1 Prior to the issuance of grading permits and the beginning of construction activities, the owner or designee shall provide the City of Fresno with evidence that a Notice of Intent has been filed with the State Water Resources Control Board. Concurrently, the landowner or project applicant shall prepare and implement a Storm Water Pollution Prevention Plan that specifies best management practices (BMPs) that will prevent all construction pollutants from contacting storm water and with the intent of keeping all products of erosion from moving off site into receiving waters, eliminate or reduce nonstormwater discharges to storm drainage systems, and require periodic inspections to verify BMP compliance.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	The mitigation measure above would also be applicable to the Master Plan phases.	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8-2: The project would not create a substantial risk of flooding on- or offsite.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
5.8-3: Development pursuant to the proposed project would increase the amount of impervious surfaces on the site and would therefore impact opportunities for groundwater recharge.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.9 LAND USE AND PLANNING			
5.9-1: Project implementation would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
5.10 NOISE			
5.10-1: Construction activities would result in temporary noise increases in the vicinity of the proposed project site.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	10-1 The project contractor shall properly maintain and tune all construction equipment in accordance with the manufacturer's recommendations to minimize noise emissions. 10-2 The contractor shall fit all equipment with properly operating mufflers, air intake silencers, and engine shrouds no less effective than as originally equipped by the manufacturer. 10-3 The contractor shall locate all stationary noise sources (e.g., generators, compressors, staging areas) a minimum of 100 feet from noise-sensitive receptors. 10-4 Material delivery, soil haul trucks, and equipment servicing, shall be restricted to AM to 10 PM, as set forth in the City of Fresno Municipal Code, Section 10-109. 10-5 During mass grading activities conducted for the Fresno El Paseo Master Plan	Significant and Unavoidable

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	<p>area, the construction contractor shall install temporary sound blankets (fences typically comprised of poly-vinyl-chloride-coated outer shells with adsorbent inner insulation) with a minimum Sound Transmission Class rating of 18 or higher at the boundary of the project site, abutting locations where residential receptors are 50 feet or closer from the boundary of the project site. The temporary sound blankets shall be to prevent direct line of sight from active construction areas during mass grading associated with individual development phases and shall be constructed to a minimum height of six feet.</p> <p>All mitigation measures above are also required for the Master Plan.</p>	Significant and Unavoidable
<p>5.10-2: Project-related construction activities would result in perceptible levels of vibration at the adjacent residences to the project site.</p> <p><i>Phase 1 (Marketplace at El Paseo)</i></p>	Potentially Significant	<p>Alternative construction methods are not feasible due to the size of the development and grading requirements. No other mitigation is feasible to reduce perceptible levels of vibration produced by heavy construction equipment operating in close proximity to the boundary of the project site.</p>	Significant and Unavoidable
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	<p>The analysis above applies to the Master Plan as well as Phase 1.</p>	Significant and Unavoidable

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.10-3: Project-related vehicle traffic would substantially elevate noise levels in the vicinity of noise-sensitive receptors. <i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	No mitigation measures are feasible to reduce noise generated by project-related traffic to below the City's significance thresholds.	Significant and Unavoidable
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	The analysis above applies to the Master Plan as well as Phase 1.	Significant and Unavoidable
5.10-4: Stationary sources of noise (e.g., HVAC systems) have the potential to exceed the City of Fresno General Plan's stationary noise standard for all phases; truck loading and unloading activities have the potential to increase the ambient noise environment at adjacent noise-sensitive uses in Phase 3, Phase 4, and Phase 5. <i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	<i>Truck Loading/Unloading Activities</i> 10-6 The property owner shall restrict regularly scheduled truck deliveries to the daytime hours of 7 AM to 10 PM. Property owners shall notify tenants of commercial/retail buildings of this requirement. <i>Stationary Sources</i> 10-7 Prior to approval of final building plans, the property owner shall retain a qualified acoustic engineer to design project acoustical features that will limit noise generated by stationary sources on the proposed project site to levels that do not exceed the General Plan's stationary noise standards of 50 dBA between the hours of 7 AM to 10 PM and 45 dBA between the hours of 10 PM	Less than Significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	<p>to 7 AM as measured over a one-hour period or 70 dBA between the hours of 7 AM to 10 PM and 65 dBA between the hours of 10 PM to 7 AM at any time (Table 9 of the City of Fresno General Plan). These treatments shall be noted on the final building plans and may include, but are not limited to.</p> <ul style="list-style-type: none"> a. Construction of noise barriers such as masonry walls or earthen berms between the noise generating sources and adjacent residences. b. Encase HVAC systems, compressors, and other noise-generating equipment. <p>The mitigation measures above, as well as 10-9 below, apply to the Master Plan.</p> <p>10-9 Individual project applicants that propose commercial/retail uses within the Fresno El Paseo Master Plan in Phase 3, Phase 4, and Phase 5 shall retain a qualified acoustic engineer to design project acoustical features that will limit noise generated by truck loading/unloading on the proposed project site at adjacent residential areas so that it does not exceed the actual ambient noise level or the designated ambient noise levels of 50 dBA L₂₅ from 10 PM to 7 AM, 60 dBA L₂₅ from 7 AM to 10 PM, or 55 dBA L₂₅ from 7 PM to 10 PM (Fresno Municipal Code, Article 1, Noise Regulations, Section 10-102, Definitions), whichever is higher, by 5 dB or more. These treatments may include, but are not limited to:</p> <ul style="list-style-type: none"> a. Relocate loading bay access doors to locations that are not directly adjacent to existing residential uses. b. Lower the grade of the truck loading bays to reduce line-of-sight to the adjacent residences. c. Construct a minimum eight-foot-high noise barrier (e.g., masonry walls or earthen berms) between the noise source and adjacent residences. 	Less than Significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.10-5: Building façades that are exposed to noise levels that exceed 69 dBA would require architectural improvements to achieve the required 45 dBA CNEL interior noise level limits.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	10-8 Prior to the approval of final building plans, the applicant shall demonstrate that the interior noise levels in noise-sensitive habitable rooms (hotel rooms and offices) shall not exceed 45 dBA CNEL, as defined by the California Building Code. Acoustical design features that will be incorporated into the proposed project design—which may include exterior features to reduce noise such as berms/walls and architectural features such as sound transmission class rating windows, doors, and attic baffling—shall be shown on all building plans and shall be incorporated into construction of the proposed project. City inspectors shall verify compliance with the noise mitigation report.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	The mitigation measure above applies to the Master Plan as well as Phase 1.	Less than Significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.11 POPULATION AND HOUSING			
5.11-1: The proposed project would indirectly result in population growth in the project area.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
5.12 PUBLIC SERVICES			
FIRE PROTECTION AND EMERGENCY SERVICES			
5.12-1: The proposed project would introduce new structures, workers, and business customers into the Fresno Fire Department's service boundaries, thereby increasing the requirement for fire protection facilities and personnel.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant

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Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
POLICE PROTECTION			
5.12-2: The proposed project would introduce new structures, workers, and business customers into the Fresno Police Department service boundaries, thereby increasing requirements for police protection personnel and equipment.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	12-1 The project applicant shall provide licensed uniformed security guards onsite during project operation.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	The mitigation measures above is applicable to the Master Plan phases as well.	Less than Significant
5.13 TRANSPORTATION/TRAFFIC			
5.13-1: Project construction would contribute worker, delivery, and construction vehicle trips to roadway network, potentially impacting existing and forecast intersection and roadway levels of service.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	13-1 Prior to issuance of a grading permit, all sub-phases of Phase 1 (Phases 1A through 1F) will be required to develop a Construction Traffic Management Plan that includes the following elements: <ul style="list-style-type: none"> ▪ Minimize construction worker and equipment delivery trips to occur outside of the weekday a.m. and p.m. peak hours. ▪ Establish truck haul routes on the appropriate transportation facilities and minimize trips during the peak hours. ▪ Provide Traffic Control Plans (for detours and temporary road closures) that meet the minimum Caltrans, City, and County criteria. 	Less than Significant

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<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> ▪ Minimize offsite road closures during the peak hours. ▪ Keep all construction-related traffic onsite at all times. ▪ Minimize construction traffic at adjacent schools and during school peak hours. 	
		<p>13-2</p> <p>The City traffic engineer shall monitor peak traffic for the first holiday season upon opening of Phase 1A to determine if acceptable traffic conditions exist. If congestion and safety concerns are unacceptable as determined by the City, the City shall require the project applicant or successor to prepare a Holiday Traffic Control Plan for review and approval by the City. The plan shall required such measures as needed to mitigate the holiday traffic (e.g., potential closure of one or more site access points, signage, use of reflective cones, flaggers to assist patrons with access and parking, etc...), and shall be implemented for a period as required by the City.</p>	
<i>Master Plan (Fresno El Paseo)</i>		Apply same mitigation measures as found in Mitigation Measures 13-1 and 13-2.	Less Than Significant
5.13-2: Project-related trip generation would impact levels of service for the existing area roadway system.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	<p><u>Scenario 1 – Phase 1A Mitigation Measures</u></p> <p>13-3</p> <p>Project Applicant shall pay the Traffic Signal Mitigation Impact (fee) (TSMI) and Fresno Major Street Improvement (fee) (FMSI) <u>fees</u> prior to issuance of building permit for Phase 1A. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Bryan Avenue/Herndon Avenue <ul style="list-style-type: none"> ○ Modify existing traffic signal (TSMI) ○ Construct dual-left turn lanes, three through lanes, and one 	<p>Significant and Unavoidable</p> <ul style="list-style-type: none"> • Palm Avenue/Herndon Avenue

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> right-turn lane on Herndon Avenue approach (FMSI) ○ Construct a dual left turn lane and right-turn lane on Bryan Avenue approach (FMSI) ○ Construct third westbound lane (FMSI) ▪ Parkway Drive/Herndon Avenue: <ul style="list-style-type: none"> ○ Install traffic signal (TSMI) ○ Construct dual left-turn lanes and a right-turn lane on Herndon Avenue approach (FMSI) ▪ Grantland Avenue/Parkway Drive <ul style="list-style-type: none"> ○ Install traffic signal (TSMI) ○ Construct intersection with a left-turn lane and a right-turn lane on the Grantland Avenue approach (FMSI) ○ Construct two through lanes and a right-turn lane for the Parkway Drive eastbound approach (FMSI) <p>13-4 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1A. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ SR-99 northbound off-ramp/Herndon Avenue (TSMI) <ul style="list-style-type: none"> ○ Install traffic signal and coordinate with the Golden State Boulevard/Herndon Avenue traffic signal ○ Widen off-ramp and construct third lane; approach lane configuration would be a left turn lane and two right turn lanes ○ If required by Caltrans, remove existing adjacent southbound off-ramp; southbound off-ramp traffic will be re-routed to Golden State Boulevard/Herndon Avenue which available capacity for off-ramp traffic ▪ Grantland Avenue/Bullard Avenue (TSMI) <ul style="list-style-type: none"> ○ Install traffic signal 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<ul style="list-style-type: none"> ▪ Golden State Boulevard/Carnegie Avenue <u>(TSMI)</u> <ul style="list-style-type: none"> ○ Install traffic signal <p>13-5 Project Applicant shall construct the following improvements prior to Phase 1A occupancy:</p> <ul style="list-style-type: none"> ▪ Bryan Avenue/Anchor A Driveway <ul style="list-style-type: none"> ○ Install traffic signal and coordinate with Bryan Avenue/Herndon Avenue traffic signal ○ Construct dual left turn lanes on northbound approach; and dual left turn lanes a right-turn lane on the eastbound approach <p><i>Scenario 2, Phases 1B and 1C</i></p> <p>13-6 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phases 1B and 1C. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Parkway Drive/Herndon Avenue <u>(TSMI and FMSI)</u> <ul style="list-style-type: none"> ○ Same improvements as Scenario 1 ▪ Grantland Avenue/Parkway Drive <u>(TSMI and FMSI)</u> <ul style="list-style-type: none"> ○ Same improvements as Scenario 1 <p>13-7 Project Applicant shall construct the following improvements prior to Phase 1C occupancy:</p> <ul style="list-style-type: none"> ▪ Bryan Avenue/Palo Alto Avenue <ul style="list-style-type: none"> ○ Install traffic signal and coordinate with other traffic signals along Bryan Avenue ○ Install diverters on the eastbound and westbound approaches to prohibit through traffic from Palo Alto Avenue and shopping center driveway 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>13-8 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1B. The payment of fees for improvements included in the FMSI fee program is deemed as full mitigation. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Hayes Avenue/Herndon Avenue (FMSI) <ul style="list-style-type: none"> ○ Extend Bryan Avenue to Bullard Avenue with one lane in each direction. ○ Widen westbound Herndon Avenue approach to three lanes ○ Restripe eastbound Herndon Avenue approach to three lanes ▪ Polk Avenue/Herndon Avenue (FMSI) <ul style="list-style-type: none"> ○ Extend Bryan Avenue to Bullard Avenue with one lane in each direction. ▪ Milburn Avenue/Herndon Avenue (FMSI) <ul style="list-style-type: none"> ○ Extend Bryan Avenue to Bullard Avenue with one lane in each direction <p>No mitigation measure is proposed for the following intersection:</p> <ul style="list-style-type: none"> ▪ Palm Avenue/Herndon Avenue <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (TSMI) fees; no feasible improvements available as there is no available right-of-way for additional physical improvements <p>Scenario 3, Phases 1D and 1E</p> <p>13-9 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1D. Payment of fees for improvements included on the TSMI fee program is deemed as full mitigation. Payment of</p>	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Grantland Avenue/Bullard Avenue <u>(TSMI)</u> <ul style="list-style-type: none"> ○ Install traffic signal ▪ Carnegie Avenue/Bullard Avenue <u>(TSMI)</u> <ul style="list-style-type: none"> ○ Install traffic signal ▪ Golden State Boulevard/Carnegie Avenue <u>(TSMI)</u> <ul style="list-style-type: none"> ○ Same improvement as Scenario 1 <p><i>Scenario 4, Phase 1F</i></p> <p>13-10 Project Applicant shall pay Traffic Signal Mitigation Impact <u>(TSMI)</u> fees prior to issuance of building permit for Phase 1F. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Grantland Avenue/Bullard Avenue <u>(TSMI)</u> <ul style="list-style-type: none"> ○ Same improvement as Scenario 1 ▪ Carnegie Avenue/Bullard Avenue <u>(TSMI)</u> <ul style="list-style-type: none"> ○ Same improvement as Scenario 3 ▪ Golden State Boulevard/Carnegie Avenue <u>(TSMI)</u> <ul style="list-style-type: none"> ○ Same improvement as Scenario 1 <p>13-11 Project Applicant shall construct the following improvement prior to Phase 1F occupancy:</p> <ul style="list-style-type: none"> ▪ Grantland Avenue/Barstow Avenue <ul style="list-style-type: none"> ○ Convert the intersection traffic control from a two-way stop controlled intersection to an all-way stop controlled intersection. ○ Convert the intersection traffic control from a two-way stop controlled intersection to an all-way stop controlled intersection. 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Master Plan (Fresno El Paseo)	Potentially Significant	<p>13-25-30</p> <p>Project Applicant shall prepare an update of the traffic impact study for each of the subsequent development phases (Phases 2 through 5) of the Master Plan to confirm conditions and related cumulative growth assumptions. <u>The traffic impact study shall be prepared in a manner similar to the level of the Phase 1 traffic analysis (including its sub-phases). These updates shall be prepared consistent with the City of Fresno Traffic Impact Study Guidelines and shall incorporate any fee requirements from the City's TSMI and FMSI programs, the Fresno County RTMF program, and applicable Caltrans requirements. In addition, the traffic analyses shall provide updated information on the status of all local and regional capital traffic improvements, and analyze background traffic conditions accordingly.</u></p> <p><u>Prior to the issuance of building permits for the respective phase, the Project Applicant shall demonstrate that none of the following conditions would result from implementation of the project phase:</u></p> <ul style="list-style-type: none"> ▪ <u>Triggers an intersection operating at acceptable LOS (LOS D or better) to operate at unacceptable levels of service.</u> ▪ <u>Triggers an intersection operating at unacceptable LOS (LOS E) to operate at LOS F.</u> ▪ <u>Increases the average delay by five or more seconds for an intersection that is already operating at unacceptable LOS.</u> ▪ <u>An unsignalized intersection found to operate at unsatisfactory LOS (LOS E or lower) acquires preparation of a traffic signal warrant to determine whether signalization of the intersection would be warranted.</u> 	<p>Significant and Unavoidable Phases 2A and 2B</p> <ul style="list-style-type: none"> ▪ Palm Avenue/Herndon Avenue ▪ Brawley Avenue/Shaw Avenue ▪ SR-99 southbound ramps/Shaw Avenue ▪ SR-99 southbound ramps/Ashlan Avenue <p>Phases 3 and 4</p> <ul style="list-style-type: none"> ▪ Palm Avenue/Herndon Avenue ▪ Bryan Avenue/Veterans Boulevard ▪ Golden State Boulevard/Veterans Boulevard ▪ SR-99 southbound ramps/Ashlan Avenue ▪ SR-99 northbound ramps/Ashlan Avenue <p>Phase 5</p> <ul style="list-style-type: none"> ▪ Bryan Avenue/Veterans Boulevard ▪ Golden State

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p><i>Phase 2A and 2B</i></p> <p><u>13-2631</u> Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permits for Phase 2A. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Brawley Avenue/Herndon Avenue <ul style="list-style-type: none"> ○ Construct a second (dual) left turn lane on the northbound approach (FMSI) ○ Construct a second (dual) left turn lane on the southbound approach (FMSI) ○ Modify existing traffic signal to provide overlap phasing for the northbound right turn movement (TSMI) <p><u>13-2732</u> Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permits for Phase 2A. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Golden State Boulevard/Herndon Avenue (TSMI) <ul style="list-style-type: none"> ○ Modify existing traffic signal to provide overlap phasing for the northbound right turn movement ○ Modify existing traffic signal to provide overlap phasing for the southbound right turn movement. ▪ Bryan Avenue/Herndon Avenue (TSMI) <ul style="list-style-type: none"> ○ Modify existing traffic signal to provide overlap phasing for the southbound right turn movement ○ Modify existing traffic signal to provide overlap phasing for the eastbound right turn movement ▪ Polk Avenue/Sierra Avenue (TSMI) <ul style="list-style-type: none"> ○ Install traffic signal ▪ Grantland Avenue/Bullard Avenue (TSMI) 	<p>Boulevard/Veterans Boulevard</p> <p>SR 99 northbound ramps/Veterans Boulevard</p> <p>SR 99 northbound ramps/Ashlan Avenue</p>

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ Install traffic signal ▪ Dante Avenue/Bullard Avenue (TSMI) <ul style="list-style-type: none"> ○ Install traffic signal ▪ Grantland Avenue/Barstow Avenue (TSMI) <ul style="list-style-type: none"> ○ Install traffic signal ▪ Golden State Boulevard/Shaw Avenue (TSMI) <ul style="list-style-type: none"> ○ Modify existing traffic signal to provide overlap phasing for the northbound right turn movement <p>13-2833 Project Applicant shall construct the following improvements prior to Phase 2A occupancy:</p> <ul style="list-style-type: none"> ▪ Milburn Avenue/Herndon Avenue <ul style="list-style-type: none"> ○ Modify existing traffic signal to provide overlap phasing for the westbound right turn movement ▪ Marks Avenue/Herndon Avenue <ul style="list-style-type: none"> ○ Modify existing traffic signal to provide overlap phasing for the southbound right turn movement ▪ Palm Avenue/Bullard Avenue <ul style="list-style-type: none"> ○ Construct second through lane on eastbound approach ▪ Marks Avenue/Shaw Avenue <ul style="list-style-type: none"> ○ Modify existing traffic signal to provide overlap phasing for the southbound right turn movement <p>13-2934 Project Applicant shall pay the Regional Transportation Mitigation Fee Combined Share fees prior to issuance of certificate of occupancy for Phase 2A. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ SR-99 southbound ramps/Shaw Avenue (Combined Share) <ul style="list-style-type: none"> ○ Widen eastbound approach and construct a second through 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>lane</p> <ul style="list-style-type: none"> ▪ SR-99 southbound ramps/Ashlan Avenue (Combined Share) <ul style="list-style-type: none"> ○ Restripe northbound approach and convert the left turn lane to a shared left plus right turn lane <p>No mitigation measure is proposed for the following intersection:</p> <ul style="list-style-type: none"> ▪ Palm Avenue/Herndon Avenue <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (TSMI) fees ▪ Brawley Avenue/Shaw Avenue <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (TSMI) fees; no feasible improvements due to limited to no available right-of-way <p>Phases 3 and 4</p> <p>13-3035 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permits for Phase 3. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Bullard Avenue/Carnegie Avenue <ul style="list-style-type: none"> ○ Modify traffic signal (TSMI) ○ Widen eastbound approach and construct a second (dual) left turn lane (FMSI) <p>13-3136 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 3:</p> <ul style="list-style-type: none"> ▪ SR-99 northbound ramps/Herndon Avenue (TSMI) <ul style="list-style-type: none"> ○ No feasible improvements available <p>13-3237 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior</p>	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>to issuance of building permit for Phase 3. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Golden State Boulevard/Carnegie Avenue (FMSI) <ul style="list-style-type: none"> ○ Widen westbound approach and construct a dedicated left turn lane ▪ Golden State Boulevard/Shaw Avenue (FMSI) <ul style="list-style-type: none"> ○ Widen the southbound and westbound approaches and construct second (dual) left turn lanes for both approaches ▪ <u>Golden State Boulevard/Veterans Boulevard (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements available; intersection would be built out to its ultimate General Plan configuration</u> ▪ <u>Bryan Avenue/Veterans Boulevard (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements available; intersection would be built out to its ultimate General Plan configuration</u> <p>13-3338 Project Applicant shall pay the Regional Transportation Mitigation Fee Combined Share fees and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 3. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ SR-99 northbound ramps/Ashlan Avenue (Combined Share and FMSI) <ul style="list-style-type: none"> ○ Widen eastbound approach and construct a second (dual) left turn lane <p>13-3439 Project Applicant shall pay the Regional Transportation Mitigation Fee Combined Share fees prior to issuance of certificate of occupancy for Phase 3. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ SR-99 southbound ramps/Ashlan Avenue (Combined Share) <ul style="list-style-type: none"> ○ Widen the southbound approach and construct second (dual) 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>left turn lane</p> <p>13-3540 Project Applicant shall construct the following improvements prior to Phase 3 occupancy:</p> <ul style="list-style-type: none"> ▪ Hayes Avenue/Palo Alto Avenue <ul style="list-style-type: none"> ○ Widen and restripe the northbound approach to provide a dedicated left turn lane and through lane ▪ Palm Avenue/Bullard Avenue <ul style="list-style-type: none"> ○ Widen eastbound approach and construct a second (dual) left turn lane <p>No mitigation measures are proposed for the following intersections:</p> <ul style="list-style-type: none"> ▪ Palm Avenue/Herndon Avenue <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its ultimate General Plan configuration ▪ Bryan Avenue/Veterans Boulevard <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its planned ultimate configuration ▪ Golden State Boulevard/Veterans Boulevard <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its ultimate configuration <p>Phase 5 13-3641 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 5:</p> <ul style="list-style-type: none"> ▪ SR-99 northbound ramps/Herndon Avenue (TSMI) 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ No feasible improvements available; intersection would be built out to its ultimate configuration 	
		<p>13-3742 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 5. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Polk Avenue/Herndon Avenue (FMSI) <ul style="list-style-type: none"> ○ Widen the northbound approach and construct a dedicated right turn lane ▪ Bryan Avenue/Veterans Boulevard (FMSI) <ul style="list-style-type: none"> ○ <u>No feasible improvements available; intersection would be built out to its ultimate General Plan configuration</u> ▪ Golden State Boulevard/Veterans Boulevard (FMSI) <ul style="list-style-type: none"> ○ <u>No feasible improvements available; intersection would be built out to its ultimate General Plan configuration</u> 	
		<p>13-3843 Project Applicant shall pay the Regional Transportation Mitigation Fee Combined Share fee prior to issuance of certificate of occupancy for Phase 5. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ SR-99 northbound ramps/Ashlan Avenue (Combined Share) <ul style="list-style-type: none"> ○ Widen northbound approach and construct a dedicated right turn lane ○ Restripe the shared left-through-right-turn lane to a shared left-through lane 	
		<p>13-44 Project Applicant shall pay the Regional Transportation Mitigation Impact Fee (RTMF) prior to issuance of building permit for Phase 5:</p> <ul style="list-style-type: none"> ▪ SR-99 northbound ramps/Veterans Boulevard (RTMF) 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>No feasible improvements available; intersection would be built out to its ultimate General Plan configuration</p> <p>No mitigation measures are proposed for the following intersections:</p> <ul style="list-style-type: none"> ▪ Bryan Avenue/Veterans Boulevard <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its planned ultimate configuration ▪ Golden State Boulevard/Veterans Boulevard <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its ultimate configuration ▪ SR 99 northbound ramps/Veterans Boulevard <ul style="list-style-type: none"> ○ Not on City's Nexus Study for Traffic Signal Mitigation Impact fees; no feasible improvements available; intersection would be built out to its ultimate configuration 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>5.13-3: Project-related trip generation would cause the level of service of numerous roadway segments to decline to unsatisfactory levels.</p> <p>Phase 1 (Marketplace at El Paseo)</p>	Potentially Significant	<p><i>Scenario 1, Phase 1A</i></p> <p>13-12 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1A. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Weber Avenue to Bryan Avenue (FMSI) <ul style="list-style-type: none"> ○ Full frontage improvements on eastbound direction (three lanes and raised median island and landscaping); maintain two (existing) lanes on westbound direction ▪ Bryan Avenue, Herndon Avenue to Phase 1A southern boundary (FMSI) <ul style="list-style-type: none"> ○ Full frontage improvements on southbound direction (two lanes and raised median island to Palo Alto Avenue); install transition paving ○ Construct two northbound lanes with AC (asphalt-concrete) dike (12-foot travel lanes and 5-foot shoulder/bike lane) <p>13-13 Project Applicant shall construct the following improvements prior to Phase 1A occupancy:</p> <ul style="list-style-type: none"> ▪ Palo Alto Avenue, Bryan Avenue to Hayes Avenue <ul style="list-style-type: none"> ○ Install two residential street traffic circles at the major access points to the subdivision on the south side of Palo Alto Avenue; consideration for bus access needs to be provided. 	Less than significant

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Scenario 2, Phases 1B and 1C</p> <p>13-14 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1C. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Bryan Avenue, Phase 1A boundary to Phase 1C boundary (FMSI) <ul style="list-style-type: none"> ○ Construct full improvements (two southbound lanes and raised median island with landscaping) to Phase 1C boundary with transition paving to the south <p>13-15 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1B. Payment of fees is the project's fair share contribution to construct the following improvement:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Weber Avenue to Bryan Avenue (FMSI) <ul style="list-style-type: none"> ○ Construct third westbound lane <p>13-16 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1B. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Parkway Drive to SR-99 southbound ramps (TSMI) <ul style="list-style-type: none"> ○ Slurry and restripe Herndon Avenue to two westbound lanes and one eastbound lane. <p>13-17 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 1B. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard (TSMI and RTMF) <ul style="list-style-type: none"> ○ Slurry and restripe Herndon Avenue to two westbound lanes 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		and one eastbound lane	
		<p>Scenario 3, Phases 1D and 1E</p> <p>13-1718 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phases 1D and 1E. Payment of fees is the project's fair share contribution to construct the following improvement:</p> <ul style="list-style-type: none"> ▪ Bryan Avenue, Phase 1C boundary to Phase 1E boundary (FMSI) <ul style="list-style-type: none"> ○ Construct full improvements (two southbound lanes and raised median island with landscaping) to Phase 1E boundary with transition paving to the south 	
		<p>13-1819 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1E. Payment of fees is the project's fair share contribution to construct the following improvement:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Bryan Avenue to Hayes Avenue (FMSI) <ul style="list-style-type: none"> ○ Widen was Restripe eastbound segment to three lanes (currently two lanes) 	
		<p>13-1920 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1D. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Parkway Drive to SR-99 southbound ramps (TSMI) <ul style="list-style-type: none"> ○ No feasible improvements available 	
		<p>13-21 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) and Regional Transportation Mitigation Impact (RTMF) fees prior to issuance of building permit for Phase 1D. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>(TSMI and RTMF)</p> <ul style="list-style-type: none"> o No feasible improvements available <p>13-2022 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1D. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, west of Polk Avenue (FMSI) <ul style="list-style-type: none"> o Widen to six lanes and construct a median ▪ Herndon Avenue, Polk Avenue to Milburn Avenue (FMSI) <ul style="list-style-type: none"> o Widen to six lanes and construct a median ▪ Parkway Drive, Herndon Avenue to Grantland Avenue (FMSI) <ul style="list-style-type: none"> o Widen to four lanes <p>Scenario 4, Phase 1F</p> <p>13-2123 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1F. Payment of fees is the project's fair share contribution to construct the following improvement:</p> <ul style="list-style-type: none"> ▪ Bryan Avenue, Phase 1E boundary to Phase 1F boundary (FMSI) <ul style="list-style-type: none"> o Construct full improvements (two southbound lanes and raised median island with landscaping) to Phase 1F boundary with transition paving to the south ▪ Herndon Avenue, Bryan Avenue to Hayes Avenue (FMSI) <ul style="list-style-type: none"> o Restripe eastbound Widen westbound segment to three lanes (currently two lanes) ▪ Grantland Avenue, Parkway Drive to Bullard Avenue <ul style="list-style-type: none"> o Construct two southbound travel lanes with raised landscaped median 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Master Plan (Fresno El Paseo)	Potentially Significant	<p>13-2224 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1F. Payment of fees is the project's fair share contribution to construct the following improvements:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Parkway Drive to SR-99 southbound ramps (TSMI) <ul style="list-style-type: none"> ○ No feasible improvements available 	<p>Phases 2A and 2B Less Than Significant</p> <p>Phases 3 and 4 Significant and Unavoidable</p> <ul style="list-style-type: none"> ▪ Shaw Avenue: SR-99 southbound ramps to SR-99 northbound ramps ▪ Shaw Avenue: Golden State Boulevard to Brawley Avenue ▪ Shaw Avenue: Brawley Avenue to Marks Avenue ▪ Palm Avenue: Herndon
		<p>13-25 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) and Regional Transportation Mitigation Impact (RTMF) fees prior to issuance of building permit for Phase 1F:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard (TSMI and RTMF) <ul style="list-style-type: none"> ○ No feasible improvements available 	
		<p>Apply same mitigation measure as found in Mitigation Measure 13-2530</p>	
		<p>Phases 2A and 2B 13-3045 Project Applicant shall pay the Regional Transportation Mitigation Fee and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 2A:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Parkway Drive to SR-99 northbound off-ramp (FMSI) <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be improved to ultimate right-of-way in Phase 1B (two westbound lanes and one eastbound lane); no additional right-of-way to widen eastbound direction ▪ Herndon Avenue, former Weber Avenue to Bryan Avenue (FMSI) <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Herndon Avenue, Brawley Avenue to Marks Avenue (FMSI) <ul style="list-style-type: none"> ○ No feasible improvements available 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ▪ <u>Herndon Avenue, Marks Avenue to West Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvement available; roadway segment is built to its ultimate General Plan configuration</u> ▪ <u>Herndon Avenue, West Avenue to Palm Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvement available; roadway segment is built to its ultimate General Plan configuration</u> ▪ <u>Herndon Avenue, Palm Avenue to Blackstone Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvement available; roadway segment is built to its ultimate General Plan configuration</u> ▪ <u>Parkway Drive, Herndon Avenue to Grantland Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct two lanes in the northbound direction</u> ▪ <u>Sierra Avenue, Bryan Avenue to Polk Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct two lanes in the westbound direction</u> ▪ <u>Golden State Boulevard, Herndon Avenue to future Veterans Boulevard (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct four lanes (two lanes in each direction)</u> ▪ <u>Golden State Boulevard, Carnegie Avenue to Shaw Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct two lanes in the southbound direction</u> ▪ <u>Shaw Avenue, Golden State Boulevard to Brawley Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvement available; roadway segment is built to its ultimate General Plan configuration</u> ▪ <u>Shaw Avenue, Brawley Avenue to Marks Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvement available; roadway segment is built to its ultimate General Plan configuration</u> ▪ <u>Grantland Avenue, Parkway Drive to Bullard Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct to four lanes (two lanes in each direction) with a raised landscaped median</u> ▪ <u>Grantland Avenue, Bullard Avenue to Barstow Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct to two lanes with a raised landscaped median in the</u> 	<p>Avenue to Bullard Avenue</p> <p>Ashlan Avenue: SR 99 southbound ramps to SR 99 northbound ramps</p> <p>Veterans Boulevard: SR-99 northbound ramps to Golden State Boulevard</p> <p>Veterans Boulevard: SR-99 southbound ramps to SR-99 northbound ramps</p> <p>Veterans Boulevard: Bryan Avenue (west) to SR-99 southbound ramps</p> <p>Phase 5 Significant and Unavoidable</p> <p>Shaw Avenue: Golden State to Brawley Avenue</p> <p>Shaw Avenue: Brawley Avenue to Marks Avenue</p> <p>Veterans Boulevard: SR-99 northbound ramps to Golden State Boulevard</p> <p>Veterans Boulevard: SR-</p>

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p style="text-align: center;"><u>southbound direction</u></p> <p>13-4046 Project Applicant shall pay Fresno Major Street Improvement (FMSI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 2A. Payment of fees is the project's fair share contribution to construct the following roadway segments:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Golden State Boulevard to former Weber Avenue (FMSI and RTMF) <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Herndon Avenue, former Weber Avenue to Bryan Avenue <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Herndon Avenue, Brawley Avenue to Marks Avenue <ul style="list-style-type: none"> ○ No feasible improvements available ▪ Herndon Avenue, Marks Avenue to West Avenue <ul style="list-style-type: none"> ○ No feasible improvement available; roadway segment is built to its ultimate General Plan configuration ▪ Herndon Avenue, West Avenue to Palm Avenue <ul style="list-style-type: none"> ○ No feasible improvement available; roadway segment is built to its ultimate General Plan configuration ▪ Herndon Avenue, Palm Avenue to Blackstone Avenue <ul style="list-style-type: none"> ○ No feasible improvement available; roadway segment is built to its ultimate General Plan configuration ▪ Parkway Drive, Herndon Avenue to Grantland Avenue <ul style="list-style-type: none"> ○ Construct two lanes in the northbound direction ▪ Sierra Avenue, Bryan Avenue to Polk Avenue <ul style="list-style-type: none"> ○ Construct two lanes in the westbound direction ▪ Golden State Boulevard, Herndon Avenue to future Veterans Boulevard 	<p>99 southbound ramps to SR-99 northbound ramps</p> <ul style="list-style-type: none"> ▪ Veterans Boulevard: Bryan Avenue (west) to SR-99 southbound ramps ▪ Ashlan Avenue: SR 99 southbound ramps to SR 99 northbound ramps

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ○ Construct four lanes (two lanes in each direction) ▪ Golden State Boulevard, Carnegie Avenue to Shaw Avenue <ul style="list-style-type: none"> ○ Construct two lanes in the southbound direction ▪ Shaw Avenue, Golden State Boulevard to Brawley Avenue <ul style="list-style-type: none"> ○ No feasible improvement available; roadway segment is built to its ultimate General Plan configuration ▪ Shaw Avenue, Brawley Avenue to Marks Avenue <ul style="list-style-type: none"> ○ No feasible improvement available; roadway segment is built to its ultimate General Plan configuration ▪ Grantland Avenue, Parkway Drive to Bullard Avenue <ul style="list-style-type: none"> ○ Construct to four lanes (two lanes in each direction) with a raised landscaped median ▪ Grantland Avenue, Bullard Avenue to Barstow Avenue <ul style="list-style-type: none"> ○ Construct to two lanes with a raised landscaped median in the southbound direction <p>13-4147 Project Applicant shall construct the following improvements prior Phase 2A occupancy:</p> <ul style="list-style-type: none"> ▪ Carnegie Avenue, Golden State Boulevard to Bullard Avenue <ul style="list-style-type: none"> ○ Construct two lanes in the westbound direction <p>Phases 3 and 4 13-4248 Project Applicant shall pay the Regional Transportation Mitigation Fee and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 3:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Parkway Drive to SR-99 northbound off-ramp (FMSI) <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be improved to ultimate right-of-way in Phase 1B (two westbound lanes and one eastbound lane); no additional right- 	

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>of-way to widen eastbound direction.</p> <ul style="list-style-type: none"> ▪ <u>Herndon Avenue, Brawley Avenue to Marks Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements available</u> ▪ <u>Parkway Drive, Herndon Avenue to Grantland Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct two lanes in the southbound direction</u> ▪ <u>Veterans Boulevard, Golden State Boulevard to Bryan Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration</u> ▪ <u>Sierra Avenue, Bryan Avenue to Polk Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct two lanes in the eastbound direction</u> ▪ <u>Polk Avenue, Herndon Avenue to Sierra Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct to two lanes in each direction</u> ▪ <u>Golden State Boulevard, Veterans Boulevard to Carnegie Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct two lanes in the northbound direction</u> ▪ <u>Golden State Boulevard, Shaw Avenue to Ashland Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct two lanes in the southbound direction</u> ▪ <u>Shaw Avenue, west of SR-99 southbound ramps (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct to two lanes in the eastbound direction</u> ▪ <u>Shaw Avenue, SR-99 northbound ramps to SR-99 northbound ramps (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements available to widen the existing bridge structure to accommodate additional capacity (lanes)</u> ▪ <u>Ashlan Avenue, SR-99 southbound ramp to SR-99 northbound ramp (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements available to widen the existing bridge structure to accommodate additional capacity (lanes)</u> ▪ <u>Carnegie Avenue, Golden State Boulevard to Bullard Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct to two lanes in the eastbound direction</u> 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>13-4349 Project Applicant shall pay Fresno Major Street Improvement (FMSI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 3: Payment of fees is the project's fair share contribution to construct the following roadway segments:</p> <ul style="list-style-type: none"> ▪ Herndon Avenue, Brawley Avenue to Marks Avenue <ul style="list-style-type: none"> ○ No feasible improvements available ▪ Parkway Drive, Herndon Avenue to Grantland Avenue <ul style="list-style-type: none"> ○ Construct two lanes in the southbound direction ▪ Veterans Boulevard, Golden State Boulevard to Bryan Avenue <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Veterans Boulevard, SR-99 northbound ramps to Golden State Boulevard <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Veterans Boulevard, SR-99 southbound to SR-99 northbound ramps <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Veterans Boulevard, Bryan Avenue (west) to SR-99 northbound ramps (FMSI and RTMF) <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Sierra Avenue, Bryan Avenue to Polk Avenue <ul style="list-style-type: none"> ○ Construct two lanes in the eastbound direction ▪ Polk Avenue, Herndon Avenue to Sierra Avenue <ul style="list-style-type: none"> ○ Construct to two lanes in each direction ▪ Golden State Boulevard, Veterans Boulevard to Carnegie Avenue <ul style="list-style-type: none"> ○ Construct two lanes in the northbound direction ▪ Golden State Boulevard, Shaw Avenue to Ashland Avenue <ul style="list-style-type: none"> ○ Construct two lanes in the southbound direction 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ▪ Shaw Avenue, west of SR-99 southbound ramps <ul style="list-style-type: none"> ○ Construct to two lanes in the eastbound direction ▪ Carnegie Avenue, Golden State Boulevard to Bullard Avenue <ul style="list-style-type: none"> ○ Construct to two lanes in the eastbound direction <p>No mitigation measures are proposed for the following roadway segments.</p> <ul style="list-style-type: none"> ▪ Shaw Avenue, SR-99 southbound ramps to SR-99 northbound ramps <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (FMSI) fees; no feasible improvements available to widen existing bridge structure ▪ Shaw Avenue, Golden State Boulevard to Brawley Avenue <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration ▪ Shaw Avenue, Brawley Avenue to Marks Avenue <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration ▪ Palm Avenue, Horndon Avenue to Bullard Avenue <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration ▪ Ashlan Avenue, SR-99 southbound ramps to SR-99 northbound ramps <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (FMSI) fees; no feasible improvements available to widen existing bridge structure <p>13-50 Project Applicant shall pay the Regional Transportation Mitigation Fee (RTMF) prior to issuance of building permit for Phase 3:</p> <ul style="list-style-type: none"> ▪ Veterans Boulevard, SR-99 northbound ramps to Golden State Boulevard (FMSI and RTMF) <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>Phase 5 13-4451</p> <ul style="list-style-type: none"> ▪ <u>Veterans Boulevard, SR-99 southbound to SR-99 northbound ramps (FMSI and RTMF)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration</u> <p>Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees and the Regional Transportation Mitigation Fee prior to issuance of building permit for Phase 5:</p> <ul style="list-style-type: none"> ▪ <u>Herndon Avenue, Parkway Drive to SR-99 northbound off-ramp (FMSI)</u> <ul style="list-style-type: none"> ○ This segment would be built to its ultimate General Plan configuration ▪ <u>Herndon Avenue, Blythe Avenue to Brawley Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>This segment would be built to its ultimate General Plan configuration</u> ▪ <u>Herndon Avenue, Brawley Avenue to Marks Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements; roadway segment would be built to its ultimate General Plan configuration</u> ▪ <u>Veterans Boulevard, Golden State Boulevard to Bryan Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration</u> ▪ <u>Sierra Avenue, Bryan Avenue to Polk Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvement available</u> ▪ <u>Golden State Boulevard, Carnegie Avenue to Shaw Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>Construct two lanes in the northbound direction</u> ▪ <u>Golden State Boulevard, Shaw Avenue to Ashlan Avenue (FMSI)</u> <ul style="list-style-type: none"> ○ <u>No feasible improvements available</u> ▪ <u>Ashlan Avenue, SR-99 southbound ramp to SR-99 northbound ramp (FMSI)</u> 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>13-4552</p> <ul style="list-style-type: none"> ○ <u>No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration</u> Project Applicant shall pay Fresno Major Street Improvement (FMSI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 5 for the following improvements: <ul style="list-style-type: none"> ▪ Herndon Avenue, Blythe Avenue to Brawley Avenue <ul style="list-style-type: none"> ○ This segment would be built to its ultimate General Plan configuration ▪ Herndon Avenue, Brawley Avenue to Marks Avenue <ul style="list-style-type: none"> ○ No feasible improvements; roadway segment would be built to its ultimate General Plan configuration ▪ Veterans Boulevard, Golden State Boulevard to Bryan Avenue <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Veterans Boulevard, SR-99 northbound ramps to Golden State Boulevard <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Veterans Boulevard, SR-99 southbound to SR-99 northbound ramps <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Veterans Boulevard, Bryan Avenue (west) to SR-99 southbound ramps (FMSI and RTMF) <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Sierra Avenue, Bryan Avenue to Polk Avenue <ul style="list-style-type: none"> ○ No feasible improvement available ▪ Golden State Boulevard, Carnegie Avenue to Shaw Avenue <ul style="list-style-type: none"> ○ Construct two lanes in the northbound direction 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<ul style="list-style-type: none"> ▪ Golden State Boulevard, Shaw Avenue to Ashlan Avenue <ul style="list-style-type: none"> ○ No feasible improvements available <p>13-53 Project Applicant shall pay the Regional Transportation Mitigation Fee (RTMF) prior to issuance of building permit for Phase 5:</p> <ul style="list-style-type: none"> ▪ Veterans Boulevard, SR-99 northbound ramps to Golden State Boulevard (FMSI and RTMF) <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration ▪ Veterans Boulevard, SR-99 southbound to SR-99 northbound ramps (FMSI and RTMF) <ul style="list-style-type: none"> ○ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration <p>No mitigation measures are proposed for the following roadway segments.</p> <ul style="list-style-type: none"> ▪ Shaw Avenue, Golden State Boulevard to Brawley Avenue <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration ▪ Shaw Avenue, Brawley Avenue to Marks Avenue <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration ▪ Ashlan Avenue, SR-99 southbound ramps to SR-99 northbound ramps <ul style="list-style-type: none"> ○ Not on City's Nexus Study for (FMSI) fees; no feasible improvements available to widen existing bridge structure 	

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>5.13-4: Phase 1 project-related trip generation would cause one additional SR-99 freeway segment to operate at an unacceptable LOS (S/B Shaw Avenue to Ashlan Avenue). Buildout of the Master Plan would result in additional freeway segments falling to an unacceptable LOS for Phases 3, 4, and 5 and would contribute to forecast baseline impacts for Phases 2a and 2b.</p> <p>Phase 1 (Marketplace El Paseo)</p>	<p>Potentially Significant</p>	<p>All Phase 1 Subphases</p> <p>13-23/26 13-23/26 Prior to obtaining a Certificate of Occupancy, all subphases of Phase 1 shall pay the their fair share contribution toward improvements to Caltrans facilities. The fair share contribution shall be calculated per the Regional Transportation Mitigation Fee (RTMF) to mitigation regional impacts on high-priority state roadways included in this program. The total RTMF fair share contribution for Phase 1 is \$1,777,304.</p> <p>13-27 Prior to obtaining a Certificate of Occupancy, all subphases of Phase 1 shall pay their fair-share contribution towards improvements to Caltrans facilities not covered within the RTMF. This fair-share contribution shall be calculated per the Combined Formula below:</p> <p style="text-align: center;">$P = (P1/F1) + (P2 - P1)/F2$, where:</p> <p style="text-align: center;">P = fair share percentage</p> <p style="text-align: center;">P1 = the higher of the AM or PM peak hour project trips without GPA</p> <p style="text-align: center;">P2 = the higher of the AM or PM peak hour project trips with GPA</p>	<p>Significant and Unavoidable Less than Significant</p>

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Master Plan (Fresno El Paseo)	Potentially Significant	<p>F1 = total 2025 corresponding future peak hour traffic without project F2 = total 2025 corresponding future peak hour traffic with project</p> <p>Apply same measures as found in Mitigation Measures 13-2326 and 13-2527. The total Regional Transportation Mitigation Fee fair share contribution for Master Plan is \$2,800,841.</p> <p>13-54 Project Applicant shall prepare a traffic impact study for each of the subsequent development phases (Phases 2 through 5) of the Master Plan to confirm conditions and related cumulative growth assumptions. The traffic impact study shall be prepared in a manner similar to the level of the Phase 1 traffic analysis (including its sub-phases). These updates shall be prepared consistent with the City of Fresno Traffic Impact Study Guidelines and shall incorporate any fee requirements from the City's TSMI and FMSI programs, the Fresno County RTMF program, and applicable Caltrans requirements. In addition, the traffic analyses shall provide updated information on the status of local and regional capital traffic improvements, and analyze background traffic conditions accordingly.</p> <p>Prior to the issuance of building permits for the respective phase, the Project Applicant shall demonstrate that none of the following conditions would result from implementation of the project phase:</p> <ul style="list-style-type: none"> ▪ For ramp intersections on SR-99, the project causes a ramp intersection to drop from LOS C or better to LOS D or worse. 	Significant and Unavoidable Less Than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.13-5: Although implementation of Phase 1 of the project would not result in additional, significant weaving impacts on SR-99, it would contribute to existing, impacted weaving sections. Buildout of the Master Plan would result in deterioration of weaving operations for two northbound SR-99 segments and two southbound SR-99 segments.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	Apply same measure as found in Mitigation Measures 13-2326 and 13-27.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	Apply same measures as found in Mitigation Measures 13-2326 , 13-27, and 13-2554 . The Regional Transportation Mitigation Fee fair share contribution is \$2,800,841.	Less than Significant
5.13-6: Since there is currently no adopted Congestion Management Plan for the City or County of Fresno, the proposed project would not exceed a level of service standard established by the County Congestion Management Agency for designated roads or highways.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.13-7: Implementation of the project may potentially create hazardous conditions associated with midblock crossing along Bryan Avenue during the time between buildout of Phase 1A and installation of a traffic signal at the Bryan Avenue/Palo Alto Avenue intersection in Phase 1C.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	13-2428 Prior to Phase 1A occupancy, the Project Applicant shall install a crosswalk on Bryan Avenue at the Bryan Avenue/Palo Alto Avenue and provide a crossing guard during morning and after-school hours until such time a traffic signal is installed with full pedestrian phasing at the Bryan Avenue/Palo Alto Avenue intersection order to minimize mid-block pedestrian crossing on Bryan Avenue.	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
5.13-8 <u>Increased traffic due to the proposed project would not significantly increase the potential for highway-rail accidents at the Herndon Avenue and Carnegie Avenue crossings and therefore impacts would be less than significant.</u>			
<i>Phase 1 (Marketplace at El Paseo)</i>	<u>Less than Significant</u>	<u>No mitigation measures are necessary</u>	<u>Less than Significant</u>
<i>Master Plan (Fresno El Paseo)</i>	<u>Less than Significant</u>	<u>No mitigation measures are necessary</u>	<u>Less than Significant</u>

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.13-9 Implementation of Phase 1 and subsequent Master Plan Phases 2 through 5 could result in higher incidences of trespassing of the UPRR right-of-way adjacent to the project site.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	13-29 Prior to Phase 1A occupancy, the Project Applicant shall install a wrought iron fence along the entire length of the Phase 1 property line north and adjacent to the UPRR right-of-way.	Less Than Significant
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	13-55 Prior to occupancy of subsequent Master Plan phases, the Project Applicant shall install a wrought iron fence along the entire length of the property line of each of the subsequent phases adjacent to the UPRR right-of-way.	Less Than Significant
5.13- 8 10 Adequate parking would be provided for the proposed project.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.13- 9 11: The proposed project complies with adopted policies, plans, and programs for alternative transportation.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
5.14 UTILITIES AND SERVICE SYSTEMS			
5.14-1: Project-generated wastewater could be adequately treated by the wastewater service provider for the project.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14-2: The project would not exceed stormwater treatment requirements of the Central Valley Regional Water Quality Control Board.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
5.14-3: The City of Fresno Water Division projects sufficient water supplies to serve the proposed project, so long as the City fully implements the water supply-and-demand management measures set forth in its current Urban Water Management Plan, adopted in August 2008.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14-4: Existing and proposed storm drainage systems are adequate to serve the drainage requirements of the proposed project.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
5.14-5: Existing facilities would be able to accommodate project-generated solid waste and comply with related solid waste regulations.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant
<i>Master Plan (Fresno El Paseo)</i>	Less than Significant	No mitigation measures are necessary	Less than Significant

2. Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
5.15 GLOBAL CLIMATE CHANGE			
5.15-1: Project-related greenhouse gas emissions would significantly contribute to global climate change impacts in California.			
<i>Phase 1 (Marketplace at El Paseo)</i>	Potentially Significant	Mitigation measures for the Master Plan would also be required for Phase 1.	Significant and unavoidable
<i>Master Plan (Fresno El Paseo)</i>	Potentially Significant	<p>SJVAPCD Best Performance Standards (BPS)</p> <p><i>Bicycle/Pedestrian/Transit Measures</i></p> <p>15-1 Applicants for new development projects within the Master Plan shall provide short-term bicycle facilities at a minimum ratio of 1 bike rack space per 20 vehicle spaces and long-term facilities provide a minimum ratio of 1 long-term bicycle storage space per 20 employee parking spaces.</p> <p>15-2 Applicants for new development projects within the Master Plan that would employ 80 or more persons shall provide “end-of-trip” facilities, including showers, lockers, and changing space. Facilities shall be provided in the following ratio: 4 clothes lockers and 1 shower provided for every 80 employee parking spaces. For projects with 160 or more employee parking spaces, separate facilities are required for each gender.</p> <p>15-3 Applicants for new development projects in the Master Plan area shall include an internal designated bicycle route connecting offsite and onsite bicycle lanes to onsite bicycle parking facilities. Bicycle routes shall connect to all streets contiguous with project site. All internal streets wider than 75 feet shall have Class II bicycle lanes on both sides or a Class I bicycle lane on at least one side.</p>	Less than Significant

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>15-4 Applicants for new development projects in the Master Plan area shall include a designated bicycle route connecting all units, onsite bicycle parking facilities, offsite bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within a half mile. Internal bicycle routes shall connect to all streets contiguous with the project site.</p> <p>15-5 Applicants for new development projects in the Master Plan area shall prepare a pedestrian master plan that shows the pedestrian access network that internally links all uses for connecting to planned external streets and pedestrian facilities.</p> <p>15-6 Applicants for new development projects in the Master Plan area shall minimize barriers—such as walls, berms, landscaping, and slopes—between residential and nonresidential uses that impede bicycle or pedestrian circulation.</p> <p>15-7 Applicants for new development projects in the Master Plan area shall coordinate with Fresno Area Express (FAX) transit service to provide transit stops with safe and convenient bicycle/pedestrian access. Applicants for new development projects shall construct bus turnouts in anticipation of future transit service along major arterials surrounding the project site.</p> <p>15-8 Applicants for new development projects in the Master Plan area shall be prohibited from including more than the City of Fresno’s minimum required parking spaces.</p> <p>15-9 Applicants for new development projects in the Master Plan area shall clearly mark pedestrian pathways between transit facilities and building entrances within the parking lots. Internal pathways shall connect to all transit facilities internal or adjacent to the project site.</p>	

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p>15-10 Applicants for new development projects in the Master Plan area shall minimize the setback distance between project and existing or planned adjacent building, bicycle lanes, and sidewalks. Primary entrances to buildings shall face planned or existing public street frontage.</p> <p>15-11 Applicants for new development projects in the Master Plan area shall install Energy Star–labeled roof materials.</p> <p>15-12 Applicants for new development projects in the Master Plan area shall provide shade within five years, use light-colored/high-albedo materials (reflectance of at least 0.3), and/or open grid pavement for at least 30 percent of the site's nonroof impervious surfaces, including parking lots, walkways, plazas, etc. Unshaded parking lot areas, driveways, fire lanes, and other paved areas shall have a minimum albedo of 0.3 or greater.</p> <p>Additional Mitigation</p> <p>Mitigation Measures 3-5 through 3-10 in Chapter 5.3, Air Quality, would reduce stationary-source, mobile-source, and energy emissions associated with the project and would therefore reduce GHG emissions generated by the project. These mitigation measures are based on the California Attorney General's list of generally applicable mitigation measures for global climate change impacts and include mitigation measures to increase energy efficiency, energy reduction mitigation measures, land use mitigation measures, and measures to reduce transportation and motor vehicle demand.</p>	

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p><i>Stationary Sources</i> 3-5</p> <p>The applicants of future commercial, office, and hotel development within the El Paseo Master Plan shall implement all applicable operational stationary-source air quality measures that are recommended by the San Joaquin Valley Air Pollution Control District (SJVAPCD) and the City of Fresno at the time that the development tracts are proposed. Examples of these types of measures that are currently recommended or being considered by the SJVAPCD and the City of Fresno include:</p> <ul style="list-style-type: none"> ○ Energy-efficient natural gas heating ○ Energy-efficient air conditioner with automated controls ○ Energy-efficient parking lot lights ○ Energy-efficient indoor lighting ○ Solar water heaters ○ Building design that exceeds the energy efficiency requirements of Title 24 by 20 percent ○ Light-colored roofs that minimize heat absorption ○ Light-colored asphalt that minimize heat absorption ○ Shade trees 	

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p><i>Mobile Sources</i></p> <p>3-6 The applicants of future commercial, office, and office development in the El Paseo Master Plan area shall provide the following features to reduce project-related mobile-source air pollutant emissions:</p> <ul style="list-style-type: none"> ○ Preferential parking for carpools and vanpools. ○ Preferential parking for alternative-fuel vehicles (e.g., compressed natural gas or hydrogen). ○ Commuter information boards indentifying bicycle paths and public transit routes and schedules. ○ Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances. ○ Provide pedestrian access between bus service and major transportation points and to destination points within the project. ○ Electric maintenance equipment, including but not limited to electric lawn mowers, electric leaf blowers, etc. <p><i>Energy Reduction and Efficiency</i></p> <p>3-7 All structures onsite shall have installed a utility-supplied smart meter to reduce energy consumption.</p> <p>3-8 The applicant shall contract with landscaping services that use electric or low-emissions equipment.</p>	

2. *Table 1-2, Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation (of Chapter 1. Executive Summary)*

**Table 1-2
Summary of Environmental Impacts, Mitigation Measures and Levels of Significance After Mitigation**

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measures</i>	<i>Level of Significance After Mitigation</i>
		<p><i>Water Conservation and Efficiency</i> 3-9 All toilets, urinals, sinks, showers, and other water fixtures installed onsite shall be low-flow fixtures. Prerinse spray valves for restaurant uses shall have a rating of 1.6 gallons per minute or less.</p> <p><i>Solid Waste</i> 3-10 Restaurants and other food vendors shall be prohibited from serving or packaging to-go food materials in nonbiodegradable polystyrene (i.e., Styrofoam/plastic foam) materials.</p>	

3. Section 5.13, Transportation and Traffic



5.13 TRANSPORTATION AND TRAFFIC

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential for implementation of the Fresno El Paseo (proposed project) to result in transportation and traffic impacts in the Project Area. The analysis in this section is based in part on the following technical report(s):

- *Traffic Impact Study (TIS), Fresno El Paseo Project, Volumes 1 and 2*, DKS Associates, October 30, 2008
- *Revised El Paseo Master Plan Phase 1 Sub-Phasing (1A through 1F) Traffic Analysis Technical Memorandum*, Arch Beach Consulting, revised December 8, 2009
- *Addendum to the TIS for the Fresno El Paseo Project, Technical Memorandum*, Arch Beach Consulting, December 8, 2009
- *El Paseo Master Plan, Applicable Traffic Fee Programs and Mitigation Clarification, Technical Memorandum*, Arch Beach Consulting, July 2010.
- *Rail Safety Study for El Paseo Fresno*, The Planning Center, March 2008.

Complete copies of these studies traffic study and technical memoranda and the Rail Safety Study are included in Appendix L and Appendix H, respectively of this Recirculated Draft EIR. ~~the Technical Appendices to this Draft EIR (Volume II, Appendix L)~~

5.13.1 Environmental Setting

Analysis Overview

The traffic analysis was prepared based on the *City of Fresno Traffic Impact Study Report Guidelines* (October 2006), California Department of Transportation's (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (December 2002), the Council of Fresno County Governments' (Fresno COG) *Recommended Procedures for Using Traffic Projections from the Fresno COG Travel Model* (December 2002), and the California Environmental Quality Act (CEQA). The study established existing conditions (2007) and analyzed project impacts for each phase based on the assumed opening year of that phase. Opening year was assumed to be when the particular phase would be completely constructed and fully occupied. Traffic conditions for each phase without the proposed project were first established (baseline conditions) and then the impacts of the proposed project in addition to baseline conditions and ambient growth were analyzed. The analysis was performed for the following years and project phases as defined in the project description, Table 3-1, *Site Phase Summary*:

- Year 2007 – Existing Conditions
- Year 2010 – Phase 1 Opening Year
- Year 2012 – Phase 2 (2A and 2B) Opening Year
- Year 2017 – Phases 3 and 4 Opening Year
- Year 2019 – Phase 5 Opening Year, complete project buildout

Project analysis for each year and phase assumes cumulative impacts for the current phase in addition to the previously constructed and occupied phases.



5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

Subsequent to preparation of the original traffic study, market conditions changed, and it was determined likely that it would be optimal to develop Phase 1 in interim subphases. The applicant proposed interim subphases for Phase 1 based on development of building square footage as follows:

SubPhaseSubphase	Size (building square feet)
Phase 1A	200,000
Phase 1B	100,000
Phase 1C	100,000
Phase 1D	100,000
Phase 1E	100,000
Phase 1F	306,788
Total Phase 1	906,788

The 2008 Traffic Impact Study (TIS) analyzes the proposed project's potential impacts intersection level of service (LOS), roadway LOS, freeway operations, and vehicle queues at at-grade railroad crossings. Additionally, the analysis reviewed circulation, access, parking, and public transit. The subsequent technical memorandum provides the detailed analysis for the subphases of Phase 1, including trip generation, distribution, intersection level of service, queuing impacts, and roadway level of service. Both the TIS and technical memorandum detail the infrastructure improvements required to serve the respective level of development analyzed by phase or subphase.

Applicable Plans and Policies

City of Fresno General Plan

Transportation facilities and policies are addressed in the City of Fresno 2025 General Plan Public Facilities Element. Facilities and services identified in this element include streets and highways, rail systems, transit systems, airport facilities, bikeways, and trails. Some of the objectives and supporting policies are listed below.¹

Objective E-1: Provide a complete and continuous streets and highways system throughout the Fresno metropolitan area that is safe for vehicle users, bicyclists, and pedestrians and that provides efficient movement of people and goods consistent with the goals and objectives of this plan.

Policy E-1-j: Provide areas for pedestrian and other non-motorized travel that enhance the safety, utilization, and efficiency of the street system. Pedestrian travel should be encouraged as a viable mode of movement throughout the metropolitan area by providing safe and convenient pedestrian facilities in new and existing urban areas and particularly within the Central Area and urban core community centers.

Policy E-1-k: Pursue the funding for and development of sidewalks and bicycle lanes on all collector and arterial major streets and bike paths along all expressways.

Policy E-1-l: All commercial and office development should be linked with pedestrian, bicycle and transit facilities.

Policy E-1-m: Achieve greater pedestrian accessibility to commercial uses from nearby neighborhoods.

¹ See the City of Fresno General Plan, Public Facilities Element, for the full list and description of all the objectives and policies pertaining to streets and highways, rail systems, transit systems, airport facilities, bikeways, and trails.

5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

Objective E-2: Maintain a coordinated land use and circulation system that conforms to planned growth, minimizes traffic conflicts, reduces impacts on adjacent land uses, and preserves the integrity of existing neighborhoods.

Policy E-2-b: Minimize vehicular and vehicle-pedestrian conflicts on major streets and adjacent land uses through use of traffic design and control measures that reduce congestion and increase safety.

Policy E-2-f: Require the completion of a comprehensive traffic impact study for all proposed plan amendments of five acres or more in size or in accordance with traffic impact study guidelines (including minimum project size) as may be established by the City of Fresno.

Policy E-2-h: Limit the number of driveway access points on all major streets to minimize traffic disruption and protect traffic flows. No development shall be approved if it will adversely affect the flow of traffic on a public street below an acceptable standard to be determined by the Public Works Director and based upon the policies noted herein.

Policy E-2-k: Require the design of local streets to provide efficient circulation and allow convenient access while protecting neighborhoods from intrusion of through traffic.

Objective E-8: Provide public transportation opportunities to the maximum number of people in the service area.

Policy E-8-a: Provide a transit system that meets the public transportation needs of the service area.

Policy E-8-c: Pedestrian circulation, site access, and transit access shall be considered as important criteria for site and community development.

Policy E-8-d: Retail and office buildings shall be located near arterial and major collector streets served by public transit.

Objective E-9: Provide quality, convenient, and reliable public transportation service through an efficient and effective public transportation system.

Policy E-9-a: Promote and support the implementation of the principal transit corridor and transit corridor/route network as shown in Exhibit 8 of the City of Fresno General Plan.

Policy E-9-b: Encourage safety, appropriate frequency of bus service, reasonable fares and the provision of adequate service to satisfy the reasonable transit needs of patrons.

Objective E-13: To establish and maintain a continuous and easily accessible bikeway system throughout the metropolitan area that will facilitate bicycling as both a viable transportation alternative and a recreational activity.

Policy E-13-a: Provide bikeways in proximity to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities.

Policy E-13-b: Require major traffic generating uses (major shopping centers, office complexes, public service facilities, et al.) to design on-site parking and circulation areas to facilitate bicycle travel.

Policy E-13-c: Wherever possible, provide linkages between bikeways, the city's multi-purpose trails, and other regional networks such as the San Joaquin River Trail.



5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

Policy E-13-d: Prepare and implement a more specific bikeway plan and implementation program for the established urban area where deficient major street right-of-way widths have deterred bikeway development.

Policy E-13-e: Development bikeways that are continuous and provide linkages to other bicycle facilities. Give priority to bikeway components that link existing separated sections of the system or that serve the highest concentration of cyclists and destination areas of highest demand.

Council of Fresno Governments, San Joaquin Valley Blueprint

The San Joaquin Valley Blueprint planning process is a joint effort of the Council of Fresno Governments and eight other local agencies, formed with the goal of developing a cohesive regional framework that defines and offers alternative solutions to growth-related issues for the entire Central Valley. The process involves the integration of transportation, housing, land use, economic development, and the environment to produce a preferred growth scenario to the year 2050. Relevant goals of the Blueprint Plan as incorporated in the Regional Transportation Plan include:

Goal: Design, develop and maintain a multimodal transportation system that efficiently and safely moves people and goods: serves the social, economic, and physical needs of Valley residents while enhancing the quality of life.

Goal: Define, preserve and enhance Valley transportation corridors.

Existing Roadway System

Figure 5.13-1, *Project Area Roadway System*, shows the area-wide roadway network and numbered intersections analyzed in the traffic study. The designation of roadways by type is depicted in Figure 5.13-2, *2025 Fresno General Plan Transportation Element*. The project site is generally bounded by Herndon Avenue to the north, Carnegie Avenue to the south, Bryan Avenue and Bullard Avenue to the east, and State Route 99 (SR-99) to the west.

State Route 99. The primary freeway facility providing regional access to the project site, in the project vicinity SR-99 travels northwest-southeast. Between the Ashlan Avenue and Shaw Avenue interchanges, SR-99 transitions from a six-lane freeway (three lanes in each direction) to a four-lane freeway (two lanes in each direction). In the project vicinity/study area, SR-99 has interchanges at Herndon Avenue (modified diamond interchange with ramps on Parkway Drive and Golden State Boulevard), Shaw Avenue (partial cloverleaf), and Ashlan Avenue (diamond ramps in southbound direction, partial cloverleaf in northbound direction).

According to Caltrans staff, the four-lane segments of SR-99 north of Ashlan Avenue would be widened to six lanes Avenue 7 (near the Madera County line) as part of the state's Proposition 1B funds. Furthermore, by 2017, a new partial cloverleaf interchange would be constructed along with the new Super Arterial roadway, Veterans Boulevard, which would be between the Herndon Avenue and Shaw Avenue interchanges. Funding for the future interchange at SR-99/Veterans Boulevard would be provided by Fresno COG's Measure C (Tier 1). No specific construction schedule for the future interchange has been approved by Fresno COG or the Fresno County Transportation Authority (FCTA).

Herndon Avenue. Designated as Expressway in the City's Circulation Element, this roadway contains between four (two lanes in each direction), five (three westbound lanes and two eastbound lanes), and six lanes (three lanes in each direction). It provides major regional and local access to the project site and has interchanges with SR-99, SR-41, and SR-68. The proposed project would reclassify Herndon Avenue from an Expressway to a Super Arterial and widen Herndon Avenue to its ultimate six-lane divided roadway configuration, from Parkway Drive to Bryan Avenue.

Project Area Roadway System



NOT TO SCALE

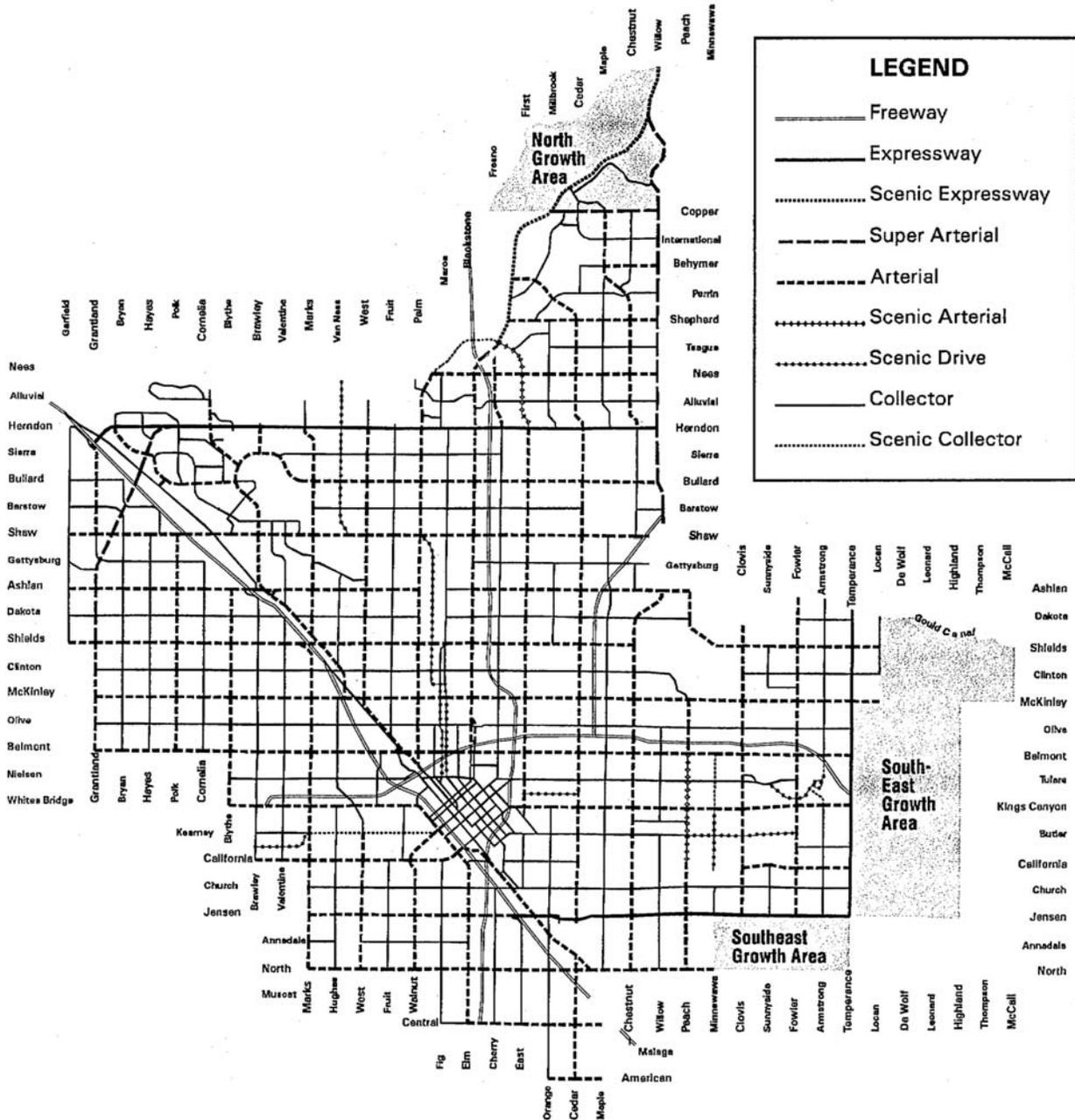
Source: DKS Associates 2008

5. *Environmental Analysis*

TRANSPORTATION AND TRAFFIC

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2025 Fresno General Plan Transportation Element



Source: Fresno General Plan 2008

5. *Environmental Analysis*

TRANSPORTATION AND TRAFFIC

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5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

The final design for improvements to the Golden State Boulevard/Herndon Avenue intersection (including street widening, lane addition, and traffic signal modifications) is complete, and construction of these improvements is anticipated to start in Spring 2010. A grade-separation project (Herndon Avenue underpass at the UPRR tracks) just east of Golden State Boulevard is also identified. The timing for this improvement is uncertain.

Bryan Avenue. Designated as Arterial in the City's Circulation Element, this roadway provides direct access to the project site. Adjacent to the Phase 1 site, Bryan Avenue is constructed to its half-section containing a two-lane undivided roadway. South of its intersection with Palo Alto Avenue, Bryan Avenue has a raised median, with one southbound travel lane and two northbound travel lanes, and terminates at Crest Avenue in a residential subdivision. The proposed project would extend Bryan Avenue to Bullard Avenue, north of Carnegie Avenue, and construct the roadway to its ultimate four-lane divided Arterial classification.

Golden State Boulevard. Designated as Collector in the City's Circulation Element, this roadway is west of the UPRR tracks. Most of this roadway in the study area is configured as an unimproved (i.e., no curbs, no gutters), two-lane undivided roadway. Based on discussions with the City Public Works Department, intersection capacity improvements are planned for Golden State Boulevard/Herndon Avenue in 2010. A future grade-separation project (and Weber Avenue realignment) that would create an undercrossing of Herndon Avenue at the UPRR tracks is also identified, but the timing of the undercrossing improvement is uncertain. As a designated Collector on the City's Circulation Element, Golden State Boulevard is planned to be a four-lane roadway in the project vicinity.

Palo Alto Avenue. This is not a designated roadway on the City's Circulation Element. However, based on its location and the land uses that this roadway serves (primarily local streets of existing single-family residential homes, and driveways of an elementary school and middle school), this roadway essentially functions as a collector. Palo Alto Avenue exists as a two-lane undivided roadway between Hayes Avenue and Bryan Avenue.

Weber Avenue. This is not a designated roadway on the City's Circulation Element. Adjacent to the project, south of Herndon Avenue, Weber Avenue is a narrow, two-lane (unstriped) residential street, with no curb and gutter that provides access to six single-family homes. When the Herndon Avenue grade-separation project at the UPRR tracks is implemented, the Herndon Avenue/Weber Avenue intersection will require relocation further east.

Veterans Boulevard. Veterans Boulevard is a planned north-south, six-lane Super Arterial (limited access major street) that would connect at its northern terminus with Herndon Avenue, west of Polk Avenue; have a partial cloverleaf freeway interchange and overpass at SR-99 and the Union Pacific (UP) railroad tracks; and terminate at Grantland Avenue, south of Gettysburg Avenue. Limited sections of Veterans Boulevard have already been constructed by developers on both sides of SR-99 in the study area.

Assumed Phasing of Roadway System Improvements

For purposes of analyzing the project-related impacts by phase, the TIS analysis assumed completion dates for the roadway improvements discussed above:

- Herndon Avenue/Golden State Boulevard intersection capacity improvements will be initiated in Spring 2010. The traffic analysis assumes that these improvements are completed and operational for 2010 baseline conditions, and therefore are assumed to be completed prior to opening Phase 1.



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- Herndon Avenue underpass will be completed by Phases 3 and 4 opening year (2017), including the Weber Avenue realignment with Herndon Avenue.
- Veterans Boulevard, from Herndon Avenue to Grantland Avenue, including its interchange/overpass with SR-99 and the Union Pacific Railroad (UPRR) tracks, will be in place and fully operational by the opening of project Phases 3 and 4.

As shown in the phasing summary, the TIS analysis is based on Phase 1 completion in 2010, Phases 2 in 2012, Phases 3 and 4 in 2017, and complete project buildout including Phase 5 by 2019. Due to factors beyond the control of the City and the applicant, the schedules above for both the project phasing and the completion of transportation improvements may be optimistic. The analysis, however, appropriately ties the improvements to the level of project development that can be accommodated. Mitigation, therefore, is detailed based on the required improvements for each phase of project development, and not necessarily the year. Each subsequent phase will also require an update of the traffic analysis to confirm conditions and related, cumulative growth assumptions.

Transportation Fee Programs

The City of Fresno has the following fee programs to fund future roadway and intersection improvements in the City.

Fresno Major Street Improvement Fee Program

Adopted by Resolution No. 80-420, July 1, 2007, the FMSI Fee Program funds improvements in accordance with the City's 2025 General Plan Circulation Element and Master EIR. Separate fees are levied on new development projects by acreage of land use type. The fees fund two major street components in the Capital Improvement Program (CIP):

Regional Streets. Larger street improvements designed to serve new development on a citywide basis, including expressways, super arterials, six-lane arterials, four-lane arterials, and other related road facilities (including bridges and railroad crossings).

New Growth Street. Street improvements required primarily for serving new development in the new growth area, including arterials, collectors, and other related road facilities (including bridges and railroad crossings).

Traffic Signal Mitigation Impact

TSMI fees are levied per average daily trip (ADT) at the time of building permits for new projects. This fee is reviewed and updated yearly. The TSMI fee is credited against traffic signal installation and Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) anticipated for buildout of the 2025 General Plan Circulation Element and included in the City's Nexus Study for the TSMI fee.

Fresno County Regional Transportation Mitigation Fee

Adopted in 1986, Measure "C" implemented a half-cent sales tax affecting 15 cities in the county to fund a variety of programs to improve the overall quality of Fresno County's transportation system. One-quarter of the proceeds of the retail transactions and use tax is allocated to each city and to Fresno County for local priority improvement projects, including roadway reconstruction, roadway safety projects, traffic signals, and bike lanes. In 2006, Fresno County voters approved the Measure "C" Extension, which approved the

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implementation of the Regional Transportation Mitigation Fee (RTMF) that has been developed and approved by the Fresno Council of Governments (COG) and Transportation Authority in conjunction with local jurisdictions. The purpose of the RTMF is to establish a uniform, cooperative program to mitigate the cumulative indirect regional impacts of future development on traffic conditions on high-priority state roadways in Fresno County. The RTMF program is slated to fund 30 percent of the Regional Transportation Program, with the remaining funding coming from Measure C (50 percent) and the State Transportation Improvement Program (STIP).

The RTMF went into effect on January 1, 2010. It is similar to the City's ~~TMIS/TSMI~~ and ~~FSM/FMSI~~ programs in that it charges a "fee per unit" for new developments. For retail/commercial development, the 2010 fee is \$1.65 per square foot (sf) of commercial/retail building space and \$1.03 per sf of commercial/office/service space, to be assessed prior to the Certificate of Occupancy. The fee structure adopted for 2011 and after is \$1.96 and \$1.23, respectively, per sf of commercial retail and commercial office/service space. The fee structure also includes per-unit residential rates, ranging from \$509 per multifamily affordable unit to \$1,450/single family dwelling (market rate) in 2010.

The fee structure is based upon the Fresno County RTMF Nexus Study Report, February 2009. The Nexus Study details the basis for the impact fees and the consistency with the legal parameters of California's Mitigation Fee Act (Assembly Bill 1600) that stipulates the following steps in establishing impact fees:

- Identify the purpose of the fee.
- Identify the use to which the fee is to be put.
- Determine how there is a reasonable relationship between fee's use and the development type on which it is imposed.
- Determine how there is a reasonable relationship between the need for the facility and the type of development on which the fee is imposed.
- Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.



Fee Program Standard for CEQA Mitigation

The mitigation for project-related and cumulative traffic impacts in this section relies heavily on the existing transportation fee programs, as described above. The adequacy of fee programs for CEQA traffic mitigation was been reviewed in the *Anderson First Coalition v. City of Anderson* case in 2005 (130 Cal. App.4th 1173, 30 Cal.Rptr.3d 738) (*Anderson First*). When future traffic congestion will result from the cumulative impact of several projects, cumulative traffic mitigation measures for a single project (that is, one of the several projects) may be deemed sufficient if those measures are based on a reasonable plan of actual mitigation that the relevant agency commits itself to implementing (see case law referenced in *Anderson First*). The *Anderson First* case specifies that the fair share mitigation fee measure must 1) identify the fee amount to be paid; 2) commit to paying the remaining reasonable costs for fair share of the cost of required improvements; and 3) make these fees a part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts.

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Existing Traffic Conditions

Traffic Volumes

Existing traffic conditions for the project study area are based on weekday AM and PM peak-hour traffic counts, and Saturday peak-hour traffic counts collected in the study area in late October and early November 2007. Existing weekday and Saturday AM and PM peak-hour traffic counts are detailed in the traffic study (DEIR Appendix L, Figures 6-2A and 6-2B). The traffic counts represent the typical peak hours during the weekdays while adjacent schools were in session.

Levels of Service

Intersection LOS Methodology

The assessment of intersection conditions in the TIS addresses LOS in terms of vehicle control delay (in seconds per vehicle) for signalized and unsignalized intersections. The level of service grades (LOS A–LOS F), as reported in the Highway Capacity Manual (HCM), is dependent on vehicle control delay (in seconds) at the signalized and unsignalized intersections. Both signalized and unsignalized study area intersections have been analyzed using the HCM method. Please see Table 5.13-1 for an explanation of LOS.

The degree of congestion at an intersection is described by the level of service, which ranges from A to F, with A representing free-flow conditions with little delay, and F representing oversaturated traffic flow throughout the peak hour. The City's minimum acceptable level of service is LOS D.

**Table 5.13-1
Intersection Level of Service Definitions**

LOS	Conditions	Signalized Intersection Description	Intersections	
			Signalized	Unsignalized
			Delay (secs)	Delay (secs)
A	Free Flow	Users experience very low delay. Progression is favorable, and most vehicles do not stop at all.	≤ 10	≤ 10
B	Stable Operations	Vehicles travel with good progression. Some vehicles stop, causing slight delay.	10.1 to 20.0	10.1 to 15.0
C	Stable Operations	Higher delays result from fair progression. A significant number of vehicles stop, although many continue to pass through the intersection without stopping.	20.0 to 35.0	15.1 to 25.0
D	Approaching Unstable	Congestion is noticeable. Progression is unfavorable, with more vehicles stopping rather than passing through the intersection.	35.1 to 55.0	25.0 to 35.0
E	Unstable Operations	Traffic volumes are at capacity. Users experience poor progression and long delays.	55.1 to 80.0	35.1 to 50.0
F	Forced Flow	Intersection's capacity is oversaturated, causing poor progression and unusually long delays.	> 80.0	> 50.0

Source: 1997 Highway Capacity Manual, Transportation Research Board, Special Report No. 209, 3rd edition. Draft MEIR, 2025 Fresno General Plan, 2002.

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Weekday Intersection LOS

Figure 5.13-3, *Existing Intersection Geometrics and Traffic Controls*, shows the existing configuration of the study intersections. Based on the analysis methodology described above, the existing AM and PM peak-hour intersection traffic volumes were analyzed to determine the existing LOS in the study area. Table 5.13-2, *Existing AM and PM Peak-Hour Intersection Level of Service Summary*, provides the analysis results. Intersections currently operating at an unacceptable level of service have been shown in **bold** type. Currently, 10 of the existing 41 study area intersections operate at unacceptable levels of service during either the AM or PM peak hour, or both.

**Table 5.13-2
Existing AM and PM Peak-Hour Intersection Level of Service Summary**

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1 Parkway/Herndon	unsignalized	>50	F	47.0	E
2 99 SB Ramps/Herndon	unsignalized	25.4	D ¹	17.1	C ¹
3 99NB Ramps/Herndon	unsignalized	42.8	E	>50	F
4 Golden State/Herndon	signalized	29.6	C ²	34.1	C ²
5 Weber/Herndon	unsignalized	10.3	B	11.0	B
6 Bryan/Herndon	signalized	14.6	B	13.5	B
7 Hayes/Herndon	signalized	28.2	C	23.6	C
8 Veterans/Herndon	signalized	DNE	DNE	DNE	DNE
9 Polk/Herndon	signalized	24.2	C	34.5	C
10 Milburn/Herndon	signalized	32.6	C	24.4	C
11 Blythe/Herndon	signalized	15.9	B	15.9	B
12 Brawley/Herndon	signalized	30.1	C	40.6	D
13 Marks/Herndon	signalized	68.7	E	36.6	D
14 West/Herndon	signalized	48.5	D	52.6	D
15 Palm/Herndon	signalized	43.1	D	>80	F
16 Blackstone/Herndon	signalized	24.4	C ³	29.5	C ³
17 Grantland/Parkway	unsignalized	19.0	C ⁴	11.9	B ⁴
18 Bryan/Palo Alto	unsignalized	12.8	B	8.8	A
19 Hayes/Palo Alto	unsignalized	18.3	C	8.0	A
20 Veterans/Hayes	unsignalized	DNE	DNE	DNE	DNE
21 Veterans/Bryan	unsignalized	DNE	DNE	DNE	DNE
22 Bryan/Palo Alto	unsignalized	DNE	DNE	DNE	DNE
23 Polk/Sierra	unsignalized	11.1	B	11.0	B
24 Golden State/Veterans	signalized	DNE	DNE	DNE	DNE
25 Grantland/Bullard	unsignalized	17.4	C	14.4	B
26 99 NB Ramps/Veterans	signalized	DNE	DNE	DNE	DNE
27 99 SB Ramps/Veterans	signalized	DNE	DNE	DNE	DNE
28 Carnegie/Bullard	unsignalized	40.1	E	>50	F
29 Golden State/Carnegie	unsignalized	45.9	E	23.3	C
30 Dante/Bullard	unsignalized	10.9	B	10.6	F
31 Palm/Bullard	signalized	37.7	D	43.9	D
32 Veterans/Bryan	signalized	DNE	DNE	DNE	DNE
33 Grantland/Barstow	unsignalized	12.1	B	10.3	B
34 99 NB Ramps/Shaw	signalized	42.2	D	27.5	C
35 99 SB Ramps/Shaw	signalized	17.2	B	18.7	B
36 Golden State/Shaw	signalized	38.3	D	>80	F
37 Brawley/Shaw	signalized	24.1	C	38.6	D



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**Table 5.13-2
Existing AM and PM Peak-Hour Intersection Level of Service Summary**

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
38 Marks/Shaw	signalized	26.0	C	38.9	D
39 West/Shaw	signalized	26.8	C	33.5	C
40 99 SB Ramps/Ashlan	signalized	22.1	C	22.0	C
41 99 NB Ramps/Ashlan	signalized	38.3	D	61.8	E

Source: Traffic Impact Study, Fresno El Paseo Project, DKS Associates, October 2008.

Notes:

DNE – Does Not Exist

Acceptable LOS = D or better for City intersections and LOS C or better for Caltrans facilities.

¹ LOS may be worse (LOS E or F), as vehicle queues at Parkway/Herndon block the off-ramp traffic, which affects the saturation flow rate and available gaps. Traffic volumes analyzed reflect the vehicles that crossed the intersection rather than the actual demand. Also, there is another off-ramp (fly-over) available at Golden State Boulevard which could accommodate off-ramp demand at this location.

² LOS may be worse (LOS E or F), as truck traffic queues are not being served due to the effects of the limited lane geometrics at the adjacent railroad crossing, which affects the intersection's saturation flow rate. The permissive eastbound left-turn phasing, lack of a dual left turn lane, shorter-length right turn lanes, proximity of railroad crossing, and high truck percentages due to immediate industrial zoning and truck stop also affect the intersection's saturation flow rate.

³ LOS may be worse (LOS E or F), as traffic volumes analyzed reflect the vehicles that crossed the intersection rather than the actual demand. Long traffic queues, lane utilization, and short right-turn pockets affect the saturation flow rate of the intersection.

⁴ LOS may be worse (LOS E or F), as a significant amount of school bus traffic impacts this intersection during the peak hours, affecting the intersection's saturation flow rate.

Based on the City of Fresno TIS guidelines, the following traffic significance criteria apply for intersections within the City's jurisdiction:

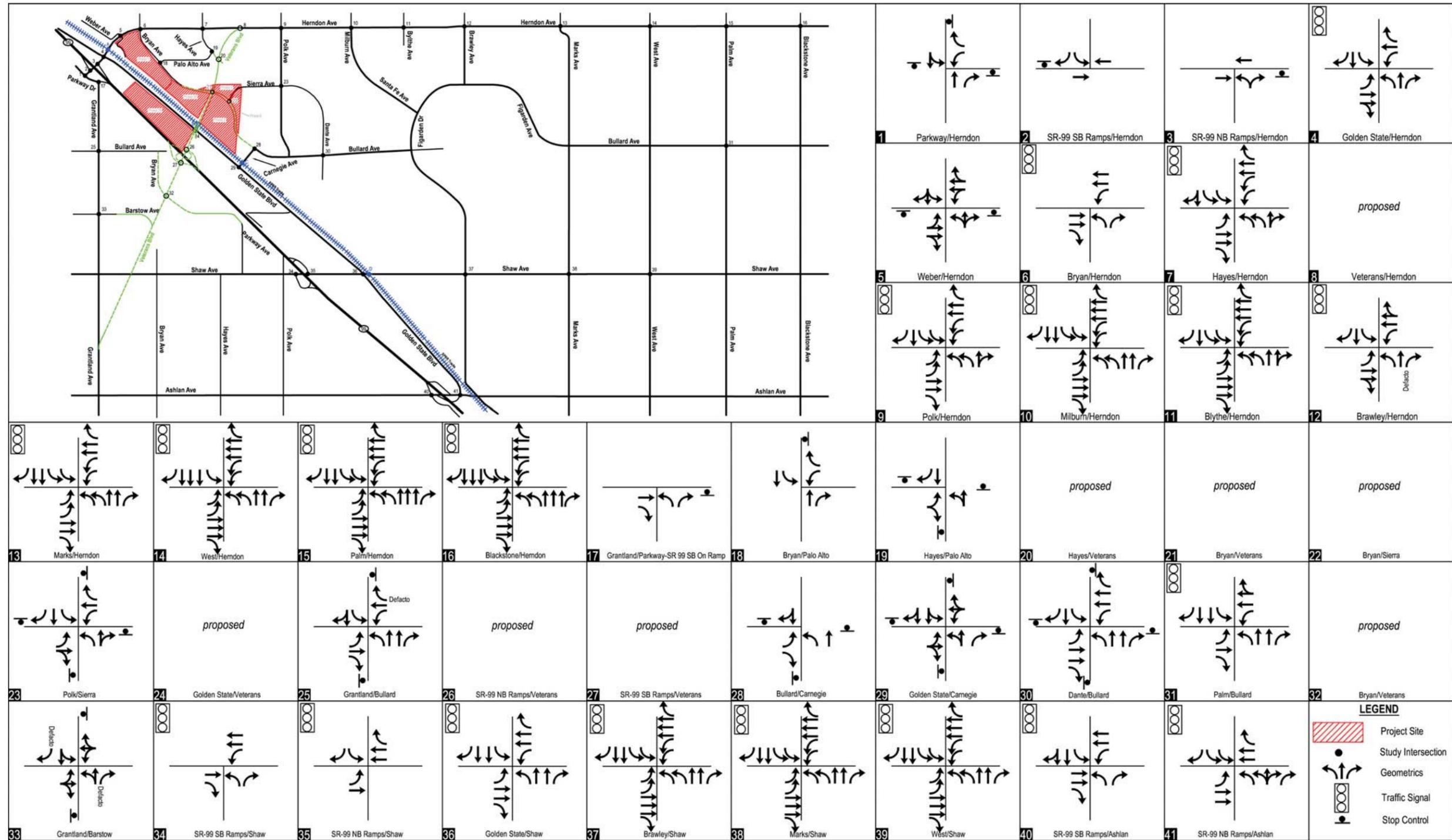
- For study intersections, the impact is considered significant if the addition of the traffic generated from the proposed project results in any one of the following:
 - Triggers an intersection operating at acceptable LOS (LOS D or better) to operate at unacceptable levels of service.
 - Triggers an intersection operating at unacceptable LOS (LOS E) to operate at LOS F. Increases the average delay by five or more seconds² for a study intersection that is already operating at unacceptable LOS.
- The following significance criteria apply to freeway ramps intersections that are under the jurisdiction of Caltrans:
 - Based on the *Caltrans Guide for the Preparation of Traffic Impact Studies*, any segment operating at a LOS D or worse is considered deficient. If the project causes a ramp intersection to drop from LOS C or better to LOS D or worse, then it is considered an impact.

Saturday Intersection LOS

Table 5.13-3 presents the Saturday peak-hour LOS analysis for intersections adjacent to Phase 1. None of the study intersections currently operate with unsatisfactory LOS (i.e., LOS E or F) in the Saturday peak hour.

² This criteria item was revised per direction from Bryan Jones, City Traffic Engineering Manager, July 23, 2008.

Existing Intersection Geometrics and Traffic Controls



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**Table 5.13-3
Existing Saturday Peak-Hour Level of Service Summary**

<i>Intersection</i>	<i>Saturday Peak Hour</i>		
	<i>Control</i>	<i>Delay (sec/veh)</i>	<i>LOS</i>
5. Weber Avenue/Herndon Avenue	unsignalized	25.9	D
6. Bryan Avenue/Herndon Avenue	signal	23.1	C
7. Hayes Avenue/Herndon Avenue	signal	28.2	C
18. Bryan Avenue/Palo Alto Avenue	unsignalized	9.1	A
19. Hayes Avenue/Palo Alto Avenue	unsignalized	7.7	A

Source: DKS, October 2008.

Signal Warrant Analysis

When an unsignalized intersection is found to operate at unsatisfactory LOS E or F, the TIS guidelines require that a traffic signal warrant be prepared to determine whether signalization of the intersection would be warranted. The signal warrants prepared in this TIS are based on the *Manual of Uniform Traffic Control Devices* (MUTCD), Section 4C.04, Warrant 3, Peak Hour. The peak-hour signal warrant is intended for use at a location where traffic conditions are such that, for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Since five unsignalized intersections (Parkway Drive/Herndon Avenue, SR-99 southbound ramps/Herndon Avenue, SR-99 northbound ramps/Herndon Avenue, Carnegie Avenue/Bullard Avenue, and Golden State Boulevard/Carnegie Avenue) currently operate with unsatisfactory LOS, a peak-hour traffic signal warrant analysis was conducted. Based on this analysis, all five unsignalized intersections meet warrant criteria. However, due to the tight intersection spacing between Parkway Drive/Herndon Avenue and the SR-99 southbound off-ramp/Herndon Avenue, a traffic signal installed at the southbound off-ramp would not provide for an adequate progression of traffic flow between the (future) signalized intersections at Parkway Drive/Herndon Avenue and the SR-99 northbound off-ramp/Herndon Avenue. Since there is already an existing southbound off-ramp on SR-99 to Golden State Boulevard that the majority of southbound off-ramp traffic already uses, and which has adequate capacity to carry future off-ramp traffic, it has been recommended by the City (with Caltrans approval) to remove the SR-99 southbound off-ramp at Herndon Avenue.



Ramp Weaving

A freeway weaving operational analysis was conducted using the “Design Curve for Freeway and Collector Weaving” (Figure 504.7A) provided in the *Highway Design Manual* (Caltrans 2006) for the weaving sections between the following freeway interchanges:

- SR-99: Herndon Avenue to (future) Veterans Boulevard, both directions
- SR-99: (future) Veterans Boulevard to Shaw Avenue, both directions

The following weaving sections currently operate at an unsatisfactory LOS D or worse:

- SR-99 northbound: Shaw Avenue to Herndon Avenue (LOS D in the PM peak hour)

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Freeway and Roadway LOS

The traffic study details the roadway and freeway segment analysis conducted for the proposed project. Based on the analysis, under existing conditions, the following roadway segments were determine to be operating unsatisfactorily (LOS E or LOS F):

- Herndon Avenue: SR-99 southbound off-ramp to SR-99 northbound off-ramp (LOS D westbound AM peak hour)
- Herndon Avenue: Brawley Avenue to Marks Avenue (LOS E eastbound AM peak hour and LOS E westbound PM peak hour)
- Herndon Avenue: West Avenue to Palm Avenue (LOS E westbound in PM peak hour)
- Golden State Boulevard: Shaw Avenue to Ashlan Avenue (LOS F northbound in PM peak hour)
- Shaw Avenue: west of SR-99 southbound ramps (LOS F eastbound in AM peak hour and LOS F westbound PM peak hour)
- Shaw Avenue: SR-99 southbound ramps to SR-99 northbound ramps (LOS F eastbound and LOS D westbound AM peak hour and LOS F eastbound and LOS D westbound PM peak hour)
- Ashlan Avenue: SR-99 southbound ramps to SR-99 northbound ramps (LOS D eastbound AM peak hour and LOS D both directions PM peak hour)

Freeway segments currently operating at LOS C or better were concluded to be satisfactory. Based on the analysis, all SR-99 study area freeway segments are operating with satisfactory LOS C or better in the AM peak hour in both directions. However, all study freeway segments in the PM peak hour, except Herndon Avenue to Shaw Avenue in the southbound direction, are currently operating at an unsatisfactory LOS.

At-Grade Railroad Crossings

Surveys of existing conditions at the UPRR at-grade crossings at Herndon Avenue, Carnegie Avenue, and Shaw Avenue were conducted in early December 2007 over a period of three days. During those surveys, the data collected consisted of: 1) time of day for rail crossings; 2) length of time for rail crossings (from gate arms down to gate arms up); 3) number of train's locomotives and boxcars; 4) estimated number of vehicles stopped on both sides of tracks; and 5) speed of train.

An average of 11 trains pass through the three crossing locations during a 12-hour period of a weekday (7:00 AM to 7:00 PM). During the weekday AM peak period, as many as three trains pass through the crossings; as many as one train passes through the crossings during the weekday PM peak period. During a Saturday, as many as two trains pass through the crossings during the midday, with 11 trains passing through during the day (7:00 AM to 7:00 PM).

Using the HCM "back of queue" methodology to analyze the vehicular queuing, the Herndon Avenue crossing currently has vehicular queues from the crossing toward the SR-99 northbound off-ramp in the PM peak hour. The Herndon Avenue crossing contains swinging gate arms with flashing red beacons for both approaches on Herndon Avenue; and there are railroad crossing signs and stop bars at the crossing, but no advance warning signage on pavement markings. The Carnegie Avenue crossing has queues extending from the crossing west to Golden State Boulevard and east to Bullard Avenue in one or both peak hours. The Carnegie Avenue crossing also contains swinging gate arms with flashing red beacons for both approaches

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on Carnegie Avenue; and there are railroad crossing signs and stop bars at the crossing, but no advance warning signage or pavement markings. Similarly, the Shaw Avenue crossing has queues extending from the crossing, west to SR-99 northbound ramps, and east to Blythe Avenue in one or both peak hours. The Shaw Avenue crossing also contains swinging gate arms with flashing red beacons for both approaches on Shaw Avenue, and also contains railroad crossing signs and stop bars at the crossing, with advance warning signage and pavement markings farther down Shaw Avenue in both directions.

Alternative Transportation Service

Transit Service

Public transit bus service in the Fresno area is provided by the Fresno Area Express (FAX) and Clovis Transit. FAX operates seven days a week and provides 20 transit routes within the metro Fresno area. Clovis Transit provides five transit routes to the Clovis area, with transfer stations to the FAX routes. Currently, there are no existing service routes in the project area. The closest FAX transit routes to the project site are Route 45 (Ashlan Crosstown) and Route 22 (North West Avenue/ East Tulare Avenue). The nearest public transit stop is at Herndon Avenue and Milburn Avenue approximately 1.75 miles east of the project site.

In addition, train service is provided to the greater Fresno area by Amtrak California. One train route (San Joaquin Route) services Fresno, which provides destinations to the Bay Area and Sacramento in the north and Bakersfield to the south. Amtrak bus services provide connections to cities adjacent to the San Joaquin Route.

Pedestrian and Bicycle Facilities

Currently there are no existing bicycle facilities in the immediate project vicinity along Herndon Avenue. However, there are existing bike lanes along Polk Avenue and Bullard Avenue. In addition, since a majority of the project site is unimproved, there are no dedicated pedestrian facilities in the immediate project vicinity along the project frontages on Herndon Avenue and Bryan Avenue. The existing Bicycle Transportation Plan (www.fresnoBM.com) shows planned Class I off-street bicycle/pedestrian trails for both Herndon Avenue and the future Veterans Boulevard. Currently, portions of the Herndon Avenue Trail are constructed (in front of the Derrell's mini storage between Bryan Avenue and Hayes Avenue, and near the intersection of Herndon Avenue/Polk Avenue). However, between the Burlington Northern Santa Fe Railroad and UPRR tracks, the Herndon Avenue trail is not constructed. These segments will be constructed with grants and as development occurs in the area. On the future Veterans Boulevard, only one-quarter mile of the Veterans Boulevard Trail exists today. The remaining trail segment is only planned and not constructed, but will also be built with grants and as development occurs in the area.



5.13.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

- T-1 Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- T-2 Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

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- | | |
|-----|---|
| T-4 | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). |
| T-5 | Result in inadequate emergency access. |
| T-6 | Result in inadequate parking capacity. |
| T-7 | Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). |

The Initial Study, included as Appendix A, substantiates that impacts associated with the following thresholds would be less than significant: Threshold T-3. This impact will not be addressed in the following analysis.

Additional Significance Criteria

The following traffic significance criteria have been adopted from:

- City of Fresno Department of Public Works, *City of Fresno Traffic Impact Study Report Guidelines*, October 18, 2006.

A traffic impact would also be considered if any of the following occur due to the project:

- Triggers an intersection operating at acceptable LOS (LOS D or better) to operate at unacceptable levels of service.
- Triggers an intersection operating at unacceptable LOS (LOS E) to operate at LOS F.
- Increases the average delay by five or more seconds for an intersection that is already operating at unacceptable LOS.
- An unsignalized intersection found to operate at unsatisfactory LOS (LOS E or lower) acquires preparation of a traffic signal warrant to determine whether signalization of the intersection would be warranted.
- For ramp intersections on SR-99, the project causes a ramp intersection to drop from LOS C or better to LOS D or worse.

5.13.3 Environmental Impacts

As described in Section 5.13.1 in the *Analysis Overview*, the traffic study for the proposed project provides a detailed analysis of potential traffic and circulation impacts for each project phase, including existing conditions and conditions with the project corresponding to development phases in 2010, 2012, 2017, and 2019. As noted above, the actual timeline for each development phase is subject to market conditions and is therefore uncertain. Similarly, the funding availability and actual timing for area-wide transportation improvements is estimated, but not guaranteed. The assumptions for the area-wide improvements that will be in place for each project phase is described in Section 5.13.1, *Assumed Phasing for Roadway System Improvements*. Project review at each development phase will include monitoring the status of these improvements and related conditions for approval in order for the next phase of the proposed project to proceed.

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The impact analysis that follows includes:

- Project trip generation for Phases 1–5, Subphases 1A through 1F, Master Plan Buildout, and Master Plan Buildout with 2025 Conditions
- Project trip distribution
- Phase 1 circulation
- Cumulative projects and trip generation
- Intersection level of service impacts
- Roadway segment level of service impacts
- Freeway segment and weaving impacts
- Queuing analysis
- Circulation and access considerations

The complete traffic study includes the details of each of these impacts for each project phase (1–5), and conditions with buildout of the entire Master Plan. A technical memorandum that summarizes any updates to the traffic study from the time it was prepared (October 2008), based on new information provided from the City, has been provided in the Appendix. Another technical memorandum which includes the analysis for each of the subphases of Phase 1 is also included in the Appendix. The following analysis summarizes project impacts associated with Phase 1 and each of the Phase 1 Subphases, and conditions with buildout of the entire Master Plan. For additional detail on conditions during the interim phases, please refer to the traffic study in Appendix L.



Proposed Circulation

As shown in Figure 5.13-4, *Phase 1 Site Circulation*, a detailed site plan has been developed for Phase 1 of the Master Plan. The site plan for Phase 1 provides details of primary and secondary project access, internal roadway circulation, turn storage-bay lengths, parking facilities, and location(s) of other planned transportation facilities such as bus turnouts and pedestrian sidewalks/circulation. Since Phases 2, 3, 4, and 5 are conceptual (no detailed site plans are currently proposed) and this EIR has been prepared at a programmatic level for these future phases, detailed onsite circulation and parking analyses are not yet available for these phases.

Vehicular access to Phase 1 of the Master Plan would be provided via primary and secondary access driveways, either full access or right turn in/out only access, along Bryan Avenue, and a secondary right turn in/out driveway with left turn inbound-only access proposed on Herndon Avenue. New traffic signals would be provided at Herndon Avenue and the Phase I primary project entrance along Bryan Avenue.

To allow the secondary access drive on Herndon Avenue for Phase 1, the project also proposes to amend the General Plan Circulation element to redesignate a section of Herndon Avenue, from Parkway Drive to Bryan Avenue, from an Expressway to a Super Arterial.

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Phase 1

To allow the project applicant to proceed with interim development prior to completing all of the improvements required for development of the entire Phase 1 (906,788 square feet), the City outlined interim transportation improvements that would be required by the applicant for development of incremental levels of building square footage. The analysis, as detailed in the *Phase 1 Sub-Phasing (1A through 1F) Traffic Analysis Technical Memorandum*, assumes that the following improvements would be implemented by the applicant at each subphase.

Scenario 1 – Phase 1A (Initial Phase 1 Development)

Phase 1A (first 200,000 SF)

- 1A-1 Full frontage improvements on south side of Herndon Avenue (three lanes in eastbound direction), raised median island, and landscaping on Herndon Avenue. Maintain two westbound lanes on Herndon Avenue.
- 1A-2 Modify Bryan Avenue/Herndon Avenue traffic signal. Revised lane configurations shall consist of dual left turn lanes and a right turn lane on the northbound approach; a third through lane and dedicated right turn lane on the eastbound approach; and a dual left turn lane on the westbound approach.
- 1A-3 Full Bryan Avenue frontage improvements on the west side (two lanes in southbound direction) and median island down to Palo Alto Avenue plus transition paving.
- 1A-4 Install Bryan Avenue/Anchor A traffic signal (between Herndon Avenue and Palo Alto Avenue). Coordinate traffic signals on Bryan Avenue. The Anchor A driveway shall contain dual eastbound left turn lanes and a separate right turn lane.
- 1A-5 Construct two northbound lanes with AC dike on east side of Bryan Avenue (two 12-foot travel lanes and one 5-foot shoulder/bike lane).
- 1A-6 Install SR-99 northbound off-ramp traffic signal at Herndon Avenue and coordinate/synchronize (ITS conduit trunk line already installed on Herndon Avenue) with the existing Golden State Boulevard/Herndon Avenue traffic signal. Widen SR-99 northbound off-ramp at Herndon Avenue and add third lane. Revised approach lane configuration would be a separate left turn lane and two right turn lanes.
- 1A-7 As required by Caltrans for signal installation, remove the adjacent southbound off-ramp. The Golden State Boulevard/Herndon Avenue intersection is currently being upgraded and will be able to handle the existing fly-over off-ramp traffic. Because of the heavy volumes at the interchange, making the southbound left-turn from the southbound (Grantland Avenue) off-ramp can be difficult and cause delays and backups to the freeway main line.
- 1A-8 Install two residential street traffic circles on Palo Alto Avenue between Hayes Avenue and Bryan Avenue at the major access points to the subdivision on the south side of Palo Alto Avenue. These two calming devices will ensure that any project-related traffic will drive on Palo Alto Avenue slowly and provide turnaround locations for parent/student drop-offs on Palo Alto Avenue. Consideration for bus access needs to be provided.

Phase 1 Site Circulation



Note: The revised footprint does not significantly impact proposed site circulation data.

Source: DKS Associates 2008

0 400
Scale (Feet)



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Scenario 2 – Phases 1B and 1C (Bryan Avenue and Herndon Avenue Improvements plus Parkway Drive Signals)

Phase 1B (up to total of 300,000 SF)

- 1B-1 Construct third westbound lane on Herndon Avenue from Bryan Avenue to Weber Avenue.
- 1B-2 Install Parkway Drive traffic signals at Herndon Avenue and Grantland Avenue (SR-99 southbound on-ramp). This would require southbound on-ramp widening for a total of two lanes with ramp metering. Revised lane configurations at Parkway Drive/Herndon Avenue shall consist of dual left turn lanes and a right turn lane on the westbound approach. Revised lane configurations at Parkway Drive/Grantland Avenue shall consist of a left turn lane and right turn lane on the Grantland Avenue approach.
- 1B-3 Construct (primarily slurry and restripe) Herndon Avenue to have two westbound lanes and one eastbound lane between Parkway Drive and the SR 99 northbound ramps. Between the SR-99 northbound ramps and Golden State Boulevard, Phase 1 will construct two additional through lanes for a total of three eastbound lanes. Based on comments from Caltrans District 6, this would be a feasible improvement resulting in six-foot shoulders underneath the mainline structure. This improvement mainly requires slurry and restriping of the roadway with minor roadway work on either end of the structure.

Phase 1C (up to total of 400,000 SF)

- 1C-1 Construct full improvements on Bryan Avenue to the southern boundary line of Phase 1C. Construct transition paving to the south.
- 1C-2 Install traffic signal at Bryan Avenue/Palo Alto Avenue to facilitate access between school and shopping center and residential. Install diverters (pork chops) on the eastbound and westbound approaches on Palo Alto Avenue and shopping center driveway to prohibit east- and westbound through traffic. Coordinate traffic signals on Bryan Avenue.



Scenario 3 – Phases 1D and 1E (Bryan Avenue to Bullard Avenue Extension)

Phase 1D (up to total of 500,000 SF)

- 1D-1 Construct full improvements to Bryan Avenue to the southern boundary line of Phase 1D. Construct transition paving to the south.
- 1D-2 Construct the extension of Bryan Avenue to Bullard Avenue/Carnegie Avenue as a two-lane roadway with a median island in the center section and one lane in each direction.

Phase 1E (up to total of 600,000 SF)

- 1E-1 Construct full improvements to Bryan Avenue to the southern boundary line of Phase 1E. Construct transition paving to the south.
- 1E-2 ~~Widen the west~~ Restripe eastbound direction of Herndon Avenue to three lanes between Bryan Avenue and Hayes Avenue.

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Scenario 4 – Phase 1F

Phase 1F (remaining 306,788 SF)

Construct the following remaining Conditions of Approval (improvements) that are left for Phase 1 as provided in the October 2008 DKS TIS for Phase 1. According to the City, all the improvements need to be in place to facilitate the first 700,000 square feet of Phase 1. The following are the remaining conditions:

- 1F-1 Construct full improvements to Bryan Avenue to the southern boundary line of Phase 1F. Construct transition paving to the south.
- 1F-2 Widen the ~~eastbound-westbound~~ direction of Herndon Avenue to three lanes (currently two lanes) between Bryan Avenue and Hayes Avenue.

Project Trip Generation

Summaries of the trip generation rates and resulting vehicle trips for the proposed project are presented in Tables 5.13-4 and 5.13-5 for a typical weekday and typical Saturday, respectively.

**Table 5.13-4
Phases 1-5 Weekday Trip Generation Summary**

Land Use	Size ¹	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates								
Shopping Center	per TSF	ITE*	ITE equation*			ITE equation*		
Office Park	per TSF	ITE*	ITE equation*			ITE equation*		
Multiplex Movie Theater	per seat	1.80 ²	n/a			0.03	0.05	0.08
Business Hotel	per room	7.27	0.34	0.24	0.58	0.37	0.25	0.62
Business Park	per TSF	ITE*	ITE equation*			ITE equation*		
General Office	per TSF	ITE*	ITE equation*			ITE equation*		
Health/Fitness Center	per TSF	32.93	0.51	0.70	1.21	2.07	1.98	4.05
Free-Standing Discount Superstore	per TSF	49.21	0.94	0.90	1.84	1.90	1.97	3.87
Home Improvement Superstore	per TSF	29.80	0.65	0.55	1.20	1.15	1.30	2.45
Free-Standing Discount Store	per TSF	56.02	0.57	0.27	0.84	2.53	2.53	5.06
Trip Generation								
Phase 1 Total Trip Generation- 2010 Opening Year								
Shopping Center	438,939 TSF	17,762	232	148	380	798	864	1,662
Pass-By Trip Reduction ³	15.0%	-	-	-	-	-120	-130	-249
Anchor 1 (Discount Superstore)	186,000 TSF	9,153	175	167	342	353	366	720
Anchor 2 (Discount Store)	98,844 TSF	5,537	56	27	83	250	250	500
Anchor 3 (Home Improvement Superstore)	183,005 TSF	5,454	119	101	220	210	238	448
Net Trip Generation Phase 1		37,906	582	443	1,025	1,492	1,589	3,081
Phase 1 by Subphase								
Phase 1A	200,000 TSF	8,361	128	98	226	329	350	680
Phase 1B	100,000 TSF	4,180	64	49	113	165	175	340
Phase 1C	100,000 TSF	4,180	64	49	113	165	175	340
Phase 1D	100,000 TSF	4,180	64	49	113	165	175	340
Phase 1E	100,000 TSF	4,180	64	49	113	165	175	340
Phase 1F	306,788 TSF	12,825	197	150	347	505	538	1,042
Net Trip Generation Phase 1		37,906	582	443	1,025	1,492	1,589	3,081

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**Table 5.13-4
Phases 1-5 Weekday Trip Generation Summary**

Land Use	Size ¹	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Phase 2A 2012 Opening Year								
Shopping Center	17,000 TSF	2,146	33	21	54	93	101	194
Pass-by Trip Reduction ³	15.0%	-	-	-	-	-14	-15	-29
Office Park	252,000 TSF	3,035	419	52	471	58	354	411
Health/Fitness Center	68,000 TSF	2,239	35	48	82	140	135	275
Net Trip Generation Phase 2A		7,421	487	121	607	277	574	852
Phase 2B 2012 Opening Year								
Multiplex Movie Theater	2,500 seats	4,500	n/a			72	128	200
Business Hotel	132 rooms	960	45	31	77	49	33	82
Major (Discount Store)	135,256 TSF	7,577	77	36	114	342	342	684
Shopping Center	481,377 TSF	18,860	245	157	402	848	918	1,766
Pass-by Trip Reduction ³	15.0%	-	-	-	-	-127	-138	-265
Net Trip Generation Phase 2B		31,897	368	224	592	1,184	1,284	2,468
Phase 3 2017 Opening Year								
Business Hotel	120 rooms	872	41	29	70	45	30	74
Business Park	370,000 TSF	4,725	433	82	516	116	387	503
Shopping Center	68,500 TSF	5,311	76	49	125	234	254	488
Pass-by Trip Reduction ³	15.0%	-	-	-	-	-35	-38	-73
Net Trip Generation Phase 3		10,908	550	160	710	359	633	992
Phase 4 2017 Opening Year								
Shopping Center	83,000 TSF	6,016	85	55	140	266	288	554
Pass-By Trip Reduction ³	15.0%	-	-	-	-	-40	-43	-83
Net Trip Generation Phase 4		6,016	85	55	140	226	245	471
Phase 5 2019 Opening Year								
General Office	113,000 TSF	1,466	182	25	207	35	170	205
Net Trip Generation Phase 5		1,466	182	25	207	35	170	205
NET TOTAL TRIP GENERATION (PHASES 1-5)		95,614	2,254	1,027	3,281	3,573	4,495	8,068

Source: Source: DKS, October 2008; El Paseo Master Plan Phase 1 Sub-Phasing (1A through 1F) Traffic Analysis Technical Memorandum, Arch Beach Consulting, July 2009

Note: Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation*, 7th edition, 2003, and *Trip Generation Handbook*, 2003.

¹ TSF = thousand square feet, DU = dwelling unit

² Daily trip rate not provided in ITE; trip rate derived from SANDAG trip rates (2002).

³ Shopping Center Pass-By Trip Reduction: *Trip Generation Handbook*, Table 5.5.

⁴ Business Park Saturday Peak Hour rate calculated using the ratio between Weekday PM and Weekday Daily rates as applied to the given Saturday Daily rate.

* ITE Fitted Curve Equation is applied to calculate for the trips generated.



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**Table 5.13-5
Proposed Phases 1-5 Saturday Trip Generation Summary**

<i>Land Use</i>	<i>Size¹</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
Trip Rates				
Shopping Center	per TSF	<i>ITE equation</i>		
Office Park	per TSF	0.10	0.04	0.14
Multiplex Movie Theater	per seat	0.25	0.21	0.46
Business Hotel	per room	0.34	0.42	0.76
Business Park	per TSF	<i>ITE equation*</i>		
General Office	per TSF	<i>ITE equation*</i>		
Health/Fitness Center	per TSF	1.30	1.30	2.60
Free-Standing Discount Superstore	per TSF	2.56	2.45	5.01
Home Improvement Superstore	per TSF	2.86	2.54	5.40
Free-Standing Discount Store	per TSF	3.87	3.71	7.58
Trip Generation				
Phase 1 2010 Opening Year				
Shopping Center	438,939 TSF	1,155	1,109	2,264
	Pass-by Trip Reduction ³	15.0%	-173	-166
				-340
Anchor 1 (Discount Superstore)	186,000 TSF	476	456	932
Anchor 2 (Discount Store)	98,844 TSF	382	367	749
Anchor 3 (Home Improvement Superstore)	183,005 TSF	523	465	988
Net Trip Generation Phase 1		2,363	2,231	4,594
Phase 2A 2012 Opening Year				
Shopping Center	17,000 TSF	140	134	274
	Pass-by Trip Reduction ³	15.0%	-21	-20
				-41
Office Park	252,000 TSF	26	9	35
Health/Fitness Center	68,000 TSF	88	88	177
Net Trip Generation Phase 2A		233	212	445
Phase 2B 2012 Opening Year				
Multiplex Movie Theater	2,500 seats	633	518	1,150
Business Hotel	132 rooms	45	55	100
Major (Discount Store)	135,256 TSF	523	502	1,025
Shopping Center	481,377 TSF	1,226	1,178	2,404
	Pass-by Trip Reduction ³	15.0%	-184	-177
				-361
Net Trip Generation Phase 2B		2,243	2,076	4,319
Phase 3 2017 Opening Year				
Business Hotel	120 rooms	41	50	91
Business Park	370,000 TSF	55	55	111
Shopping Center	68,500 TSF	345	332	677
	Pass-by Trip Reduction ³	15.0%	-52	-50
				-102
Net Trip Generation Phase 3		390	387	777
Phase 4 2017 Opening Year				
Shopping Center	83,000 TSF	391	376	767
	Pass-by Trip Reduction ³	15.0%	-59	-56
				-115
Net Trip Generation Phase 4		332	319	652
Phase 5 2019 Opening Year				
General Office	113,000 TSF	22	19	41
Net Trip Generation Phase 5		22	19	41
NET TOTAL TRIP GENERATION (PHASES 1-5)		5,583	5,244	10,827

**Table 5.13-5
Proposed Phases 1–5 Saturday Trip Generation Summary**

<i>Land Use</i>	<i>Size¹</i>	<i>In</i>	<i>Out</i>	<i>Total</i>
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Source: DKS, October 2008
 Note: Trip rates based on Institute of Transportation Engineers (ITE), *Trip Generation, 7th edition*, 2003, and *Trip Generation Handbook*, 2003.
¹ TSF = thousand square feet, DU = dwelling unit
² Daily trip rate not provided in ITE; trip rate derived from SANDAG trip rates (2002).
³ Shopping Center Pass By Trip Reduction: *Trip Generation Handbook*, Table 5.5.
⁴ Business Park Saturday Peak Hour rate calculated using the ratio between Weekday PM and Weekday Daily rates as applied to the given Saturday Daily rate.
^{*} ITE Fitted Curve Equation is applied to calculate for trips generated.

During the weekdays, buildout of Phase 1 would generate approximately 37,906 daily trips, 1,025 AM peak-hour trips (582 inbound and 443 outbound), and 3,081 PM peak-hour trips (1,492 inbound and 1,589 outbound). During a typical Saturday, buildout of Phase 1 would generate approximately 4,594 peak-hour trips (2,363 inbound and 2,231 outbound).

Phases 1,2,3,4, and 5 at buildout would generate approximately 95,614 daily trips, 3,281 AM peak-hour trips (2,254 inbound and 1,027 outbound), and 8,068 PM peak-hour trips (3,573 inbound and 4,495 outbound) during a typical weekday.

The trip generation estimates represent a conservative, but realistic, estimate of daily and peak-hour trip generation based on the following characteristics: 1) a conservative pass-by percentage reduction was applied to the retail/commercial uses (in only the PM peak hour, consistent with pass-by data provided by the ITE); and 2) trip rates used for the big-box retail uses (anchor and major retail/commercial pads) were taken from rates for stand-alone big-box stores that were not part of an integrated center of retail uses that would normally capture trips for a variety of other retail uses. Pass-by trip reductions for retail/commercial uses allow for a reduction of project trips at all offsite intersections, as it assumes that existing and/or baseline (background) traffic, already traveling on the street network, would deviate from their pattern and create a pass-by trip to a retail use (e.g., change from a through movement to a left or right turn at an intersection).



Project Trip Distribution

For project phases 1 (1A through 1F) and 2 (2A and 2B), the following factors were used to determine vehicle trip distribution and assignment: 1) locations of jobs, recreation, retail/commercial, and other land uses within the City/county and adjacent cities and communities; and 2) transportation facility characteristics that impact travel demand (i.e., locations of urban arterials, freeways, and interchanges). For Phases 3, 4, and 5, the Fresno COG travel model was utilized to assign the project trips to the 2017 and 2019 street networks.

Figure 5.13-5, *Project Trip Distribution*, illustrates the generalized weekday trip distribution percentages throughout the study area based on review of select zone assignments, with some manual adjustments, in the Fresno COG travel model for Phases 1, 2, 3, 4, and 5. Detailed trip assignments (trip volumes) by project phase and weekday and Saturday peak hours are included in the full traffic study, Appendix L.

Related Projects and Cumulative Development

2010 and 2012 Cumulative Analysis

The traffic study utilized different methods to forecast future traffic volumes for different years. For 2010 and 2012 calculations, background and cumulative traffic volumes were projected using a manual “build-up”

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method of base existing traffic volumes (2007) plus application of an ambient growth rate (determined by the Fresno COG travel model) and the addition of traffic from a list of cumulative (approved and/or pending) projects that would generate traffic in the project study area. Figure 5.13-6, *Cumulative Project Locations*, depicts the general location of groups of related development projects. Project information for the individual projects is provided in Table 5.13-6, *Cumulative Projects and Weekday Trip Generation*. To avoid double counting the traffic growth from the cumulative developments in the project study area, these developments were removed from the 2010 and 2012 model information prior to applying ambient traffic growth rates. A 1.12 percent per year ambient growth rate was used for the 2010 modeling, and a 1.08 percent growth rate was used for 2012. Cumulative trip generation estimates were then added to the existing plus ambient growth traffic volumes.

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**Table 5.13-6
Cumulative Project and Weekday Trip Generation**

<i>TTM/Application Number</i>	<i>Land Use</i>	<i>Group No.</i>	<i>SIZE</i>		<i>Daily Trips</i>	<i>AM Peak Hour Total</i>	<i>PM Peak Hour Total</i>
5358	Single-Family Detached Housing	1	231	DU	2,211	173	233
5358	Residential Condominium	1	144	DU	844	63	75
C-07-135	Free-Standing Discount Super Store	1	208.770	TSF	10,274	384	808
C-07-135	Fast-Food Restaurant with Drive-Through Window	1	6.500	TSF	3,225	345	225
C-07-135	Fast-Food Restaurant without Drive-Through Window	1	3.000	TSF	2,148	132	78
		Totals	593.270		18,701	1,098	1,420
5595	Single-Family Detached Housing	2	75	DU	718	56	76
C-03-086	New Car Sales	2	6.400	TSF	213	13	17
C-04-246	Single-Family Detached Housing	2	141	DU	1,349	106	142
		Totals	222.400		2,280	175	235
5555	Single-Family Detached Housing	3	35	DU	335	26	35
S-07-048	General Office	3	40.500	TSF	446	63	60
		Totals	75.500		781	89	96
C-03-170	Retail	4	96.000	TSF	6,613	153	609
4764	Retail	4	198.111	TSF	10,591	236	983
		Totals	294.111		17,204	389	1,592
5527	Single-Family Detached Housing	5	12	DU	115	9	12
5666	Single-Family Detached Housing	5	36	DU	345	27	36
		Totals	48		459	36	48
4422	Single-Family Detached Housing	6	7	DU	67	5	7
5278	Single-Family Detached Housing	6	57	DU	545	43	58
C-06-090	General Light Industrial	6	44.762	TSF	312	41	44
C-07-157	Mini-Warehousing	6	117.419	TSF	294	18	31
C-03-067	Apartment	6	272	DU	1,828	139	169
		Totals	498.181		3,046	246	308

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**Table 5.13-6
Cumulative Project and Weekday Trip Generation**

<i>TTM/Application Number</i>	<i>Land Use</i>	<i>Group No.</i>	<i>SIZE</i>		<i>Daily Trips</i>	<i>AM Peak Hour Total</i>	<i>PM Peak Hour Total</i>
5433	Single-Family Detached Housing	7	170	DU	1,627	128	172
5455	Single-Family Detached Housing	7	203	DU	1,943	152	205
		Totals	373		3,570	280	377
5649	Single-Family Detached Housing	8	141	DU	1,349	106	142
		Totals	141		1,349	106	142
5098	Single-Family Detached Housing	9	120	DU	1,148	90	121
5184	Single-Family Detached Housing	9	24	DU	230	18	24
5315	Single-Family Detached Housing	9	21	DU	201	16	21
5388	Single-Family Detached Housing	9	42	DU	402	32	42
		Totals	207		1,981	155	209
5357	Single-Family Detached Housing	10	117	DU	1,120	88	118
		Totals	117		1,120	88	118
5338	Single-Family Detached Housing	11	123	DU	1,177	92	124
5614	Single-Family Detached Housing	11	14	DU	134	11	14
		Totals	137		1,311	103	138
5600	Single-Family Detached Housing	12	283	DU	2,708	212	286
		Totals	283		2,708	212	286
5224	Single Family Detached Housing	13	189	DU	1,809	142	191
5363	Single Family Detached Housing	13	105	DU	1,005	79	106
		Totals	294		2,814	221	297

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**Table 5.13-6
Cumulative Project and Weekday Trip Generation**

<i>TTM/Application Number</i>	<i>Land Use</i>	<i>Group No.</i>	<i>SIZE</i>		<i>Daily Trips</i>	<i>AM Peak Hour Total</i>	<i>PM Peak Hour Total</i>
5379	Single-Family Detached Housing	14	20	DU	191	15	20
5400	Single-Family Detached Housing	14	231	DU	2,211	173	233
5599	Single-Family Detached Housing	14	61	DU	584	46	62
Totals			312		2,986	234	315
5316	Single-Family Detached Housing	15	252	DU	2,412	189	255
5537	Single-Family Detached Housing	15	48	DU	459	36	48
Totals			300		2,871	225	303
4983	Single-Family Detached Housing	16	58	DU	555	44	59
5356	Single-Family Detached Housing	16	9	DU	86	7	9
5489	Single-Family Detached Housing	16	78	DU	746	59	79
Totals			145		1,388	109	146
5148	Single-Family Detached Housing	17	35	DU	335	26	35
5326	Single Family Detached Housing	17	68	DU	651	51	69
5453	Single-Family Detached Housing	17	7	DU	67	5	7
Totals			110		1,053	83	111
S-06-275	General Office	18	44.900	TSF	494	70	67
Totals			44.900		494	70	67
A-07-020	Apartment	19	243	DU	1,633	124	151
A-07-020	Retail	19	36.000	TSF	3,496	85	319
Totals			279.000		5,129	209	470
S-07-038	General Light Industrial	20	14.822	TSF	103	14	15
Totals			14.822		103	14	15

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**Table 5.13-6
Cumulative Project and Weekday Trip Generation**

<i>TTM/Application Number</i>	<i>Land Use</i>	<i>Group No.</i>	<i>SIZE</i>		<i>Daily Trips</i>	<i>AM Peak Hour Total</i>	<i>PM Peak Hour Total</i>
S-05-307	Apartment	21	3	DU	20	2	2
S-05-306	Apartment	21	3	DU	20	2	2
S-06-228	General Office	21	27.600	TSF	304	43	41
		Totals	33.600		344	46	45
C-03-007	Apartment	22	296	DU	1,989	151	184
C-04-062	Senior Adult Housing Attached	22	68	DU	237	5	7
		Totals	364		2,226	156	191
S-05-205	General Office	23	15.600	TSF	172	24	23
S-03-377	General Office	23	12.000	TSF	132	19	18
S-05-462	Warehousing	23	8.000	TSF	40	4	4
S-06-237	Warehousing	23	24.000	TSF	119	11	11
		Totals	59.600		463	57	56
S-05-581	Apartment	24	6	DU	40	3	4
S-05-160	Retail	24	24.000	TSF	2,686	66	244
S-06-164	Single Family Detached Housing	24	1	DU	10	1	1
S-06-216	Fast-Food Restaurant without Drive Through Window	24	2.780	TSF	1,990	122	73
S-06-216	Convenience Market	24	2.100	TSF	1,550	65	73
C-07-096	Hotel	24	72	RMS	588	40	42
S-07-011	Retail	24	12.892	TSF	554	13	48
		Totals	120.772		7,418	311	485

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**Table 5.13-6
Cumulative Project and Weekday Trip Generation**

<i>TTM/Application Number</i>	<i>Land Use</i>	<i>Group No.</i>	<i>SIZE</i>		<i>Daily Trips</i>	<i>AM Peak Hour Total</i>	<i>PM Peak Hour Total</i>
S-03-205	General Office	25	16.640	TSF	335	33	97
S-04-251	General Light Industrial by Acres	25	12.340	ACRES	639	93	90
S-05-347	General Office	25	85.000	TSF	936	132	127
C-06-194	New Car Sales	25	1.440	TSF	48	3	4
S-07-012	Warehousing	25	24.060	TSF	119	11	11
		Totals	139.480		2,078	271	329
C-04-316	Fast-Food Restaurant with Drive Through Window	26	9.500	TSF	4,713	505	329
		Totals	9.500		4,713	505	329
5755	Residential Condominium		118	DU	691	52	61
		Totals	5,334.136		89,280	5,536	8,189

Source: DKS, October 2008

Notes:

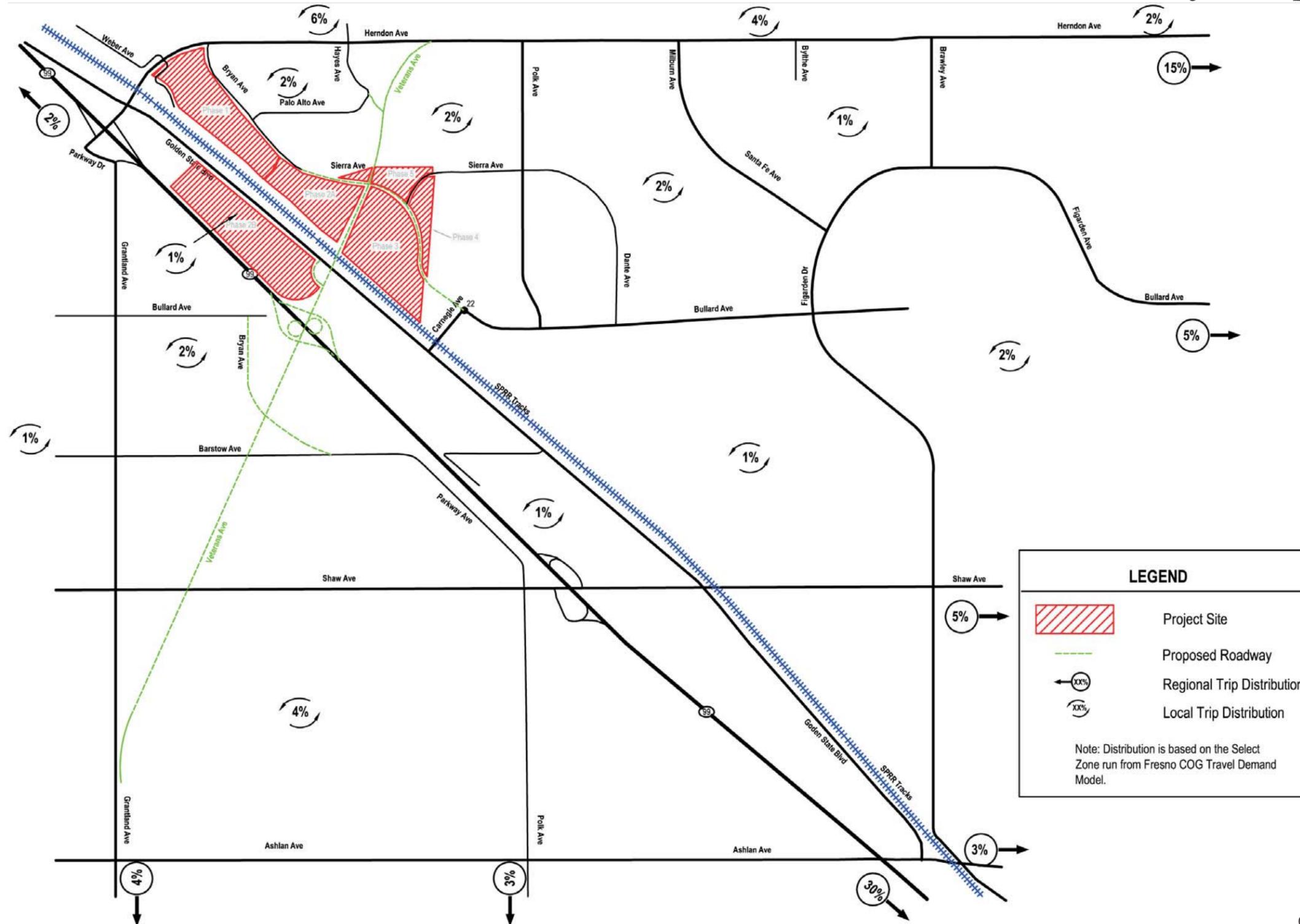
TSF = thousand square feet; DU = Dwelling unit

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Project Trip Distribution



LEGEND	
	Project Site
	Proposed Roadway
	Regional Trip Distribution
	Local Trip Distribution
Note: Distribution is based on the Select Zone run from Fresno COG Travel Demand Model.	

0 2,100
Scale (Feet)



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Cumulative Project Locations



Source: DKS Associates 2008



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2017, 2019 and 2025 Cumulative Analysis

Per the direction of the City of Fresno traffic engineer, forecast traffic volumes for 2017 and 2019 were calculated directly from Fresno COG's 2017 and 2020 travel models, respectively. Direct use of the travel model for these horizon years was preferred in comparison to the "build-up" method used for 2010 and 2012, since 2017 is 10 years beyond the existing base traffic volumes. The travel model also indicates a better distribution of 2017 background traffic due to changes in the overall regional network and other major changes in land uses throughout the region.

The Buildout Year 2025 traffic volumes for peak-hour traffic were provided by the Fresno COG travel model. The 2025 scenario includes all future roadway and intersection improvements on the City's General Plan Circulation Element as well as known freeway main line improvement on state facilities in the Fresno COG network.

Impact Threshold Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement. The analysis focuses on impacts for Phase 1 (including subphases) of the proposed project, for which this EIR is a project-level EIR, as well as buildout of the entire Master Plan in comparison to baseline conditions without the project.

IMPACT 5.13-1 **PROJECT CONSTRUCTION WOULD CONTRIBUTE WORKER, DELIVERY, AND CONSTRUCTION VEHICLE TRIPS TO THE ROADWAY NETWORK, POTENTIALLY IMPACTING EXISTING AND FORECAST INTERSECTION AND ROADWAY LEVELS OF SERVICE. IN ADDITION, RETAIL RELATED PROJECT-GENERATED TRAFFIC DURING THE HOLIDAY PERIODS WOULD ALSO POTENTIALLY IMPACT FORECAST INTERSECTION AND ROADWAY LEVELS OF SERVICE. [THRESHOLD T-1, FRESNO TIS THRESHOLDS]**



Impact Analysis:

Phase 1 (Marketplace at El Paseo)

Construction Traffic Impact

As described in Section 5.13-1, *Environmental Setting, Analysis Overview*, Phase 1 has been divided into six subphases, primarily refine the transportation improvements that must be in place to open incremental stages of retail development. For purposes of construction, it is assumed that the entire phase will be mass graded, and the subsequent timing of building subphases would follow dependent upon market demand. The grading phase would include mass grading and trenching, which includes soil haul trips, and 2) the building phase includes building construction, asphalt paving, and architectural coating. The analysis for the building phase assumed that the entire phase would be constructed within 16 months. Since this rate of development is unlikely, the intensity of the construction impacts analyzed is greater than what is actually anticipated to occur, and therefore the analysis is conservative. Although traffic impacts would be less intense, they would likely occur over a longer period of time.

Trip Generation

The grading phase of construction would generate 194 daily inbound/outbound trips, or 97 trip ends: 28 trip ends from mass grading, 12 trip ends from trenching, and 19 trip ends from soil hauling (assuming a 3.0

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passenger car equivalent [PCE] per haul truck). The building phase would generate 888 daily inbound/outbound trips, or 444 trip ends: 290 trip ends from worker building construction, 45 trip ends from vendor building construction (assuming a 2.0 PCE), 6 trip ends from asphalt paving, and 58 trip ends from architectural coating. The building phase would produce a higher volume of trips; therefore, this construction traffic analysis was conservatively based on the building phase.

To estimate peak-hour traffic, vendor traffic associated with building construction was assumed to occur outside peak hours. Therefore, 708 daily trips generated by the building construction phase of the project will be used to calculate peak-hour trip generation. The construction work hours would be 7:00 AM to 4:00 PM. Of the 354 inbound morning trips, 20 percent (71 trips) are assumed to occur during the peak hour, while 80 percent would occur outside the peak hour (before 7:00 AM). All of the 354 outbound afternoon trips would occur during the peak hour. Table 5.13-7 presents the trip generation analysis for both phases of construction.

**Table 5.13-7
Estimated Construction Trips**

Construction Phase	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Grading							
Construction Worker	80	16	0	16	0	40	40
Heavy Vehicles	114	23	0	23	0	57	57
Grading Total	194	39	0	39	0	97	97
Building							
Construction Worker	708	71	0	71	0	354	354
Heavy Vehicles	180	0	0	0	0	0	0
Building Total	888	71	0	71	0	354	354

Source: El Paseo Master Plan Phase 1 Construction Impact Analysis Technical Memorandum, DKS Associates, October 30, 2008.

Trip Distribution

Per the City Traffic Engineer, heavy vehicle and/or wide load permits are required for vehicles traveling through Fresno and will be required to travel on designated truck routes, as indicated in the City of Fresno Truck Route Map.

As a conservative assumption, all construction traffic would access the site via SR-99. Approximately 75 percent of construction traffic originates south of the project site and would use the ramps at the Herndon Avenue and Shaw Avenue interchanges. The ramps at Shaw Avenue have existing reserve capacity compared to the Herndon Avenue ramps. Traffic using the Shaw Avenue ramps would travel north on Golden State Boulevard to Herndon Avenue to access the site. Approximately 25 percent of construction traffic from Madera and the north would travel south on SR-99 and use the ramps at Herndon Avenue to access the site.

Construction Traffic Impact Analysis

The construction traffic for the building phase would contribute to the delay forecast under baseline conditions (without the project) at the SR-99 ramps at Herndon and Shaw Avenues, Golden State Boulevard/Shaw Avenue, Golden State Boulevard/Herndon Avenue, and Bryan Avenue/Herndon Avenue.

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Table 5.13-8 shows the forecast levels of service for the 2010 baseline scenario from the El Paseo Fresno TIS (DKS, October 2008). The construction traffic would contribute to these already impacted intersections: SR-99 southbound ramps/Herndon, SR-99 northbound Ramps/Herndon, Bryan/Herndon, SR-99 southbound ramps/Shaw, and Golden State/Shaw.

**Table 5.13-8
2010 Baseline Level of Service Summary**

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR-99 SB ramps/Herndon	unsignalized	>50	F	>50	F
SR-99 NB ramps/Herndon	unsignalized	>50	F	>50	F
Golden State/Herndon	signal	26.8	C	28.5	C
Bryan/Herndon	signal	65.5	E	45.9	D
SR-99 SB ramps/Shaw	signal	66.0	E	38.5	D
SR-99 NB ramps/Shaw	signal	21.4	C	27.1	C
Golden State/Shaw	signal	51.0	D	>80	F

Source: DKS, October 2008.

Holiday Traffic Impacts

Retail related project-generated traffic may result in congestion at the various site access points, particularly during the peak holiday shopping periods. Congestion at the site access points could potentially impact the surrounding roadways and cause queues on Herndon Avenue to extend east of Golden State Boulevard and affect the UPRR crossing. Therefore, project implementation could result in short-term significant traffic impacts during peak holiday shopping periods.



Master Plan (Phase 2 through Phase 5)

Detailed construction information is not available for future phases but would be subject to the same mitigation as provided for Phase 1.

IMPACT 5.13-2: PROJECT-RELATED TRIP GENERATION WOULD IMPACT LEVELS OF SERVICE FOR THE EXISTING AREA ROADWAY SYSTEM. [THRESHOLD T-1, FRESNO TIS THRESHOLDS]

Impact Analysis: Project-related intersection impacts are summarized in Table 5.13-9. For ease of comparison, this table summarizes existing levels of service (as previously provided in Table 5.13-2) and conditions anticipated at the buildout year for each project phase (including cumulative development and previous project phases) in comparison to conditions without the project. (Please refer to the Traffic Study for detailed delay information for each of the intersections.) The analysis assumed specific roadway and intersection improvements that would be in place to coincide with project phases estimated to be completed in 2010, 2012 and 2017 based on committed plans and projected funding. These improvements are detailed with noted year of completion in Figure 5.13-7, *Funded and/or Committed Study Area Roadway Improvements*. As shown in Table 5.13-9, project-related vehicle trips would result in additional intersections falling to below acceptable levels of service in comparison to conditions with baseline traffic (without the project).

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Table 5.13-10 provides the resultant intersection Level of Service for each of the subphases of Phase 1, which is based on roadway conditions with improvements implemented from the previous subphase (as conditioned by the City and described in Section 5.13-1, *Environmental Setting*)

Please refer to the Traffic Study, Appendix L for specific conditions for the interim project phases in year 2012 and 2017.

Phase 1 (Marketplace at El Paseo) by Subphase

The following summarizes the intersections for which project-specific trips would result in a significant impact (LOS D to E or F; LOS E to LOS F; or additional delay of 5 seconds or greater at LOS E and F) for the Subphases of Phase 1 of the project:

This section describes the project-related intersection impacts summarized in Table 5.13-10 associated with development of each sub-phase of Phase 1. For ease of comparison, this table summarizes existing levels of service (as previously provided in Table 5.13-2) and conditions anticipated at the buildout of each subphase (including cumulative development and previous project subphases) in comparison to conditions without the project for year 2010 baseline conditions.³ The analysis assumes specific roadway and intersection improvements that will be in place based on committed plans and funding.

Scenario 1 – Phase 1A (Initial Phase 1 Development)

The following summarizes the intersections for which project-specific trips would result in a significant impact (LOS D to E or F; LOS E to LOS F; or additional delay of 5 seconds or greater at LOS E and F) for Phase 1A of the project:

- Parkway Drive/Herndon Avenue (additional delay ≥ 5 seconds to LOS F in AM and PM)
- Bryan Avenue/Herndon Avenue (additional delay ≥ 5 seconds to LOS E in AM)
- Brawley Avenue/Herndon Avenue (additional delay ≥ 5 seconds to LOS F in PM)
- Marks Avenue/Herndon Avenue (additional delay ≥ 5 seconds to LOS E in AM)
- Grantland Avenue/Parkway Drive (additional delay ≥ 5 seconds to LOS F in AM and PM)
- Grantland Avenue/Bullard Avenue (LOS D to E in AM)
- Golden State Boulevard/Carnegie Avenue (additional delay ≥ 5 seconds to LOS F in AM)

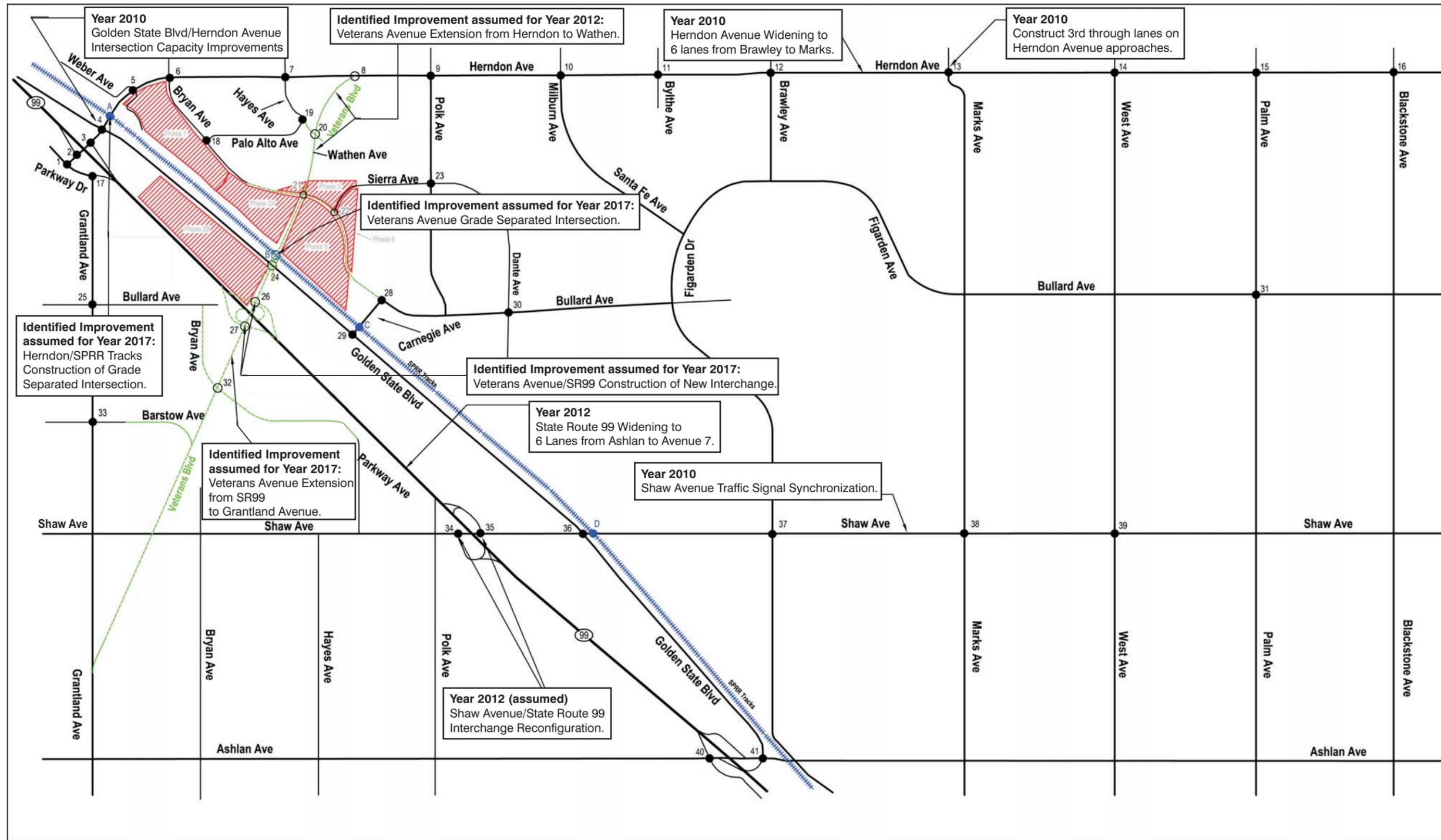
Scenario 2 – Phases 1B and 1C (Bryan Avenue and Herndon Avenue Improvements plus Parkway Drive Signals)

The following summarizes the intersections for which project-specific trips would result in a significant impact (LOS D to E or F; LOS E to LOS F; or additional delay of 5 seconds or greater at LOS E and F) for Phases 1B and 1C of the project:

- SR-99 northbound ramps/Herndon Avenue (LOS D to F in PM)
- Hayes Avenue/Herndon Avenue (LOS C to E in PM)
- Polk Avenue/Herndon Avenue (LOS D to F in PM)
- Milburn Avenue/Herndon Avenue (LOS D to F in PM)
- West Avenue/Herndon Avenue (additional delay ≥ 5 seconds to LOS E and F in AM and PM, respectively)

³ Please refer to the El Paseo Master Plan Phase 1 Sub-Phasing (1A through 1F) Traffic Analysis Technical Memorandum in Appendix L for detailed delay information for each of the intersections.

Funded and/or Committed Study Area Roadway Improvements



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**Table 5.13-9
Intersection Level of Service by Project Phase, With and Without Project**

Intersection Control	Acceptable LOS	(most restrictive if in more than one jurisdiction)	Existing LOS (2007)		2010 LOS Without Project		2010 LOS Phase 1 With Project		2012 LOS Without Project		2012 LOS with Phases 1 & 2		2017 LOS Without Project		2017 LOS With Phases 1,2,3 & 4		2019 LOS Without Project		2019 LOS With Project (Master Plan)	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. Parkway/Herndon	Unsignalized	D	F	E	F	F	F	F	F	F	B	C	B	B	B	D	B	C	A	A
2. 99 SB Ramps/Herndon	Unsignalized	C	D ¹	C ¹	F ¹	F ¹	F ¹	F ¹	F ¹	F ¹	Not provided		E	D	Not provided		C	E	Not provided	
3. 99 NB Ramps/Herndon	Unsignalized	C	E	F	F	F	F	F	F	F	F	F	D	C	B	F	C	D	A	F
4. Golden State/Herndon	Signal	D	C ²	C ²	C ²	C ²	C ²	D ²	C ²	C ²	C ²	E ²	B	B	C	D	B	B	C	D
5. Weber/Herndon	Unsignalized	D	B	B	F	F	C	F	C	C	C	F	B	A	A	B	B	B	B	B
6. Bryan/Herndon	Signal	D	B	B	E	D	F	F	D	C	C	E	C	D	C	C	C	C	C	C
7. Hayes/Herndon	Signal	D	C	C	B	B	C	E	C	C	C	C	C	B	C	C	C	B	C	C
8. Veterans/Herndon	Signal	D	Does not exist		Does not exist		Does not exist		A	A	A	A	A	A	A	B	A	A	A	B
9. Polk/Herndon	Signal	D	C	C	C	C	C	E	C	C	C	D	B	C	B	D	B	C	B	E
10. Milburn/Herndon	Signal	D	C	C	C	D	C	E	C	D	C	E	C	C	C	C	C	C	C	D
11. Blythe/Herndon	Signal	D	B	B	B	B	B	C	A	B	B	B	B	B	B	B	B	B	B	C
12. Brawley/Herndon	Signal	D	C	D	F	F	F	F	D	E	D	E	D	E	D	D	D	D	D	D
13. Marks/Herndon	Signal	D	E	D	E	E	E	F	D	D	D	E	C	D	C	D	C	D	D	D
14. West/Herndon	Signal	D	D	D	E	F	E	F	F	F	E	F	D	C	D	C	D	D	D	C
15. Palm/Herndon	Signal	D	D	F	D	F	E	F	E	F	E	F	D	F	E	F	E	F	D	F
16. Blackstone/Herndon	Signal	D	C ³	C ³	C ³	D ³	C ³	D ³	C ³	D ³	C ³	D ³	C	C	C	C	C	C	C	C
17. Grantland/Parkway	Unsignalized	D	C ⁴	B ⁴	F ⁴	F ⁴	F ⁴	F ⁴	F ⁴	F ⁴	B ⁴	B ⁴	B	B	B	B	B	B	A	C
18. Bryan/Palo Alto	Unsignalized	D	B	A	B	A	C	D	B	A	C	C	B	A	C	D	B	B	C	D
19. Hayes/Palo Alto	Unsignalized	D	C	A	B	A	C	F	C	A	C	B	C	C	C	E	C	C	D	C
20. Veterans/Hayes	Unsignalized	D	Does not exist		Does not exist		Does not exist		A	A	A	B	A	B	B	B	A	B	B	B
21. Veterans/Bryan	Unsignalized	D	Does not exist		Does not exist		Does not exist		A	A	B	C	B	C	C	F	B	C	E	F
22. Bryan/Sierra	Unsignalized	D	Does not exist		Does not exist		Does not exist		A	A	A	B	B	B	B	C	A	B	D	D
23. Polk/Sierra	Unsignalized	D	B	B	B	B	B	C	B	B	C	F	B	B	A	B	B	C	A	A
24. Golden State/Veterans	Signal	D	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist		C	E	D	F	C	F	E	F
25. Grantland/Bullard	Unsignalized	D	C	B	D	C	E	E	E	D	F	F	B	B	B	B	B	B	A	D
26. 99 NB Ramps/Veterans	Signal	C	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist		A	B	C	F	A	B	C	F
27. 99 SB Ramps/Veterans	Signal	C	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist		A	A	A	F	A	A	A	C
28. Carnegie/Bullard	Unsignalized	D	E	F	E	F	E	F	F	F	C	F	F	F	C	F	F	F	C	D
29. Golden State/Carnegie	Unsignalized	D	E	C	F	F	F	F	F	F	C	E	F	F	F	F	F	F	C	F
30. Dante/Bullard	Unsignalized	D	B	B	B	B	B	B	B	C	C	F	D	F	A	A	F	F	A	A
31. Palm/Bullard	Signal	D	D	D	D	E	D	E	C	D	F	E	E	F	C	F	E	F	C	E
32. Veterans/Bryan	Signal	D	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist		C	C	C	C	C	C	E	D
33. Grantland/Barstow	Unsignalized	D	B	B	C	C	C	F	C	C	B	F	B	B	A	A	B	B	A	A
34. 99 SB Ramps/Shaw	Signal	D	D	C	E	D	E	D	E	C	F	D	B	B	B	A	B	B	B	A
35. 99 NB Ramps/Shaw	Signal	D	B	B	C	C	C	C	B	C	D	C	B	B	B	B	B	B	B	B
36. Golden State/Shaw	Signal	D	D	F	D	F	D	F	D	F	D	F	F	F	E	F	F	F	C	F
37. Figarden/Shaw	Signal	D	C	D	C	D	C	D	C	E	C	E	C	D	C	D	C	D	C	D
38. Marks/Shaw	Signal	D	C	D	C	D	C	D	C	D	C	E	C	E	C	E	C	E	C	D
39. West/Shaw	Signal	D	C	C	C	C	C	C	C	C	C	C	C	C	C	D	C	C	C	C
40. 99 SB Ramps/Ashlan	Signal	C	C	C	C	C	C	C	E	D	E	D	D	E	C	F	D	E	D	E
41. 99 NB Ramps/Ashlan	Signal	C	D	E	D	F	D	F	D	F	D	F	D	D	D	E	D	D	C	E

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Source: DKS, October 2008.

Note: City of Fresno minimum acceptable LOS is D. Caltrans is C. County's is E for roadways in the spheres of influence of the cities of Fresno and Clovis (Co GP 2000). All intersections are in City or on City/County boundary; all intersections are in City's sphere of influence.

LOS in boldface are unacceptable

¹ LOS may be worse (LOS E or F), as vehicle queues at Parkway/Herndon block the off-ramp traffic, which affects the saturation flow rate and available gaps. Traffic volumes analyzed reflect the vehicles that crossed the intersection rather than the actual demand. Also, there is another off-ramp (fly-over) available at Golden State Boulevard which could accommodate off-ramp demand at this location.

² LOS may be worse (LOS E or F), as truck traffic queues are not being served due to the effects of the limited lane geometrics at the adjacent railroad crossing, which affects the intersection's saturation flow rate. The permissive eastbound left-turn phasing, lack of a dual left turn lane, shorter-length right turn lanes, proximity of railroad crossing, and high truck percentages due to immediate industrial zoning and truck stop also affect the intersection's saturation flow rate.

³ LOS may be worse (LOS E or F), as traffic volumes analyzed reflect the vehicles that crossed the intersection rather than the actual demand. Long traffic queues, lane utilization, and short right-turn pockets affect the saturation flow rate of the intersection.

⁴ LOS may be worse (LOS E or F), as a significant amount of school bus traffic impacts this intersection during the peak hours, affecting the intersection's saturation flow rate.

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**Table 5.13-10
Intersection Level of Service by Project Phase 1 Subphases**

Intersection Control	Acceptable LOS	2010 LOS without Project		2010 LOS with Subphase 1A (200 TSF)		2010 LOS with Project Phases 1B 1C (up to total 400k TSF)		2010 LOS with Project Phases 1D & 1E (up to 600k TSF)		2010 LOS with Project 1F (up to total 906k TSF)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1. Parkway/Herndon	Unsignalized	F	F	F	F	C	C	D	D	D	D
2. 99 SB Ramps/Herndon	Unsignalized	F	F	Not provided		Not provided		Not provided		Not provided	
3. 99 NB Ramps/Herndon	Signal	F	F	D	D	D	F	B	F	E	F
4. Golden State/Herndon	Signal	C	C	C	D	C	E	C	D	C	D
5. Weber/Herndon	Unsignalized	F	F	C	D	B	C	B	C	B	C
6. Bryan/Herndon	Signal	E	D	E	D	D	D	D	C	C	D
7. Hayes/Herndon	Signal	B	B	C	C	D	E	C	C	C	C
8. Veterans/Herndon	Signal	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist	
9. Polk/Herndon	Signal	C	C	C	D	C	F	C	D	C	D
10. Milburn/Herndon	Signal	C	D	D	D	C	F	C	D	C	D
11. Blythe/Herndon	Signal	B	B	B	B	A	A	B	A	A	A
12. Brawley/Herndon	Signal	F	F	E	F	D	F	D	F	D	F
13. Marks/Herndon	Signal	E	E	E	E	E	E	E	F	E	F
14. West/Herndon	Signal	E	F	E	E	E	F	E	F	E	F
15. Palm/Herndon	Signal	D	F	D	F	D	F	E	F	E	F
16. Blackstone/Herndon	Signal	C	D	C	D	C	D	C	D	C	D
17. Grantland/Parkway	Unsignalized	F	F	F	F	B	C	A	C	A	D
18. Bryan/Palo Alto	Unsignalized	B	A	B	B	B	B	B	B	B	B
19. Hayes/Palo Alto	Unsignalized	B	A	B	A	B	A	B	A	B	A
20. Veterans/Hayes	Unsignalized	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist	
21. Veterans/Bryan	Unsignalized	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist	
22. Bryan/Sierra	Unsignalized	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist	
23. Polk/Sierra	Unsignalized	B	B	B	B	B	B	B	B	B	B
24. Golden State/Veterans	Signal	Does not exist		Does not exist		Does not exist		Does not exist			
25. Grantland/Bullard	Unsignalized	D	C	E	D	E	D	D	E	E	F
26. 99 NB Ramps/Veterans	Signal	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist	
27. 99 SB Ramps/Veterans	Signal	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist	
28. Carnegie/Bullard	Unsignalized	E	F	E	F	E	F	E	F	E	F
29. Golden State/Carnegie	Unsignalized	F	F	F	F	E	F	F	F	F	F

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Table 5.13-10
Intersection Level of Service by Project Phase 1 Subphases

Intersection Control	Acceptable LOS	2010 LOS without Project		2010 LOS with Subphase 1A (200 TSF)		2010 LOS with Project Phases 1B 1C (up to total 400k TSF)		2010 LOS with Project Phases 1D & 1E (up to 600k TSF)		2010 LOS with Project 1F (up to total 906k TSF)	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
		30. Dante/Bullard	Unsignalized	B	B	B	B	B	B	B	C
31. Palm/Bullard	Signal	D	E	D	E	D	F	D	E	D	E
32. Veterans/Bryan	Signal	Does not exist		Does not exist		Does not exist		Does not exist		Does not exist	
33. Grantland/Barstow	Unsignalized	C	C	C	C	C	C	C	D	C	E
34. 99 SB Ramps/Shaw	Signal	E	D	E	D	E	D	E	D	E	D
35. 99 NB Ramps/Shaw	Signal	C	C	B	C	B	C	B	C	B	C
36. Golden State/Shaw	Signal	D	F	D	F	D	F	D	F	D	F
37. Figarden/Shaw	Signal	C	D	C	D	C	F	C	E	C	E
38. Marks/Shaw	Signal	C	D	C	D	C	F	C	D	C	D
39. West/Shaw	Signal	C	C	C	C	C	D	C	C	C	C
40. 99 SB Ramps/Ashlan	Signal	C	C	C	C	C	E	C	C	C	C
41. 99 NB Ramps/Ashlan	Signal	D	F	D	F	C	F	D	F	D	F

Source: Arch Beach Consulting, July 2009

Bold text denotes delay that exceeds thresholds

TSF = thousand square feet

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- Palm Avenue/Herndon Avenue (additional delay ≥ 5 seconds to LOS F in PM)
- Palm Avenue/Bullard Avenue (LOS E to F in PM)
- Golden State Boulevard/Shaw Avenue (additional delay ≥ 5 seconds to LOS F in PM)
- Brawley Avenue/Shaw Avenue (LOS D to F in PM)
- Marks Avenue/Shaw Avenue (LOS D to F in PM)
- SR-99 southbound ramps/Ashlan Avenue (LOS C to E in PM)
- SR-99 northbound ramps/Ashlan Avenue (additional delay ≥ 5 seconds to LOS F in PM)

Scenario 3 – Phase 1D and 1E (Bryan Avenue to Bullard Avenue Extension)

The following summarizes the intersections for which project-specific trips would result in a significant impact (LOS D to E or F; LOS E to LOS F; or additional delay of 5 seconds or greater at LOS E and F) for Phase 1D and 1E of the project:

- SR-99 northbound ramps/Herndon Avenue (delay ≥ 5 seconds to LOS F in PM)
- Brawley Avenue/Herndon Avenue (delay ≥ 5 seconds to LOS F in PM)
- Marks Avenue/Herndon Avenue (LOS E to F in PM)
- Milburn Avenue/Herndon Avenue (LOS D to F in PM)
- Palm Avenue/Herndon Avenue (LOS D to E in AM)
- Grantland Avenue/Bullard Avenue (LOS D to E in PM)
- Carnegie Avenue/Bullard Avenue (delay ≥ 5 seconds to LOS F in PM)
- Golden State Boulevard/Carnegie Avenue (LOS E to F in AM; additional delay ≥ 5 seconds to LOS F in PM)

Scenario 4 – Phase 1F (Bryan Avenue to Bullard Avenue Extension)

The following summarizes the intersections for which project-specific trips would result in a significant impact (LOS D to E or F; LOS E to LOS F; or additional delay of 5 seconds or greater at LOS E and F) for Phase 1F of the project:

- SR-99 northbound ramps/Herndon Avenue (LOS D to E in AM; delay ≥ 5 seconds to LOS F in PM)
- Brawley Avenue/Herndon Avenue (delay ≥ 5 seconds to LOS F in PM)
- Marks Avenue/Herndon Avenue (delay ≥ 5 seconds to LOS F in PM)
- West Avenue/Herndon Avenue (delay ≥ 5 seconds to LOS F in PM)
- Grantland Avenue/Bullard Avenue (LOS D to E in AM; LOS E to F in PM)
- Carnegie Avenue/Bullard Avenue (delay ≥ 5 seconds to LOS F in PM)
- Golden State Boulevard/Carnegie Avenue (additional delay ≥ 5 seconds to LOS F in AM and PM)
- Grantland Avenue/Barstow Avenue (LOS D to E in PM)

Master Plan (Phases 2 through 5)

Phases 2A and 2B

The following summarizes the intersections for which project-specific trips would result in a significant impact (LOS D to E or F; LOS E to LOS F; or additional delay of 5 seconds or greater at LOS E and F) for Phase 2 of the project:

- Golden State Boulevard/Herndon Avenue (LOS C to E in PM)



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- Secondary Phase 1 access (former Weber Avenue)/Herndon Avenue (LOS C to F in PM)
- Bryan Avenue/Herndon Avenue (LOS C to E in PM)
- Milburn Avenue/Herndon Avenue (LOS D to E in PM)
- Brawley Avenue/Herndon Avenue (additional delay ≥ 5 seconds to LOS E in PM)
- Marks Avenue/Herndon Avenue (LOS D to E in PM)
- Palm Avenue/Herndon Avenue (additional delay ≥ 5 seconds to LOS F in PM)
- Polk Avenue/Sierra Avenue (LOS B to F in PM)
- Grantland Avenue/Bullard Avenue (LOS E to F in AM, LOS D to F in PM)
- Dante Avenue/Bullard Avenue (LOS C to F in PM)
- Palm Avenue/Bullard Avenue (LOS C to F in AM; LOS D to E in PM)
- Grantland Avenue/Barstow Avenue (LOS C to F in PM)
- SR-99 southbound ramps/Shaw Avenue (LOS E to F in AM; LOS C to D in PM)
- Golden State Boulevard/Shaw Avenue (additional delay ≥ 5 seconds to LOS F in PM)
- Brawley Avenue/Shaw Avenue (additional delay ≥ 5 seconds to LOS E in PM)
- Marks Avenue/Shaw Avenue (LOS D to LOS E in PM)
- SR-99 southbound ramps/Ashlan Avenue (additional delay ≥ 5 seconds to LOS E in AM)

Phases 3 and 4

The following summarizes the intersections for which project-specific trips would result in a significant impact (LOS D to E or F; LOS E to LOS F; or additional delay of 5 seconds or greater at LOS E and F) for Phase 3 and Phase 4 of the project:

- SR-99 northbound ramps/Herndon Avenue (LOS C to F in PM)
- Palm Avenue/Herndon Avenue (LOS D to E in AM, and additional delay ≥ 5 seconds to LOS F in PM)
- Hayes Avenue/Palo Alto Avenue (LOS C to E in PM)
- Bryan Avenue/Veterans Boulevard (LOS C to F in PM)
- Golden State Boulevard/Veterans Boulevard (LOS E to F in PM)
- Carnegie Avenue/Bullard Avenue (additional delay to LOS F in PM)
- Golden State Boulevard/Carnegie Avenue (additional delay ≥ 5 seconds to LOS F in PM)
- Palm Avenue/Bullard Avenue (additional delay to LOS F in PM)
- Golden State Boulevard/Shaw Avenue (additional delay ≥ 5 seconds to LOS F in PM)
- SR-99 southbound ramps/Ashlan Avenue (LOS E to LOS F in PM)
- SR-99 northbound ramps/Ashlan Avenue (LOS D to E in PM)

Phase 5

The following summarizes the intersections for which project-specific trips would result in a significant impact (LOS D to E or F; LOS E to LOS F; or additional delay of 5 seconds or greater at LOS E and F) for Phase 5 of the project:

- SR-99 northbound ramps/Herndon Avenue (LOS D to F in the PM)
- Polk Avenue/Herndon Avenue (LOS C to E in PM)
- Bryan Avenue/Veterans Boulevard (LOS B to E in AM; LOS C to F in the PM)
- Golden State Boulevard/Veterans Boulevard (LOS E in the AM; additional delay ≥ 5 seconds to LOS F in PM)
- SR-99 northbound ramps/Veterans Boulevard (LOS B to F in PM)
- SR-99 northbound ramps/Ashlan Avenue (LOS D to E in PM)

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IMPACT 5.13-3: PROJECT-RELATED TRIP GENERATION WOULD CAUSE THE LEVEL OF SERVICE OF NUMEROUS ROADWAY SEGMENTS TO DECLINE TO UNSATISFACTORY LEVELS UNDER PHASE 1 BUILDOUT CONDITIONS AND SUBSEQUENT MASTER PLAN DEVELOPMENT PHASES. [THRESHOLD T-1]

Impact Analysis: Under existing conditions (2007) there are 19 study area roadway segments that operate at an unacceptable level of service (LOS E or F). The following discusses the project-related impact on roadway segments upon completion and occupation of Phase 1 of the project, and upon buildout of each subsequent development phase (Phases 2 through 5).

Phase 1 (Marketplace at El Paseo)

Table 5.13-11 details traffic volumes with project traffic by directional roadway segment for 2010 conditions for AM and PM peak hours for Phase 1 (including all subphases). Per the City's General Plan Transportation Policy B-3:

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 General Plan EIR traffic analysis).

**Table 5.13-11
Year 2010 plus Project Phase 1 Roadway Segment Level of Service Summary**

Roadway Segment	No. of Lanes	2010 plus Phase 1							
		AM Peak Hour				PM Peak Hour			
		EB/NB Volume	LOS ¹	WB/SB Volume	LOS ¹	EB/NB Volume	LOS ¹	WB/SB Volume	LOS ¹
Herndon Avenue									
Parkway to SR-99 SB Ramps	1	654	D	1,469	F	711	D	1,743	F
SR-99 SB Ramps to SR-99 NB Ramps	1	682	D	1,434	F	765	D	1,676	F
SR-99 NB Ramps to Golden State	1	1,513	F	1,398	F	1,936	F	1,591	F
Golden State to Weber	2			1,904	F	2,513	F	2,072	F
Weber to Bryan	2			2,196	F	2,408	F	2,284	F
Bryan to Hayes	2	1,398	D	1,817	F	2,304	F	1,879	F
Hayes to Veterans	2	1,405	D	1,607	D	2,023	F	1,848	F
Veterans to Polk	2	1,406	D	1,607	D	2,023	F	1,854	F
Polk to Milburn	2	1,761	E	1,617	D	2,307	F	2,194	F
Milburn to Blythe	3	1,964	C	1,516	C	2,252	D	2,276	D
Blythe to Brawley	2	2,037	C	1,573	C	2,341	D	2,402	D
Brawley to Marks	2	2,481	F	1,779	E	2,433	F	2,804	F
Marks to West	3	2,937	F	2,160	D	2,599	E	3,209	F
West to Palm	3	3,264	F	2,480	D	2,988	F	3,495	F
Palm to Blackstone	3	2,593	E	2,023	C	2,518	D	2,734	F
e/o Blackstone	3	2,339	D	1,998	C	2,265	D	2,082	C



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**Table 5.13-11
Year 2010 plus Project Phase 1 Roadway Segment Level of Service Summary**

Roadway Segment	No. of Lanes	2010 plus Phase 1							
		AM Peak Hour				PM Peak Hour			
		EB/NB Volume	LOS ¹	WB/SB Volume	LOS ¹	EB/NB Volume	LOS ¹	WB/SB Volume	LOS ¹
Parkway Drive									
Herndon and Grantland	1	608	D	1,331	F	656	D	1,601	F
Bryan Avenue									
Herndon to Palo Alto	2	714	C	730	C	1,065	C	712	C
Palo Alto to Veterans	2	286	C	114	C	469	C	397	C
Veterans to Sierra	--	--	--	--	--	--	--	--	--
Sierra and Carnegie	1	223	C	189	C	130	C	53	C
Carnegie to Dante	2	673	C	254	C	422	C	767	C
Palo Alto Avenue									
Bryan to Hayes	1	483	D	479	C	426	C	454	C
Hayes Avenue									
Herndon to Palo Alto	1	234	C	297	C	613	D	507	D
Palo Alto to Veterans	1	234	C	163	C	103	C	133	C
Veterans Avenue									
Hayes to Herndon	--	--	--	--	--	--	--	--	--
Bryan to Hayes	--	--	--	--	--	--	--	--	--
Golden State to Bryan	--	--	--	--	--	--	--	--	--
SR-99 NB Ramps to GS	--	--	--	--	--	--	--	--	--
SR-99 SB Ramps to SR-99 NB Ramps	--	--	--	--	--	--	--	--	--
Bryan(2) to SR-99 SB Ramps	--	--	--	--	--	--	--	--	--
Sierra Avenue									
Bryan to Polk	1	228	C	183	C	98	C	174	C
Polk Avenue									
Herndon to Sierra	1	491	D	301	C	628	D	638	D
Golden State Boulevard									
Herndon to Veterans	1	373	C	807	E	553	D	769	E
Veterans to Carnegie	1	338	C	290	C	411	C	423	C
Carnegie to Shaw	1	509	D	640	D	969	F	583	D
Shaw to Ashlan	1	844	F	590	D	1,560	F	654	D
Shaw Avenue									
w/o SR-99 SB Ramps	1	1,390	F	922	F	1,100	F	1,621	F
SR-99 SB Ramps to SR-99 NB Ramps	1-2	1,171	F	1,417	D	1,165	F	2,007	F
SR-99 NB Ramps to Golden State	2	1,179	D	1,427	D	1,414	D	2,035	F
Golden State to Brawley	3	1,759	D	1,677	C	2,428	D	2,492	E
Brawley to Marks	3	1,781	D	1,535	C	2,328	D	2,372	D
Marks to West	3	2,096	D	1,429	C	1,885	D	1,997	D
e/o West	3	1,997	D	1,292	C	1,687	C	1,962	D

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**Table 5.13-11
Year 2010 plus Project Phase 1 Roadway Segment Level of Service Summary**

Roadway Segment	No. of Lanes	2010 plus Phase 1							
		AM Peak Hour				PM Peak Hour			
		EB/NB Volume	LOS ¹	WB/SB Volume	LOS ¹	EB/NB Volume	LOS ¹	WB/SB Volume	LOS ¹
Grantland Avenue									
Parkway to Bullard	1	791	E	413	C	718	D	764	E
Bullard to Barstow	1	521	D	457	C	498	D	637	D
Palm Avenue									
Herndon to Bullard	2	1,181	D	1,218	D	1,256	D	1,132	D
Dante Avenue									
Polk to Bullard	1	193	C	183	C	193	C	174	C
Carnegie Avenue									
Golden State to Bullard	1	313	C	709	D	859	F	437	C
Ashlan Avenue									
SR-99 SB Ramps to SR-99 NB Ramps	2	2,054	F	1,009	C	1,740	F	1,886	F

Source: DKS, October 2008

Notes:

¹ Florida Tables, Table 4-7: Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas, for State Two-Way Arterials (Class II) & Non-State Roadways.

-- Denotes proposed roadway segment.

bold text XXX exceeds thresholds

bold text XXX significant project impact



Detailed tables for each of the Phase 1 Sub-Phases are included in the *Phase 1 Subphasing (1A through 1F) Traffic Analysis Technical Memorandum* Appendix L (see Tables B-J). Following is a summary of roadway segment impacts by subphase based on the definition above for significant impacts:

Scenario 1, Phase 1A. The addition of the Phase 1A trips to the study area roadway segments would not create any significant impacts as impacted roadway segment V/C ratios would not be increased by 0.15 V/C or higher.

Scenario 2, Phase 1B and 1C. The addition of Phase 1B and 1C trips to the study area roadway segments would create significant impacts at the following intersections, as impacted (LOS E or F) roadway segment V/C ratios would be increased by 0.15 V/C or higher:

- Herndon Avenue
 - Parkway Drive to SR-99 southbound ramps: WB PM peak hour, 0.25 V/C increase at LOS F
 - SR-99 northbound ramps to Golden State Boulevard: EB PM peak hour, 0.26 V/C increase at LOS F; WB PM peak hour, 0.25 V/C increase at LOS F
 - Golden State Boulevard to Weber Avenue: EB PM peak hour, 0.16 V/C increase at LOS F; WB PM peak hour, 0.15 V/C increase at LOS E

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Scenario 3, Phases 1D and 1E. The addition of the Phase 1D and 1E trips to the study area roadway segments would create significant impacts at the following intersections, as impacted (LOS E or F) roadway segment V/C ratios would be increased by 0.15 V/C or higher.

- Herndon Avenue
 - Parkway Drive to SR-99 southbound ramps: SB PM peak hour, 0.38 V/C increase at LOS F
 - SR-99 northbound ramps to Golden State Boulevard: EB AM peak hour, 0.19 V/C increase at LOS F; EB PM peak hour, 0.37 V/C increase at LOS F; WB PM peak hour, 0.37 V/C increase at LOS F
 - Golden State Boulevard to Weber Avenue: EB PM peak hour, 0.21 V/C increase at LOS F; WB PM peak hour, 0.18 V/C increase at LOS E
 - west of Polk Avenue: EB PM peak hour, 0.16 V/C increase at LOS E
 - Polk Avenue to Milburn Avenue: EB PM peak hour, 0.15 V/C increase at LOS F
- Parkway Drive
 - Herndon Avenue to Grantland Avenue: SB PM peak hour, 0.38 V/C increase at LOS F

Scenario 4, Phase 1F. The addition of the Phase 1F trips to the study area roadway segments would create significant impacts at the following intersections, as impacted (LOS E or F) roadway segment V/C ratios would be increased by 0.15 V/C or higher.

- Herndon Avenue
 - Parkway Drive to SR-99 southbound ramps: SB PM peak hour, 0.56 V/C increase at LOS F
 - SR-99 northbound ramps to Golden State Boulevard: EB AM peak hour, 0.28 V/C increase at LOS F; WB AM peak hour, 0.15 V/C increase at LOS F; EB PM peak hour, 0.56 V/C increase at LOS F; WB PM peak hour, 0.56 V/C increase at LOS F
 - Golden State Boulevard to Weber Avenue: EB PM peak hour, 0.32 V/C increase at LOS F; WB PM peak hour, 0.27 V/C increase at LOS F
 - west of Polk Avenue: EB PM peak hour, 0.26 V/C increase at LOS F
 - Polk Avenue to Milburn Avenue: EB PM peak hour, 0.23 V/C increase at LOS F; WB PM peak hour, 0.20 V/C increase at LOS F
 - Brawley Avenue to Marks Avenue: EB PM peak hour, 0.17 V/C increase at LOS F; WB PM peak hour, 0.15 V/C increase at LOS F
- Parkway Drive
 - Herndon Avenue to Grantland Avenue: SB AM peak hour, 0.15 V/C increase at LOS F; SB PM peak hour, 0.57 V/C increase at LOS F
- Grantland Avenue
 - Parkway Drive to Bullard Avenue: WB PM peak hour, 0.24 V/C increase at LOS E

Master Plan (Phases 2 through 5)

The following roadway segments would fall to an unacceptable LOS at each subsequent development phase (Phase 2 through Phase 5). Please refer to the full TIS, Appendix L, for discussion of and detailed tables for each subsequent development phase.

Phases 2A and 2B

- Herndon Avenue:
 - Parkway Drive to SR-99 southbound off-ramp (LOS C to F eastbound PM)
 - SR-99 southbound off-ramp to SR-99 northbound off-ramp (LOS C to F eastbound PM)
 - Golden State Boulevard to Secondary Phase 1 access (former Weber Avenue) (LOS C to LOS F eastbound PM)
 - Secondary Phase 1 access (former Weber Avenue to Bryan Avenue (LOS C to F eastbound PM; LOS C to E westbound PM)
 - Brawley Avenue to Marks Avenue (LOS D to E eastbound AM; LOS E to F eastbound PM)
 - Marks Avenue to West Avenue (LOS D to F eastbound PM)
 - West Avenue to Palm Avenue (LOS D to F westbound AM)
 - Palm Avenue to Blackstone Avenue (LOS D to F eastbound PM)
- Parkway Drive
 - Herndon Avenue to Grantland Avenue (LOS C to F northbound PM)
- Sierra Avenue
 - Bryan Avenue to Polk Avenue (LOS C to F westbound PM)
- Golden State Boulevard
 - Herndon Avenue to Veterans Boulevard (LOS C to F northbound PM; LOS D to F southbound PM)
 - Carnegie Avenue to Shaw Avenue (LOS D to E southbound PM)
 - Shaw Avenue to Ashlan Avenue (LOS D to F southbound PM)
- Shaw Avenue
 - Golden State Boulevard to Brawley Avenue (LOS D to F eastbound both peak hours; LOS C to F westbound AM; LOS E to F westbound PM)
 - Brawley Avenue to Marks Avenue (LOS D to E eastbound PM; LOS E to F westbound PM)
- Grantland Avenue
 - Parkway Drive to Bullard Avenue (LOS D to F northbound both peak hours; LOS D to F southbound PM)
 - Bullard Avenue to Barstow Avenue (LOS D to F southbound PM)
- Carnegie Avenue
 - Golden State Boulevard to Bullard Avenue (LOS D to F westbound AM; LOS C to F westbound PM)



Phases 3 and 4

- Herndon Avenue
 - Parkway Drive to SR-99 southbound ramps (LOS C to LOS F westbound PM)
 - SR-99 southbound ramps to SR-99 northbound ramps (LOS C to LOS F westbound PM)

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- SR-99 northbound ramps to Golden State Boulevard (LOS D to LOS F eastbound AM; LOS C to F eastbound and westbound PM)
- Brawley Avenue to Marks Avenue (LOS D to LOS E eastbound AM; LOS D to LOS E westbound PM)
- Marks Avenue to West Avenue (LOS D to LOS E eastbound AM)
- Parkway Drive
 - Herndon Avenue to Grantland Avenue (LOS C to LOS F westbound PM)
- Veterans Boulevard
 - Golden State Boulevard to Bryan Avenue (LOS C to LOS F eastbound AM; LOS D to LOS F eastbound PM)
 - SR-99 northbound ramps to Golden State Boulevard (LOS D to LOS F eastbound PM)
 - SR-99 southbound ramps to SR-99 northbound ramps (LOS D to LOS F eastbound PM)
 - Bryan Avenue to SR-99 southbound ramps (LOS D to LOS F eastbound AM; LOS D to LOS F eastbound PM)
- Sierra Avenue
 - Bryan Avenue to Polk Avenue (LOS C to F westbound AM; LOS C to F eastbound PM)
- Polk Avenue
 - Herndon Avenue to Sierra Avenue (LOS C to E northbound PM; LOS C to F southbound PM)
- Golden State Boulevard
 - Herndon Avenue to Veterans Boulevard (LOS E to F southbound AM; LOS C to F northbound PM; LOS D to F southbound PM)
 - Veterans Boulevard to Carnegie Avenue (LOS C to F northbound AM)
 - Shaw Avenue to Ashlan Avenue (LOS D to E southbound AM; LOS D to F southbound PM)
- Shaw Avenue
 - west of SR-99 southbound ramps (LOS D to F eastbound PM)
 - SR-99 southbound ramps to SR-99 northbound ramps (LOS D to F westbound AM)
 - Golden State Boulevard to Brawley Avenue (LOS D to F westbound PM)
 - Brawley Avenue to Marks Avenue (LOS E to F westbound PM)
- Palm Avenue
 - Herndon Avenue to Bullard Avenue (LOS D to E westbound AM)
- Carnegie Avenue
 - Golden State Boulevard to Bullard Avenue (LOS E to F eastbound PM; LOS D to F westbound PM)
- Ashlan Avenue
 - SR-99 southbound ramps to SR-99 northbound ramps (LOS E to F westbound PM)

Phase 5

- Herndon Avenue
 - Parkway Drive to SR-99 southbound ramps (LOS C to LOS F eastbound PM)
 - SR-99 southbound ramps to SR-99 northbound ramps (LOS C to LOS F eastbound PM)
 - SR-99 northbound ramps to Golden State Boulevard (LOS D to F in eastbound AM; LOS D to F in westbound PM; LOS C to F in eastbound PM)
 - Blythe Avenue to Brawley Avenue (LOS D to F in eastbound PM)
 - Brawley Avenue to Marks Avenue (LOS D to F in eastbound PM)
- Parkway Drive:
 - Herndon Avenue to Grantland Avenue (LOS D to LOS F westbound PM)
- Veterans Boulevard:
 - Golden State Boulevard to Bryan Avenue (LOS C to F eastbound AM; LOS D to F eastbound PM)
 - SR-99 northbound ramps to Golden State Boulevard (LOS D to F eastbound AM; LOS D to E westbound AM)
 - SR-99 southbound ramps to SR-99 northbound ramps (LOS D to E eastbound AM; LOS D to F eastbound PM)
 - Bryan Avenue (West) to SR-99 southbound ramps (LOS E to F eastbound AM)
- Sierra Avenue:
 - Bryan Avenue to Polk Avenue (LOS D to F westbound AM; LOS C to F eastbound PM)
- Polk Avenue:
 - Herndon Avenue to Sierra Avenue (LOS C to LOS F eastbound and westbound PM)
- Golden State Boulevard:
 - Herndon Avenue to Veterans Boulevard (LOS C to LOS F northbound and southbound PM)
 - Veterans Boulevard to Carnegie Avenue (LOS D to F northbound AM)
 - Carnegie Avenue to Shaw Avenue (LOS C to E northbound AM)
 - Shaw Avenue to Ashlan Avenue (LOS D to F southbound AM)
- Shaw Avenue:
 - west of SR-99 southbound ramps (LOS D to F eastbound PM)
 - Golden State Boulevard to Brawley Avenue (LOS D to LOS F westbound PM)
 - Brawley Avenue to Marks Avenue (LOS D to E eastbound and westbound PM)
- Carnegie Avenue:
 - Golden State Boulevard to Bullard Avenue (LOS D to LOS E eastbound AM; LOS E to F eastbound PM; LOS D to F westbound PM)
- Ashlan Avenue:
 - SR-99 southbound ramps to SR-99 northbound ramps (LOS C to D westbound AM; LOS E to F westbound PM)



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IMPACT 5.13-4: PHASE 1 PROJECT-RELATED TRIP GENERATION WOULD CAUSE ONE ADDITIONAL SR-99 FREEWAY SEGMENT TO OPERATE AT AN UNACCEPTABLE LOS (S/B SHAW AVENUE TO ASHLAN AVENUE). BUILDOUT OF THE MASTER PLAN WOULD RESULT IN ADDITIONAL FREEWAY SEGMENTS FALLING TO AN UNACCEPTABLE LOS FOR PHASES 3, 4, AND 5 AND WOULD CONTRIBUTE TO FORECAST BASELINE IMPACTS FOR PHASES 2A AND 2B. [THRESHOLD T-1]

Impact Analysis: Freeway segments currently operating at LOS C or better were concluded to be satisfactory. Based on the analysis of the existing freeway level of service, all SR-99 study area freeway segments are operating with satisfactory LOS C or better in the AM peak hour in both directions. However, all study freeway segments during the PM peak hour, except Herndon Avenue to Shaw Avenue in the southbound direction, are currently operating at an unsatisfactory LOS.

The following summarizes the project's impact on freeway segments with the addition of traffic trips from Phase 1 and from the subsequent development phases (Phases 2 through 5).

Phase 1 (Marketplace at El Paseo)

Table 5.13-12 provides the year 2010 plus Phase 1 freeway level of service summary. As this table indicates, in the 2010 plus Phase 1 condition PM peak hour in both directions, all study segments of SR-99 would continue to operate with unsatisfactory conditions (LOS D or worse). In the AM peak hour, the segment of Avenue 7 to Herndon Avenue in the southbound direction is forecast to continue to operate with unsatisfactory LOS.

However, when compared to 2010 baseline conditions, the addition of Phase 1 trips to SR-99 would cause the southbound freeway segment of Shaw Avenue to Ashlan Avenue in the AM peak hour to fall from an acceptable LOS C to an unacceptable LOS D

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**Table 5.13-12
Year 2010 plus Phase 1 Freeway Segment Level of Service Summary**

<i>Freeway</i>	<i>From</i>	<i>To</i>	<i>Density</i>	<i>LOS</i>
Northbound AM				
SR-99	Herndon Avenue	Avenue 7	22.5	C
	Veterans Boulevard	Herndon Avenue	23.7	C
	Shaw Avenue	Veterans Boulevard		
	Ashlan Avenue	Shaw Avenue	25.1	C
	Dakota Avenue	Ashlan Avenue	21.2	C
Southbound AM				
SR-99	Avenue 7	Herndon Avenue	28.2	D
	Herndon Avenue	Veterans Boulevard	25.0	C
	Veterans Boulevard	Shaw Avenue		
	Shaw Avenue	Ashlan Avenue	26.3	D
	Ashlan Avenue	Dakota Avenue	22.6	C
Northbound PM				
SR-99	Herndon Avenue	Avenue 7	40.1	E
	Veterans Boulevard	Herndon Avenue	37.7	E
	Shaw Avenue	Veterans Boulevard		
	Ashlan Avenue	Shaw Avenue	37.3	E
	Dakota Avenue	Ashlan Avenue	28.7	D
Southbound PM				
SR-99	Avenue 7	Herndon Avenue	31.4	D
	Herndon Avenue	Veterans Boulevard	34.9	D
	Veterans Boulevard	Shaw Avenue		
	Shaw Avenue	Ashlan Avenue	40.0	E
	Ashlan Avenue	Dakota Avenue	29.6	D

Source: DKS, October 2008



Master Plan (Phases 2 through 5)

Table 5.13-13 provides the Phases 2 through 5 freeway level of service summary. Please refer to the full TIS, Appendix L, for detailed tables for each development phase.

Phases 2A and 2B

As this table indicates, SR-99 between Dakota Avenue and Ashlan Avenue would continue to operate with unsatisfactory conditions (LOS D or worse) during the AM and PM peak hours. The addition of Phases 1 and 2 traffic to the freeway segments would not cause any new significant impacts, but would contribute to forecast baseline impacts.

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**Table 5.13-13
Phases 2 through 5 Freeway Segment Level of Service Summary**

Freeway	From	To	Phase 2A and 2B		Phases 3 and 4		Phase 5	
			Baseline LOS	With Project LOS	Baseline LOS	With Project LOS	Baseline LOS	With Project LOS
Northbound AM								
SR-99	Herndon Avenue	Avenue 7	B	B	B	B	B	B
	Veterans Boulevard	Herndon Avenue	B	C	B	C	C	C
	Shaw Avenue	Veterans Boulevard	B	C	B	C	C	D
	Ashlan Avenue	Shaw Avenue	B	C	C	D	C	D
	Dakota Avenue	Ashlan Avenue	C	C	C	D	D	D
Southbound AM								
SR-99	Avenue 7	Herndon Avenue	C	C	C	C	C	C
	Herndon Avenue	Veterans Boulevard	B	B	C	C	C	C
	Veterans Boulevard	Shaw Avenue	B	B	D	D	D	D
	Shaw Avenue	Ashlan Avenue	B	B	C	C	C	D
	Ashlan Avenue	Dakota Avenue	C	C	D	D	D	D
Northbound PM								
SR-99	Herndon Avenue	Avenue 7	C	C	D	D	D	D
	Veterans Boulevard	Herndon Avenue	C	C	D	D	D	E
	Shaw Avenue	Veterans Boulevard	C	C	D	E	D	E
	Ashlan Avenue	Shaw Avenue	C	C	D	D	D	E
	Dakota Avenue	Ashlan Avenue	D	D	E	E	E	E
Southbound PM								
SR-99	Avenue 7	Herndon Avenue	C	C	C	C	C	C
	Herndon Avenue	Veterans Boulevard	C	C	C	D	C	D
	Veterans Boulevard	Shaw Avenue	C	C	C	E	D	F
	Shaw Avenue	Ashlan Avenue	C	C	D	E	D	E
	Ashlan Avenue	Dakota Avenue	D	E	E	F	E	F

Source: DKS, October 2008

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Phases 3 and 4

According to the table, the addition of Phase 1 through 4 trips to SR-99 would create a significant impact to the following segments:

- SR-99 northbound between Shaw Avenue and Ashlan Avenue (LOS C to LOS D in the AM peak hour)
- SR-99 northbound between Ashlan Avenue and Dakota Avenue (LOS C to LOS D in the AM peak hour)
- SR-99 southbound between Herndon Avenue and Veterans Boulevard (LOS C to LOS D in the PM peak hour)
- SR-99 southbound between Veterans Boulevard to Shaw Avenue (LOS C to LOS E in the PM peak hour)

Phase 5

As this table indicates, the addition of Phase 1, 2, 3, 4, and 5 trips to SR-99 would create a significant impact to the following segments:

- SR-99 northbound between Shaw Avenue and Ashlan Avenue (LOS C to LOS D in the AM peak hour)
- SR-99 northbound between Ashlan Avenue and Dakota Avenue (LOS C to LOS D in the AM peak hour)
- SR-99 southbound between Shaw Avenue and Ashlan Avenue (LOS C to LOS D in the AM peak hour)
- SR-99 southbound between Herndon Avenue to Veterans Boulevard (LOS C to LOS D in the PM peak hour)



IMPACT 5.13-5: *ALTHOUGH IMPLEMENTATION OF PHASE 1 OF THE PROJECT WOULD NOT RESULT IN ADDITIONAL, SIGNIFICANT WEAVING IMPACTS ON SR-99, IT WOULD CONTRIBUTE TO EXISTING, IMPACTED WEAVING SECTIONS. BUILDOUT OF THE MASTER PLAN WOULD RESULT IN A DETERIORATION OF WEAVING OPERATIONS FOR THE SOUTHBOUND SR-99 SEGMENT FOR PHASES 2A AND 2B, THE NORTHBOUND AND SOUTHBOUND SR-99 SEGMENTS FOR PHASES 3 AND 4, AND TWO NORTHBOUND SR-99 SEGMENTS AND TWO SOUTHBOUND SR-99 SEGMENTS FOR PHASE 5. (THRESHOLD T-1)*

Impact Analysis: The weaving analysis evaluated the following freeway segments.

- SR-99: Herndon Avenue to (future) Veterans Boulevard, both directions
- SR-99: (future) Veterans Boulevard to Shaw Avenue, both directions

Under existing 2007 conditions, the following weaving sections currently operate at an unsatisfactory LOS (LOS D or worse):

- SR-99 northbound: Shaw Avenue to Herndon Avenue (LOS D in the PM peak hour)

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Phase 1 (Marketplace at El Paseo)

Addition of Phase 1 traffic to SR-99 would not create a new significant impact. However, since both study weaving sections are forecast to operate with unsatisfactory LOS (LOS D or below) in the 2010 baseline condition, Phase 1 would contribute to those already impacted weaving sections.

Master Plan (Phases 2 through 5)

Phases 2A and 2B

Addition of Phase 1 and 2 traffic to SR-99 would create a new significant impact at SR-99 southbound, from Herndon Avenue to Shaw Avenue (LOS E to F in the PM peak hour). However, since both study weaving sections are forecast to operate with unsatisfactory LOS (LOS D or below) in the 2012 baseline condition, Phases 1 and 2 would contribute to those already impacted weaving sections.

Phases 3 and 4

Addition of Phase 1, 2, 3, and 4 traffic to SR-99 would create new significant impacts at the following weaving sections:

- SR-99 northbound: Shaw Avenue to Veterans Boulevard (LOS B to D in the AM peak hour; LOS E to F in the PM peak hour)
- SR-99 southbound: Herndon Avenue to Veterans Boulevard (LOS C to E in the PM peak hour).

Phase 5

Addition of Phases 1, 2, 3, 4, and 5 traffic to SR-99 would create new significant impacts at the following weaving sections:

- SR-99 northbound: Shaw Avenue to Veterans Boulevard (LOS C to D in the AM peak hour; LOS E to F in the PM peak hour)
- SR-99 southbound: Herndon Avenue to Veterans Boulevard (LOS C to D in the PM peak hour)
- SR-99 southbound: Veterans Boulevard to Shaw Avenue (LOS D to E in the AM peak hour)

IMPACT 5.13-6: *SINCE THERE IS CURRENTLY NO ADOPTED CONGESTION MANAGEMENT PLAN FOR THE CITY OR COUNTY OF FRESNO, THE PROPOSED PROJECT WOULD NOT EXCEED A LEVEL OF SERVICE STANDARD ESTABLISHED BY THE COUNTY CONGESTION MANAGEMENT AGENCY FOR DESIGNATED ROADS OR HIGHWAYS. [THRESHOLD T-2]*

Impact Analysis:

Phase 1 (Marketplace at El Paseo)

The Council of Fresno County Governments (Fresno COG) is the metropolitan transportation planning agency for Fresno County. A congestion management plan (CMP) for Fresno County is in preparation by Fresno COG; however, there is no existing CMP for Fresno County (Cai 2008; Nakagawa 2008).

Master Plan (Phases 2 through 5)

Phase 1 analysis is applicable to Phases 2 through 5.

IMPACT 5.13-7: IMPLEMENTATION OF THE PROJECT MAY POTENTIALLY CREATE HAZARDOUS CONDITIONS ASSOCIATED WITH MIDBLOCK CROSSING ALONG BRYAN AVENUE DURING THE TIME BETWEEN BUILDOUT OF PHASE 1A AND INSTALLATION OF A TRAFFIC SIGNAL AT THE BRYAN AVENUE/PALO ALTO AVENUE INTERSECTION IN PHASE 1C. [THRESHOLDS T-4 AND T-5]

Impact Analysis:

Phase 1 (Marketplace at El Paseo)

A detailed site plan has been developed for Phase 1 of the Master Plan, Marketplace at El Paseo. The site plan for Phase 1 provides details of primary and secondary project access, internal roadway circulation, turn storage bay lengths, parking facilities, and location(s) of other planned transportation facilities such as bus turnouts and pedestrian sidewalks/circulation.

Project Access

Vehicular access to Phase 1 of the Master Plan is provided via primary and secondary access driveways, either full access or right turn in/out only access, along Bryan Avenue, and a secondary right turn in/out driveway with left turn inbound-only access proposed on Herndon Avenue. There are four vehicular access driveways proposed along Bryan Avenue. Primary, full access signalized driveways are proposed at the intersection of Bryan Avenue/“Anchor A” driveway (between Herndon Avenue and Palo Alto Avenue) and Bryan Avenue/Palo Alto Avenue. In addition, other driveways proposed along Bryan Avenue include a limited access (all movements permitted, except eastbound left turns out of Phase 1), unsignalized secondary driveway between Palo Alto Avenue and Cresta Avenue, and a limited access (all movements permitted except eastbound through movements out of Phase 1) driveway at North Cresta Avenue/Bryan Avenue. This intersection will be unsignalized for Phase 1, but signalized for Phases 2A and future phases.



Vehicular and Emergency Access

Based on review of the site plan and review of the queuing analyses and the recommended mitigation measures at Bryan Avenue/Herndon Avenue and Bryan Avenue/Palo Alto Avenue, vehicular and emergency access to the Phase 1 site would be adequate and no significant impacts to access would occur. Access to service-related (emergency and utility) vehicles and delivery vehicles to the Phase 1 site would occur from a service access road behind the main buildings of Phase 1 (west side of site). Service and delivery vehicles could access the service area from either Secondary Driveway 1 (off Herndon Avenue) or the full access intersection at Bryan Avenue/North Cresta Avenue.

The City operates Fire Station No. 14 at 6239 North Polk Avenue, near Escalon Avenue. Built in 1992, Station No. 14 houses an engine, a ladder truck, and a brush rig. This station also serves as the central location for the repair and maintenance of the miles of fire hose used by the Fresno Fire Department. The distance from the station to Phase 1 of the project site is approximately 2.07 miles via Polk Avenue to Herndon Avenue to Hayes Avenue to Palo Alto Avenue and finally to Bryan Avenue. With the future extension of Bryan Avenue, south to Bullard Avenue, the distance from the station to Phase 1 of the project site would be approximately 1.75 miles via Polk Avenue to Bullard Avenue to Bryan Avenue.

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Onsite Circulation

Onsite circulation is planned throughout Phase 1. Each of the four driveways at the site, plus the full access driveway at Bryan Avenue/Crest Avenue would provide internal drive aisles to circulate inbound and outbound traffic through the site. These internal drive aisles would generally be clear of “friction,” as there would be no direct loading from parking stalls into those aisles. One primary drive aisle would bisect the length of the site and would be adjacent to the frontage of the retail stores. This primary drive aisle would have intersections with the drive aisles that connect to Bryan Avenue. In addition, in the center of the Phase 1 site, a smaller drive aisle is planned to provide access to short-term parking stalls adjacent to planned quick service retail uses.

Potential Impacts to Adjacent Schools

In the vicinity of Phase 1, two existing schools, River Bluff Elementary School and Rio Vista Middle School, may be potentially impacted by Phase 1, since its primary driveway is at the intersection of Bryan Avenue/Palo Alto Avenue, one of the two intersections that provide access to the schools (the other intersection is Hayes Avenue/Palo Alto Avenue). Though Palo Alto Avenue is not a designated roadway on the City’s Circulation Element, it is included in the Fresno COG model as a collector road for the schools and adjacent residential subdivisions.

Under Phase 1 buildout conditions, the segment of Palo Alto Avenue between Bryan Avenue and Hayes Avenue would operate at LOS A in the AM and PM peak hours without Phase 1. However, once Phase 1 is in operation, the roadway level of service would decrease from LOS A in both peak hours to LOS C in both peak hours. The City’s LOS standard is LOS D; therefore, addition of project traffic to Palo Alto Avenue would not create a significant impact.

However, based on observations of the morning peak hour of the schools, traffic is severely congested on Palo Alto Avenue. The traffic counts collected reflect a lower volume of cars because of the low travel speeds occurring in front of the schools. Because of that major congestion, it is likely that any traffic not related to the school traffic would avoid that segment of Palo Alto between 7:15 AM and 8:45 AM on weekday mornings, as well as after school hours. Fortunately, the peak hours of the proposed shopping center at Phase 1 would have different peak hours than the adjacent schools (usually midday or late afternoon on weekdays, while the school peak hours are early morning and early afternoon).

With that, Phase 1 traffic that would normally use Palo Alto during the school peak hours would likely be diverted away from Palo Alto and would come in through the Bryan Avenue/Herndon Avenue intersection. In addition, to calm vehicular traffic and prevent cut-through traffic on Palo Alto Avenue in the vicinity of Rio Vista Middle School and River Bluff Elementary School, Phase 1 (sub-Phase 1A) will install two residential street traffic circles between Hayes Avenue and Bryan Avenue at the major access points to the residential subdivision on the south side of Palo Alto Avenue. These two calming devices will ensure that any project-related traffic will drive on Palo Alto Avenue slowly and provide turn-around locations for parent/student drop-offs. In the future, with the development of Phase 2 of the Master Plan, the future Veterans Boulevard would be extended from Bryan Avenue to Herndon Avenue, and Bryan Avenue would be expanded to four lanes to Bullard Avenue. At that time, Phase 1 traffic would also have routes other than Palo Alto Avenue during the schools’ peak hours.

Furthermore, as noted above, at the Bryan Avenue/Palo Alto intersection, a traffic signal would be installed with full pedestrian phasing to accommodate potential students from the middle school and elementary school across the street. Similarly, full pedestrian phasing and crosswalk markings will be provided at the signalized intersection of Bryan Avenue/Herndon Avenue and the future signalized intersection at Bryan

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Avenue/North Cresta Avenue. Phase 1 would also be required to fully construct bicycle and pedestrian facilities along Bryan Avenue consistent with the City's design standards. This would ensure adequate circulation of students who choose to travel along Bryan Avenue on their way to/from school. However, between buildout of Phase 1A and installation of a traffic signal at the Bryan Avenue/Palo Alto Avenue intersection in Phase 1C, hazards associated with midblock crossing exist for students at the nearby schools. Therefore, impacts from a hazardous condition are potentially significant without incorporation of mitigation.

Master Plan (Phases 2 through 5)

Since Phases 2A, 2B, 3, 4, and 5 are conceptual (i.e., no detailed site plans are currently proposed), detailed onsite circulation and parking analyses have not been conducted. However, at the time detailed site plans are developed, the applicants of those phases (2 through 5) would be required to prepare detailed onsite circulation and parking analyses.

With the development of Phase 2 of the Master Plan, Veterans Boulevard would be extended from Bryan Avenue to Herndon Avenue, and Bryan Avenue would be widened to its ultimate four-lane roadway width to Bullard Avenue. At that time, project-related traffic would also have routes other than Palo Alto Avenue during the schools' peak hours.

As with Phase 1, full pedestrian phasing and crosswalk markings would be provided at the signalized intersection of Bryan Avenue/Herndon Avenue, Bryan Avenue/Anchor A driveway, and the future signalized intersection (in Phase 2) at Bryan Avenue/North Cresta Avenue. The balance of the Master Plan (especially Phases 2A and 3) would also be required to fully construct bicycle and pedestrian facilities along Bryan Avenue consistent with the City's design standards. This would ensure adequate circulation of students that choose to travel along Bryan Avenue



IMPACT 5.13-8 INCREASED TRAFFIC DUE TO THE PROPOSED PROJECT WOULD NOT SIGNIFICANTLY INCREASE THE POTENTIAL FOR HIGHWAY-RAIL ACCIDENTS AT THE HERNDON AVENUE AND CARNEGIE AVENUE CROSSINGS AND THEREFORE IMPACTS WOULD BE LESS THAN SIGNIFICANT. [THRESHOLD T-4]

Impact Analysis:

Phase 1 (Marketplace at El Paseo)

A UPRR main-line track bisects the project site from northwest to southeast. The track is straight at this location and well maintained, with little vertical or horizontal curvature, thus minimizing the potential for derailment (see Section 5.7, Hazards and Hazardous Materials). There are two at-grade crossings within 1,500 feet of the project site: Herndon Avenue near the northern end of the project site, and Bullard Avenue/North Carnegie Avenue near the southeastern boundary of the site.

Railroad Crossings

Table 5.13-14 shows the probability for highway-rail accidents to occur at the Herndon Avenue and Carnegie Avenue crossings for Phase 1. The accident rates reflect the improvements to the Golden State Boulevard/Herndon Avenue intersection and crossing that will be completed in 2010. The planned Herndon Avenue/Golden State roadway improvement project includes installation of a new median and new gate crossing arms at the Herndon Avenue crossing. The median on both sides of the railroad crossing will prevent vehicles from circumventing the gate crossing arms. Construction of the Herndon Avenue/Golden

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State project is currently underway and the at-grade crossing improvements are anticipated to be completed by October 2010.

**Table 5.13-14
Projected Highway-Rail Accident Rates for Phase 1**

Phase	Herndon Avenue Crossing			Carnegie Avenue Crossing		
	Baseline Conditions Accident Rates	With Project Accident Rates	Net Difference Due to Project	Baseline Conditions Accident Rates	With Project- Accident Rates	Net Difference Due to Project
1	9.0%	9.3%	0.3%	2.5%	2.7%	0.2%

Source: Addendum to Rail Safety Study 2010.

As shown in the table, the probability of a highway-rail accident occurring at the Herndon Avenue crossing within a given year is approximately 9.0 percent under baseline conditions (i.e., no project). This rate would increase to a probability of 9.3 percent when additional traffic from Phase 1 is considered. Implementation of Phase 1 would increase the probability of a highway-rail accident by 0.3 percent (9.3 percent – 9.0 percent = 0.3 percent) at the Herndon Avenue Crossing. The probability of a highway-rail accident occurring at the Carnegie Avenue crossing within a given year is approximately 2.5 percent under baseline conditions (i.e., no project). This rate would increase to a probability of 2.7 percent when additional traffic from Phase 1 is considered. Implementation of Phase 1 would, therefore, increase the probability of a highway-rail accident by 0.2 percent (2.8 percent – 2.7 percent = 0.2 percent) at the Carnegie Avenue crossing.

Overall, the probability of a highway-rail accident occurring at either of the crossings is low. The highway-rail accident probability rate of 9.3 percent with Phase 1 at the Herndon Avenue crossing is equivalent to an accident occurring every 10.8 years. At the Carnegie Avenue crossing, the highway-rail accident probability rate of 2.7 percent with Phase 1 is equivalent to an accident occurring every 37 years. Implementation of the project would result in a minimal increase in highway-rail accident rates.

Master Plan (Phases 2 through 5)

As shown in Table 5.13-15 future phases (Phases 2 through 5) would result in similar minimal increases in the probability of highway-rail accidents occurring at the Herndon Avenue and Carnegie Avenue crossings. Future plans include installation of an underpass and grade separation at the Herndon Avenue crossing. In addition, construction of Veterans Boulevard would include an overpass and grade separation at the UPRR right-of-way. These improvements would allow access to the El Paseo Fresno project on both sides of Golden State Boulevard, eliminate the potential for highway-rail accidents at Herndon Avenue and Veterans Boulevard, and reduce the potential for highway-rail accidents at Carnegie Avenue with a reduction in traffic.

**Table 5.13-15
Projected Highway-Rail Accident Rates for Phases 2 through 5**

Phase	Without Grade Separation ²			With Grade Separation ¹		
	Baseline Conditions Accident Rates	With Project Accident Rates	Net Difference Due to Project	Baseline Conditions Accident Rates	With Project-Accident Rates	Net Difference Due to Project
Herndon Avenue Crossing						
2A & 2B	9.2%	9.4%	0.2%	9.5%	10.2%	0.7%
3 & 4	9.3%	9.7%	0.4%	0%	0%	0%
5	9.1%	9.5%	0.4%	0%	0%	0%
Carnegie Avenue Crossing						
2A & 2B	NA	NA	NA	2.5%	2.9%	0.4%
3 & 4	NA	NA	NA	3.1%	3.7%	0.6%
5	NA	NA	NA	3.0%	3.5%	0.5%

Source: Addendum to Rail Safety Study 2008.

Notes:

¹ Assumes no grade separation at Herndon Avenue crossing for Phases 3, 4, and 5.

² Assumes planned grade separation at Herndon Avenue crossing for Phases 3, 4, and 5.

IMPACT 5.13-9 IMPLEMENTATION OF THE PROJECT PHASE 1 AND SUBSEQUENT MASTER PLAN PHASES 2 THROUGH 5 COULD RESULT IN HIGHER INCIDENCES OF TRESPASSING OF THE UPRR RIGHT-OF-WAY ADJACENT TO THE PROJECT SITE. [THRESHOLD T-4]



Impact Analysis:

Phase 1 (Marketplace at El Paseo)

Railroad Right-of-Way Trespass

Currently, there is direct access to the railroad track and right-of-way along the entire length of the proposed development. There are no fences or barriers to prevent adults or children from trespassing and accessing the railroad track at this location. A site reconnaissance conducted on March 10, 2008 observed residents from the area northeast of the Herndon Avenue crossing proceeding across the track and either loitering on the track or in the railroad right-of-way. There were approximately 13 people seen within the right-of-way during the site reconnaissance. Vehicles traveling at high rates of speeds within the railroad right-of-way were also observed. With project development, the number of trespassers may increase in the future with people crossing the tracks and Golden State Boulevard to access businesses on both sides of Golden State Boulevard. As recommended by the Rail Safety Study, Appendix H, the Conditional Use Permit for the project is anticipated to include a requirement to construct a wrought iron fence along the western property line for Phase 1 of the development in accordance with the Fresno Municipal Code. To assure this improvement is implemented and monitored, this requirement is also included as an EIR mitigation measure.

Master Plan (Phases 2 through 5)

Phase 1 analysis is applicable to Phases 2 through 5. Future phases would require a barrier between each of the phase's property line and the UPRR right-of-way to restrict access.

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IMPACT 5.13-8~~10~~ **ADEQUATE PARKING WOULD BE PROVIDED FOR THE PROPOSED PROJECT. [THRESHOLD T-6]**

Impact Analysis:

Phase 1 (Marketplace at El Paseo)

Based on the City's parking rate of 4.5 spaces per 1,000 square feet for retail uses and 10 spaces per 1,000 square feet for restaurant uses, the required parking spaces for Phase 1 would be 3,834 spaces. Based on the site plan, 3,834 spaces have been designed. Parking rates are consistent with the City's Zoning Code.

Master Plan (Phases 2 through 5)

Phase 1 of the Master Plan has been designed and analyzed at a project-level detail. Subsequent phases are conceptual; therefore, a detailed parking plan for those phases has not been completed. At the time detailed site plans are developed, the applicants for those phases would be required to prepare a parking analysis. As with Phase 1, subsequent phases would be required to comply with the City's Zoning Code to provide adequate parking.

IMPACT 5.13-9~~11~~: **THE PROPOSED PROJECT COMPLIES WITH ADOPTED POLICIES, PLANS, AND PROGRAMS FOR ALTERNATIVE TRANSPORTATION. [THRESHOLD T-7]**

Impact Analysis: Applicable transportation plans and policies relating to alternative transportation are summarized in the environmental setting section. Alternative transportation goals, objectives, and policies are in the City of Fresno General Plan and the San Joaquin Valley Blueprint. The following documents show how the proposed project would support these plans. A documentation of project consistency for each of the policies is included in previous Table 5.9-2, *Consistency with Bullard Community Plan Goals and Policies*, and Table 5.9-3, *Consistency with SJVB's 2007 Regional Transportation Plan Goals*, in Section 5.9, *Land Use and Planning*.

Phase 1 (Marketplace at El Paseo)

Pedestrian and Bicycle Circulation

Currently there are no existing bicycle facilities in the immediate project vicinity along Herndon Avenue. However, there are existing bike lanes along Polk Avenue and Bullard Avenue. In addition, since a majority of the project site is unimproved, there are no dedicated pedestrian facilities in the immediate project vicinity along the project frontages on Herndon Avenue and Bryan Avenue. The existing Bicycle Transportation Plan (www.fresnobmp.com) shows planned Class I off-street bicycle/pedestrian trails for both Herndon Avenue and the future Veterans Boulevard. Currently, portions of the Herndon Avenue Trail are constructed (in front of the Derrell's mini storage between Bryan Avenue and Hayes Avenue, and near the intersection of Herndon Avenue/Polk Avenue). On the future Veterans Boulevard, only one-quarter mile of the Veterans Boulevard Trail exists today.

Similar to the vehicular onsite circulation, onsite pedestrian and bicycle circulation would be permitted along the wide sidewalks that front the retail units, as well as on the sidewalk that would be constructed along the Phase 1 frontages on Herndon Avenue and Bryan Avenue. At the Bryan Avenue/Palo Alto intersection, a traffic signal would be installed with full pedestrian phasing to accommodate potential students from the middle school and elementary school across the street. Similarly, full pedestrian phasing and crosswalk markings would be provided at the signalized intersections of Bryan Avenue/Herndon Avenue, Bryan

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Avenue/“Anchor A” driveway, and the future signalized intersection at Bryan Avenue/Crest Avenue (in Phase 2A). In addition, the pedestrian sidewalks along Herndon Avenue and Bryan Avenue will be placed within the landscape area with a pedestrian easement to provide separation between the vehicular traffic and the sidewalk. This path-like setting on Bryan Avenue would essentially connect two future trails (Herndon Avenue Trail and Veterans Boulevard Trail).

The proposed site plan for Phase 1 indicates internal pedestrian pathways and a proposed small (FAX) transit center (i.e., bus turnout with shelter) south of the Bryan Avenue/“Anchor A” driveway intersection to encourage the use of public transit and pedestrian circulation within the Phase 1 site. Figure 5.13-8 illustrates a Pedestrian Master Plan that shows linkages of pedestrian facilities between all phases of the Master Plan, including Phase 1.

Transit

Based on the site plan, an FAX bus turnout is proposed south of Secondary Driveway 1, along the Phase 1 frontage. This bus turnout would serve the patrons of Phase 1 as well as the neighboring residential communities and the adjacent schools. Pedestrian walkways will provide access to this bus turnout. As the site plan will be reviewed by FAX, all City and/or FAX design requirements would be met in order to obtain site plan design approval. The project applicant would work with City and FAX staff to determine whether the existing Route 45 or Route 22, or a new route, would be required to serve Phase 1 patrons and future users of the entire Master Plan.

Master Plan (Phases 2 through 5)

Figure 5.13-8, *Pedestrian Master Plan*, shows the detail for Phase 1 and also shows the linkages for the entire Master Plan. Future transit routes and potential for additional bus stops would be determined with precise site plans in coordination with FAX and planning for future routes to serve the project area.



5.13.4 Cumulative Impacts

The impact analysis included in Section 5.13.4-3 includes the analysis of traffic conditions for cumulative conditions with and without the project. The list of related projects incorporated in the analysis was provided, as well as the assumptions incorporated for background, ambient traffic growth for each phase of the project, and buildout of the project in conjunction with buildout of the City’s General Plan assumed for 2025. The proposed project would result in both project-specific significant and cumulatively considerable impacts. Recommended Mitigation Measures in Section 5.13.7 are provided by specific impact.

5.13.5 Existing Regulations

- SJVAPCD Rule 9410: Employer Trip Reduction, adopted December 17, 2009.
- Fresno Major Street Improvement (FMSI) Fee Program, adopted by Resolution No. 80-420, July 1, 2007, City of Fresno General Plan Policies.
- City of Fresno Traffic Signal Mitigation Impact Fee (TSMI) adopted 2004.
- Fresno County Regional Transportation Mitigation Fee, effective January 1, 2010

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5.13.6 Level of Significance Before Mitigation

Phase 1 and Subphases, Marketplace at El Paseo

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant for Phase 1: 5.13-6, 5.13-8, 5.13-810, and 5.13-911.

Without mitigation, the following impacts would be significant:

- Impact 5.13-1 Project construction would contribute worker, delivery, and construction vehicles trips to the roadway network, potentially impacting existing and forecast intersection and roadway level of service. In addition, retail related project-generated traffic during the holiday periods would also potentially impact forecast intersection and roadway levels of service.
- Impact 5.13-2: Project-related trip generation would impact levels of service for the existing area roadway system.
- Impact 5.13-3 Project-related trip generation would cause the level of service of numerous roadway segments to decline to unsatisfactory levels under Phase 1 buildout conditions and subsequent Master Plan development phases.
- Impact 5.13-4: Phase 1 project-related trip generation would cause one additional SR-99 freeway segment to operate at an unacceptable LOS (S/B Shaw Avenue to Ashlan Avenue).
- Impact 5.13-5 Although implementation of Phase 1 of the project would not result in additional, significant weaving impacts on SR-99, it would contribute to existing, impacted weaving sections.
- Impact 5.13-7 Implementation of the project may potentially create hazardous conditions associated with midblock crossing along Bryan Avenue during the time between buildout of Phase 1A and installation of a traffic signal at the Bryan Avenue/Palo Alto Avenue intersection in Phase 1C.
- Impact 5.13-9 Implementation of Phase 1 could result in higher incidences of trespassing of the UPRR right-of-way adjacent to the project site.

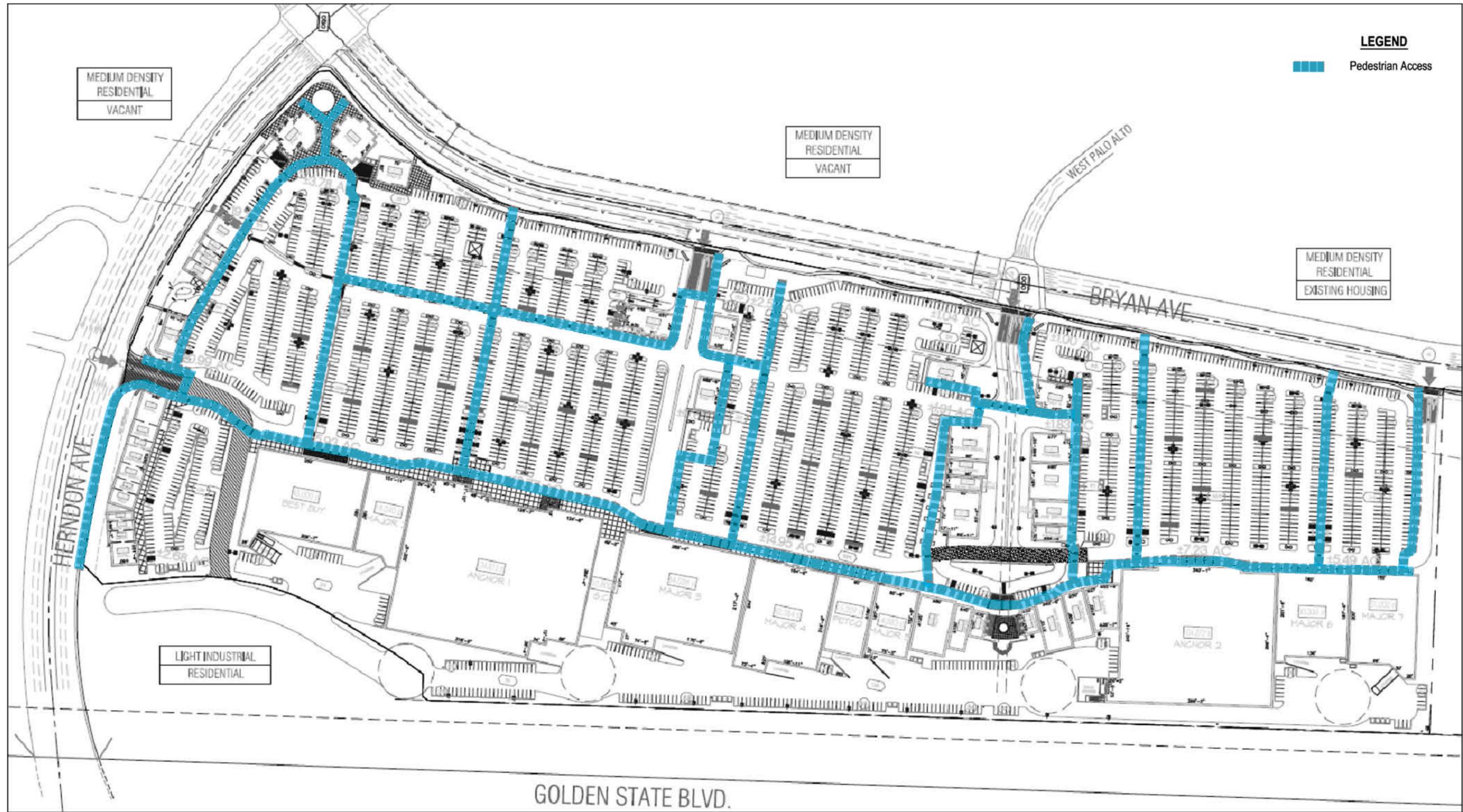
Master Plan (Phases 2 through 5)

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant for Master Plan Buildout: 5.13-6, 5.13-7, 5.13-8, 5.13-10, and 5.13-911.

Without mitigation, the following impacts would be **significant**:

- Impact 5.13-1 Project construction would contribute worker, delivery and construction vehicles trips to the roadway network, potentially impacting existing and forecast intersection and roadway level of service. In addition, retail related project-generated traffic during the holiday periods would also potentially impact forecast intersection and roadway levels of service.

Pedestrian Master Plan



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- Impact 5.13-2: Project-related trip generation would impact levels of service for the existing area roadway system.
- Impact 5.13-3: Project-related trip generation would cause the level of service of numerous roadway segments to decline to unsatisfactory levels under Phase 1 buildout conditions and subsequent Master Plan development phases.
- Impact 5.13-4: Buildout of the master plan would result in additional freeway segments falling to an unacceptable LOS for Phases 3, 4, and 5 and would contribute to forecast baseline impacts for Phases 2A and 2B.
- Impact 5.13-5 Buildout of the Master Plan would result in a deterioration of weaving operations for the southbound SR-99 segment for Phases 2A and 2B, the northbound and southbound SR-99 segments for Phases 3 and 4, and two northbound SR-99 segments and two southbound SR-99 segments for Phase 5.
- Impact 5.13-9 Implementation of subsequent Master Plan phases could result in higher incidences of trespassing of the UPRR right-of-way adjacent to the project site.

5.13.7 Mitigation Measures

Phase 1, Marketplace at El Paseo

Applicable Fee Programs

The following discussion summarizes each of the applicable transportation improvement fee programs for the proposed project. The mitigation, as detailed in this section and reliant on existing transportation fee programs, is consistent with the *Anderson First* case adequacy criteria (as described in Section 5.13.1). Each of the fee programs has been formally adopted and the improvements outlined in each are based on an adopted nexus study. The discussion below identifies the estimated fees that will be required for Phase 1 of the project and the fee structure that will apply for subsequent phases. The fee programs have been adopted by the City and are regulatory, but the mitigation measures below also require compliance and ensure commitment for the project to pay fair share of the cost of required improvements.

Traffic Signal Mitigation Impact Fee

Phase 1 shall pay its TSMI Fee of \$47.12 per ADT at the time of building permit. This fee is reviewed and updated yearly and the applicant shall pay the TSMI fee at the time of the building permit. Based on the Phase 1 ADT of 37,906 and the current TSMI fee, Phase 1 shall pay \$1,786,130.72. The following are the TSMI fees estimated for Phase 1 and Phases 2 through 5:



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<i>Phase</i>	<i>Average Daily Traffic</i>	<i>Estimated TSMI</i>
<u>1</u>		
<u>1A</u>	<u>8,361</u>	<u>\$393,970</u>
<u>1B</u>	<u>4,180</u>	<u>\$196,962</u>
<u>1C</u>	<u>4,180</u>	<u>\$196,962</u>
<u>1D</u>	<u>4,180</u>	<u>\$196,962</u>
<u>1E</u>	<u>4,180</u>	<u>\$196,962</u>
<u>1F</u>	<u>12,825</u>	<u>\$604,314</u>
<u>Total</u>	<u>37,906</u>	<u>\$1,786,132</u>
<u>2A</u>	<u>7,421</u>	<u>\$349,977</u>
<u>2B</u>	<u>31,897</u>	<u>\$1,502,985</u>
<u>3</u>	<u>10,908</u>	<u>\$513,985</u>
<u>4</u>	<u>6,016</u>	<u>\$283,474</u>
<u>5</u>	<u>1,466</u>	<u>\$69,078</u>
<u>Total:</u>	<u>95,614</u>	<u>\$4,505,331</u>

This TSMI fee is credited against signal installation and ITS improvements (constructed at their ultimate location) anticipated to buildout of 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 with City Council adoption, and the applicant agrees to pay the new calculated TSMI fee that includes the new infrastructure.

Fresno Major Street Impact

Phase 1 shall pay its FMSI Fee, which shall be determined at time of building permits. Effective July 1, 2008, the appropriate FMSI fees would contain the City Wide Street Impact Fee plus the New Growth Area Major Street Impact Fee. For commercial retail developments such as Phase 1, the City Wide Street Impact Fee is calculated to be \$1,006,574 (at \$16,131 per acre); while the New Growth Area Major Street Impact Fee is calculated at \$2,339,688 (at \$37,495 per acre). Therefore, Phase 1 shall pay the total FMSI Fee of \$3,346,262 (at \$53,626 per acre). This FMSI fee is creditable towards major street roadway improvements included in the Nexus Study for the FMSI fee. The following are the FMSI fees estimated for Phase 1 and Phases 2 through 5:

<i>Phase</i>	<i>Retail Space (maximum) (acres)</i>	<i>Estimated FMSI</i>
<u>1</u>		
<u>1A</u>	<u>13.7 acres</u>	<u>\$734,676</u>
<u>1B</u>	<u>6.9 acres</u>	<u>\$370,019</u>
<u>1C</u>	<u>6.9 acres</u>	<u>\$370,019</u>
<u>1D</u>	<u>6.9 acres</u>	<u>\$370,019</u>
<u>1E</u>	<u>6.9 acres</u>	<u>\$370,019</u>
<u>1F</u>	<u>21.1 acres</u>	<u>\$1,131,510</u>
<u>Total</u>	<u>62.4 acres</u>	<u>\$3,346,262</u>
<u>2A</u>	<u>22.9 acres</u>	<u>\$1,228,035</u>
<u>2B</u>	<u>72.5 acres</u>	<u>\$3,887,885</u>
<u>3</u>	<u>45.1 acres</u>	<u>\$2,418,533</u>
<u>4</u>	<u>8.2 acres</u>	<u>\$439,733</u>
<u>5</u>	<u>10.1 acres</u>	<u>\$541,623</u>
<u>Total:</u>	<u>221.2 acres</u>	<u>\$11,862,071</u>

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Fresno County Regional Transportation Mitigation Fee

The 2006 Measure “C” Extension approved the implementation of the RTMF that has been developed and approved by the Fresno COG and Transportation Authority in conjunction with local jurisdictions. The purpose of the RTMF is to establish a uniform, cooperative program to mitigate the cumulative indirect regional impacts of future development on traffic conditions on high-priority state roadways in Fresno County.

The RTMF went into effect on January 1, 2010. It is similar to the City’s TSMI and FMSI program in that it charges a “fee per unit” for new developments. For retail/commercial development, the 2010 fee is \$1.65 per square foot (sf) of commercial/retail building space and \$1.03 per sf of commercial/office/service space, to be assessed prior to the Certificate of Occupancy. The fee structure adopted for 2011 and after is \$1.96 and \$1.23, respectively, per sf of commercial retail and commercial office/service space. The fee structure also includes per-unit residential rates ranging from \$509 per multifamily affordable unit to \$1,450 per single family dwelling (market rate) in 2010.

Based on the proposed project’s Site Phase Summary (see Table 3-1) and the assumption that the first Certificate of Occupancy would be issued 2011 or later, the following RTMF fees are estimated for the project:

<i>Phase</i>	<i>Retail Space (maximum) (square feet)</i>	<i>Office/Services Space (maximum) (square feet)</i>	<i>Estimated RTMF</i>
<u>1</u>			
<u>1A</u>	<u>200,000</u>	-	<u>\$392,000</u>
<u>1B</u>	<u>100,000</u>	-	<u>\$196,000</u>
<u>1C</u>	<u>100,000</u>	-	<u>\$196,000</u>
<u>1D</u>	<u>100,000</u>	-	<u>\$196,000</u>
<u>1E</u>	<u>100,000</u>	-	<u>\$196,000</u>
<u>1F</u>	<u>306,788</u>	-	<u>\$601,304</u>
<u>Total</u>	<u>906,788</u>	-	<u>\$1,777,304</u>
<u>2A</u>	<u>17,000</u>	<u>320,000</u>	<u>\$426,920</u>
<u>2B</u>	<u>616,633</u>	<u>160,600</u>	<u>\$1,406,139</u>
<u>3</u>	<u>68,500</u>	<u>432,400</u>	<u>\$666,112</u>
<u>4</u>	<u>83,000</u>	-	<u>\$162,680</u>
<u>5</u>	-	<u>113,000</u>	<u>\$138,990</u>
<u>Total:</u>	<u>1,691,921</u>	<u>102,600</u>	<u>\$4,578,145</u>

Note: Hotel, theatre, and health uses assumed to be assessed at Office/Services rate.



Caltrans Combined Share Fee

Fair-share contribution towards Caltrans facilities not on the RTMF Nexus Study shall be calculated per the Combined Formula provided below:

$$P = (P1/F1) + (P2 - P1)/F2, \text{ where:}$$

P = fair share percentage

P1 = the higher of the AM or PM peak hour project trips without GPA

P2 = the higher of the AM or PM peak hour project trips with GPA

F1 = total 2025 corresponding future peak hour traffic without project

F2 = total 2025 corresponding future peak hour traffic with project

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The calculated Combined Share costs for impacted Caltrans facilities are provided in the Traffic Study, Appendix L, Table 9-17 for Phase 1.

Mitigation Measures by Impact

The following sections detail mitigation measures required to mitigate the project-related traffic for each subphase of Phase 1. Details of mitigation measures by phase for Impacts 5.13-2 and 5.13-3 are also shown in ~~Tables 5.13-14-16 (Phase 1) and 5.13-15-17 (Master Plan) in These tables are placed in Section 5.13.8,~~ Level of Significance After Mitigation. The City's traffic department has detailed specific improvements that must be constructed as preliminary conditions of approval for the project. The applicant must pay the applicable TSMI and FMSI fees and RTMF at the building permit stage and also ensure that the required improvements are in place. Payment of the TSMI and FMSI fees and RTMF, however, constitute full mitigation for improvements which are included in the Nexus Study for these respective programs. The project applicant, therefore, will be reimbursed fees equivalent to the improvements constructed that fall within these programs. The applicant shall also be required to pay Combined Share Fees in accordance with the formula provided above to mitigate for project-related impacts to Caltrans facilities not included in the RTMF Nexus Study.

The following mitigation measures are required to be implemented by the project applicant.

Impact 5.13-1: Construction-Related Traffic Impacts

- 13-1 Prior to issuance of a grading permit, all subphases of Phase 1 (Phases 1A through 1F) will be required to develop a Construction Traffic Management Plan that includes the following elements:
- Minimize construction worker and equipment delivery trips to occur outside of the weekday AM and PM peak hours.
 - Establish truck haul routes on the appropriate transportation facilities and minimize trips during the peak hours.
 - Provide Traffic Control Plans (for detours and temporary road closures) that meet the minimum Caltrans, City, and County criteria.
 - Minimize offsite road closures during the peak hours.
 - Keep all construction-related traffic onsite at all times.
 - Minimize construction traffic at adjacent schools and during school peak hours.
- 13-2 The City traffic engineer shall monitor peak traffic for the first holiday season upon opening of Phase 1A to determine if acceptable traffic conditions exist. If congestion and safety concerns are unacceptable as determined by the City, the City shall require the project applicant or successor to prepare a Holiday Traffic Control Plan for review and approval by the City. The plan shall required such measures as needed to mitigate the holiday traffic (e.g., potential closure of one or more site access points, signage, use of reflective cones, flaggers to assist patrons with access and parking, etc...), and shall be implemented for a period as required by the City.

Impact 5.13-2: Intersection LOS Impacts

The following mitigation measures reflect the City's preliminary conditions of approval for required roadway improvements for each subphase of development. Fee payments per the applicable programs are identified as full mitigation for improvements which are included on the FMSI and TSMI in these programs. For such improvements, the fee payment is deemed full mitigation. Improvements that have been conditioned by the City to be constructed by the applicant prior to opening of the respective subphase of Phase 1 are specifically indicated below and are detailed in Table 5.13-4.

Scenario 1, Phase 1A

13-3 Project Applicant shall pay the Traffic Signal Mitigation Impact ~~(fee)~~ (TSMI) and Fresno Major Street Improvement ~~(fee)~~ (FMSI) fees prior to issuance of building permit for Phase 1A. Payment of fees is the project's fair share contribution to construct the following improvements:

- Bryan Avenue/Herndon Avenue
 - Modify existing traffic signal (TSMI)
 - Construct dual-left turn lanes, three through lanes, and one right-turn lane on Herndon Avenue approach (FMSI)
 - Construct a dual left turn lane and right-turn lane on Bryan Avenue approach (FMSI)
 - Construct third westbound lane (FMSI)
- Parkway Drive/Herndon Avenue:
 - Install traffic signal (TSMI)
 - Construct dual left-turn lanes and a right-turn lane on Herndon Avenue approach (FMSI)
- Grantland Avenue/Parkway Drive
 - Install traffic signal (TSMI)
 - Construct intersection with a left-turn lane and a right-turn lane on the Grantland Avenue approach (FMSI)
 - Construct two through lanes and a right-turn lane for the Parkway Drive eastbound approach (FMSI)

13-4 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1A. Payment of fees is the project's fair share contribution to construct the following improvements:

- SR-99 northbound off-ramp/Herndon Avenue (TSMI)
 - Install traffic signal and coordinate with the Golden State Boulevard/Herndon Avenue traffic signal
 - Widen off-ramp and construct third lane; approach lane configuration would be a left turn lane and two right turn lanes
 - If required by Caltrans, remove existing adjacent southbound off-ramp; southbound off-ramp traffic will be re-routed to Golden State Boulevard/Herndon Avenue which available capacity for off-ramp traffic



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- Grantland Avenue/Bullard Avenue (TSMI)
 - Install traffic signal
- Golden State Boulevard/Carnegie Avenue (TSMI)
 - Install traffic signal

13-5 Project Applicant shall construct the following improvements prior to Phase 1A occupancy:

- Bryan Avenue/Anchor A Driveway
 - Install traffic signal and coordinate with Bryan Avenue/Herndon Avenue traffic signal
 - Construct dual left turn lanes on northbound approach; and dual left turn lanes a right-turn lane on the eastbound approach

Scenario 2, Phases 1B and 1C

13-6 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phases 1B and 1C. Payment of fees is the project's fair share contribution to construct the following improvements:

- Parkway Drive/Herndon Avenue (TSMI and FMSI)
 - Same improvements as Scenario 1
- Grantland Avenue/Parkway Drive (TSMI and FMSI)
 - Same improvements as Scenario 1

13-7 Project Applicant shall construct the following improvements prior to Phase 1C occupancy:

- Bryan Avenue/Palo Alto Avenue
 - Install traffic signal and coordinate with other traffic signals along Bryan Avenue
 - Install diverters on the eastbound and westbound approaches to prohibit through traffic from Palo Alto Avenue and shopping center driveway

13-8 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1B. The payment of fees for improvements included in the FMSI fee program is deemed as full mitigation. Payment of fees is the project's fair share contribution to construct the following improvements:

- Hayes Avenue/Herndon Avenue (FMSI)
 - Extend Bryan Avenue to Bullard Avenue with one lane in each direction-
 - Widen westbound Herndon Avenue approach to three lanes
 - Restripe eastbound Herndon Avenue approach to three lanes

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- Polk Avenue/Herndon Avenue (FMSI)
 - Extend Bryan Avenue to Bullard Avenue with one lane in each direction
- Milburn Avenue/Herndon Avenue (FMSI)
 - Extend Bryan Avenue to Bullard Avenue with one lane in each direction

No mitigation measure is proposed for the following intersection:

- ~~Palm Avenue/Herndon Avenue~~
 - ~~Not on City's Nexus Study for (TSMI) fees; no feasible improvements available as there is no available right of way for additional physical improvements~~

Scenario 3, Phases 1D and 1E

13-9 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1D. Payment of fees for improvements included on the TSMI fee program is deemed as full mitigation. Payment of fees is the project's fair share contribution to construct the following improvements:

- Grantland Avenue/Bullard Avenue (TSMI)
 - Install traffic signal
- Carnegie Avenue/Bullard Avenue (TSMI)
 - Install traffic signal
- Golden State Boulevard/Carnegie Avenue (TSMI)
 - Same improvement as Scenario 1



Scenario 4, Phase 1F

13-10 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1F. Payment of fees is the project's fair share contribution to construct the following improvements:

- Grantland Avenue/Bullard Avenue (TSMI)
 - Same improvement as Scenario 1
- Carnegie Avenue/Bullard Avenue (TSMI)
 - Same improvement as Scenario 3
- Golden State Boulevard/Carnegie Avenue (TSMI)
 - Same improvement as Scenario 1

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13-11 Project Applicant shall construct the following improvement prior to Phase 1F occupancy:

- Grantland Avenue/Barstow Avenue
 - Convert the intersection traffic control from a two-way stop controlled intersection to an all-way stop controlled intersection.

Impact 5.13-3: Roadway Segment LOS Impacts

The following mitigation measures reflect the City's preliminary conditions of approval for required roadway improvements for each subphase of development. Fee payments per the applicable programs are identified as full mitigation for improvements included on the FMSI and TSMI programs. *For such improvements, the fee payment is deemed full mitigation.* Improvements which have been conditioned by the City to be constructed by the applicant prior to opening of the respective subphase of Phase 1 are detailed in Table 5.13-4.

Scenario 1, Phase 1A

13-12 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1A. Payment of fees is the project's fair share contribution to construct the following improvements:

- Herndon Avenue, Weber Avenue to Bryan Avenue (FMSI)
 - Full frontage improvements on eastbound direction (three lanes and raised median island and landscaping); maintain two (existing) lanes on westbound direction
- Bryan Avenue, Herndon Avenue to Phase 1A southern boundary (FMSI)
 - Full frontage improvements on southbound direction (two lanes and raised median island to Palo Alto Avenue); install transition paving
 - Construct two northbound lanes with AC (asphalt-concrete) dike (12-foot travel lanes and 5-foot shoulder/bike lane)

13-13 Project Applicant shall construct the following improvements prior to Phase 1A occupancy:

- Palo Alto Avenue, Bryan Avenue to Hayes Avenue
 - Install two residential street traffic circles at the major access points to the subdivision on the south side of Palo Alto Avenue; consideration for bus access needs to be provided.

Scenario 2, Phases 1B and 1C

13-14 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1C. Payment of fees is the project's fair share contribution to construct the following improvements:

- Bryan Avenue, Phase 1A boundary to Phase 1C boundary (FMSI)

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- Construct full improvements (two southbound lanes and raised median island with landscaping) to Phase 1C boundary with transition paving to the south
- 13-15 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1B. Payment of fees is the project's fair share contribution to construct the following improvement:
- Herndon Avenue, Weber Avenue to Bryan Avenue (FMSI)
 - Construct third westbound lane
- 13-16 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1B. Payment of fees is the project's fair share contribution to construct the following improvements:
- Herndon Avenue, Parkway Drive to SR-99 southbound ramps (TSMI)
 - Slurry and restripe Herndon Avenue to two westbound lanes and one eastbound lane
- ~~13-17~~ Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 1B. Payment of fees is the project's fair share contribution to construct the following improvements:
- Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard (TSMI and RTMF)
 - Slurry and restripe Herndon Avenue to two westbound lanes and one eastbound lane



Scenario 3, Phases 1D and 1E

- ~~13-17~~18 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phases 1D and 1E. Payment of fees is the project's fair share contribution to construct the following improvement:
- Bryan Avenue, Phase 1C boundary to Phase 1E boundary (FMSI)
 - Construct full improvements (two southbound lanes and raised median island with landscaping) to Phase 1E boundary with transition paving to the south
- ~~13-18~~19 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1E. Payment of fees is the project's fair share contribution to construct the following improvement:
- Herndon Avenue, Bryan Avenue to Hayes Avenue (FMSI)
 - ~~Widen west~~ Restripe eastbound segment to three lanes (currently two lanes)
- ~~13-19~~20 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1D. ~~Payment of fees is the project's fair share contribution to construct the following improvements:~~

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- Herndon Avenue, Parkway Drive to SR-99 southbound ramps (TSMI)
 - No feasible improvements available
- ~~Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard~~
 - ~~No feasible improvements available~~

13-21 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 1D.

- Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard (TSMI and RTMF)
 - No feasible improvements available

13-2022 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1D. Payment of fees is the project's fair share contribution to construct the following improvements:

- Herndon Avenue, west of Polk Avenue (FMSI)
 - Widen to six lanes and construct a median
- Herndon Avenue, Polk Avenue to Milburn Avenue (FMSI)
 - Widen to six lanes and construct a median
- Parkway Drive, Herndon Avenue to Grantland Avenue (FMSI)
 - Widen to four lanes

Scenario 4, Phase 1F

13-2123 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 1F. Payment of fees is the project's fair share contribution to construct the following improvement:

- Bryan Avenue, Phase 1E boundary to Phase 1F boundary (FMSI)
 - Construct full improvements (two southbound lanes and raised median island with landscaping) to Phase 1F boundary with transition paving to the south
- Herndon Avenue, Bryan Avenue to Hayes Avenue (FMSI)
 - ~~Restripe east~~ Widen westbound segment to three lanes (currently two lanes)
- Grantland Avenue, Parkway Drive to Bullard Avenue (FMSI)
 - Construct two southbound travel lanes with raised landscaped median

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~~13-2224~~ Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 1F : ~~Payment of fees is the project's fair share contribution to construct the following improvements:~~

- Herndon Avenue, Parkway Drive to SR-99 southbound ramps (TSMI)
 - No feasible improvements available
- ~~Herndon Avenue, SR 99 northbound ramps to Golden State Boulevard~~
 - ~~No feasible improvements available~~

~~13-25~~ Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 1F.

- Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard (TSMI and RTMF)
 - No feasible improvements available

Impacts 5.13-4 and 5.13-5: Caltrans Facility Impacts/SR-99 Capacity and Weaving

All Phase 1 Subphases

~~13-2326~~ Prior to obtaining a Certificate of Occupancy, all subphases of Phase 1 shall pay their fair share contribution toward improvements to Caltrans facilities. ~~The fair share contribution shall pay the calculated per the Regional Transportation Mitigation Fee (RTMF) to mitigate regional impacts on high-priority state roadways included in this program.~~ The project's total RTMF fair share contribution for Phase 1 is \$1,777,304.

~~13-27~~ Prior to obtaining a Certificate of Occupancy, all subphases of Phase 1 shall pay their fair-share contribution towards improvements to Caltrans facilities not covered within the RTMF. This fair-share contribution shall be calculated per the Combined Formula below:

$P = (P1/F1) + (P2 - P1)/F2$, where:

P = fair share percentage

P1 = the higher of the AM or PM peak hour project trips without GPA

P2 = the higher of the AM or PM peak hour project trips with GPA

F1 = total 2025 corresponding future peak hour traffic without project

F2 = total 2025 corresponding future peak hour traffic with project

Impact 5.13-7: Hazardous Conditions

~~13-2428~~ Prior to Phase 1A occupancy, the Project Applicant shall install a crosswalk on Bryan Avenue at the Bryan Avenue/Palo Alto Avenue and provide a crossing guard during morning and after-school hours until a traffic signal is installed with full pedestrian phasing at the Bryan Avenue/Palo Alto Avenue intersection in order to minimize midblock pedestrian crossing on Bryan Avenue.



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Impact 5.13-9: Railroad Trespass

13-29 Prior to Phase 1A occupancy, the Project Applicant shall install a wrought iron fence along the entire length of the Phase 1 property line north and adjacent to the UPRR right-of-way.

Master Plan (Phases 2 through 5)

Applicable Fees

The applicable fee programs as detailed above under Phase 1 Mitigation Measures (Traffic Signal Mitigation Impact fees, Fresno Major Street Improvement fees, Fresno County Regional Transportation Mitigation Fee) in addition to the Caltrans Combined Share fee also apply to the buildout of the Master Plan for each subsequent phase.

Impact 5.13-1: Construction-Relate Impacts

Apply same mitigation measures as found in Mitigation Measures 13-1 and 13-2.

Impact 5.13-2: Intersection LOS Impacts

13-2530 Project Applicant shall prepare ~~an update of the a~~ traffic impact study for each of the subsequent development phases (Phases 2 through 5) of the Master Plan to confirm conditions and related cumulative growth assumptions. The traffic impact study shall be prepared in a manner similar to the level of the Phase 1 traffic analysis (including its sub-phases). These updates shall be prepared consistent with the City of Fresno Traffic Impact Study Guidelines and shall incorporate any fee requirements from the City's TSMI and FMSI programs, the Fresno County RTMF program, and applicable Caltrans requirements. In addition, the traffic analyses shall provide updated information on the status of local and regional capital traffic improvements, and analyze background traffic conditions accordingly.

Prior to the issuance of building permits for the respective phase, the Project Applicant shall demonstrate that none of the following conditions would result from implementation of the project phase:

- Triggers an intersection operating at acceptable LOS (LOS D or better) to operate at unacceptable levels of service.
- Triggers an intersection operating at unacceptable LOS (LOS E) to operate at LOS F.
- Increases the average delay by five or more seconds for an intersection that is already operating at unacceptable LOS.
- An unsignalized intersection found to operate at unsatisfactory LOS (LOS E or lower) requires preparation of a traffic signal warrant to determine whether signalization of the intersection would be warranted.

~~The following performance standards must be demonstrated for intersection LOS: [pending from Dennis] Furthermore, development of Phase 3 shall not proceed unless either the Veterans Boulevard improvement is complete or an updated CEQA review is prepared. [Please check]~~

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TRANSPORTATION AND TRAFFIC

Phase 2A and 2B

13-~~26~~31 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permits for Phase 2A. Payment of fees is the project's fair share contribution to construct the following improvements:

- Brawley Avenue/Herndon Avenue
 - Construct a second (dual) left turn lane on the northbound approach (FMSI)
 - Construct a second (dual) left turn lane on the southbound approach (FMSI)
 - Modify existing traffic signal to provide overlap phasing for the northbound right turn movement (TSMI)

13-2732 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permits for Phase 2A. Payment of fees is the project's fair share contribution to construct the following improvements:

- Golden State Boulevard/Herndon Avenue (TSMI)
 - Modify existing traffic signal to provide overlap phasing for the northbound right turn movement
 - Modify existing traffic signal to provide overlap phasing for the southbound right turn movement.
- Bryan Avenue/Herndon Avenue (TSMI)
 - Modify existing traffic signal to provide overlap phasing for the southbound right turn movement
 - Modify existing traffic signal to provide overlap phasing for the eastbound right turn movement
- Polk Avenue/Sierra Avenue (TSMI)
 - Install traffic signal
- Grantland Avenue/Bullard Avenue (TSMI)
 - Install traffic signal
- Dante Avenue/Bullard Avenue (TSMI)
 - Install traffic signal
- Grantland Avenue/Barstow Avenue (TSMI)
 - Install traffic signal
- Golden State Boulevard/Shaw Avenue (TSMI)
 - Modify existing traffic signal to provide overlap phasing for the northbound right turn movement



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- 13-~~28~~33 Project Applicant shall construct the following improvements prior to Phase 2A occupancy:
- Milburn Avenue/Herndon Avenue
 - Modify existing traffic signal to provide overlap phasing for the westbound right turn movement
 - Marks Avenue/Herndon Avenue
 - Modify existing traffic signal to provide overlap phasing for the southbound right turn movement
 - Palm Avenue/Bullard Avenue
 - Construct second through lane on eastbound approach
 - Marks Avenue/Shaw Avenue
 - Modify existing traffic signal to provide overlap phasing for the southbound right turn movement
- 13-~~29~~34 Project Applicant shall pay the ~~Regional Transportation Mitigation Fee~~ Combined Share fees prior to issuance of certificate of occupancy for Phase 2A. Payment of fees is the project's fair share contribution to construct the following improvements:
- SR-99 southbound ramps/Shaw Avenue (Combined Share)
 - Widen eastbound approach and construct a second through lane
 - SR-99 southbound ramps/Ashlan Avenue (Combined Share)
 - Restripe northbound approach and convert the left turn lane to a shared left plus right turn lane

~~No mitigation measure is proposed for the following intersection:~~

- ~~○ Palm Avenue/Herndon Avenue
 - ~~Not on City's Nexus Study for (TSMI) fees~~~~
- ~~○ Brawley Avenue/Shaw Avenue
 - ~~Not on City's Nexus Study for (TSMI) fees; no feasible improvements due to limited to no available right of way~~~~

Phases 3 and 4

- 13-~~30~~35 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permits for Phase 3. Payment of fees is the project's fair share contribution to construct the following improvements:

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- Bullard Avenue/Carnegie Avenue
 - Modify traffic signal (TSMI)
 - Widen eastbound approach and construct a second (dual) left turn lane (FMSI)

- 13-3136 Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 3:
 - SR-99 northbound ramps/Herndon Avenue (TSMI)
 - No feasible improvements available

- 13-3237 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 3. Payment of fees is the project's fair share contribution to construct the following improvements:
 - Golden State Boulevard/Carnegie Avenue (FMSI)
 - Widen westbound approach and construct a dedicated left turn lane
 - Golden State Boulevard/Shaw Avenue (FMSI)
 - Widen the southbound and westbound approaches and construct second (dual) left turn lanes for both approaches
 - Golden State Boulevard/Veterans Boulevard (FMSI)
 - No feasible improvements available; intersection would be built out to its ultimate configuration
 - Bryan Avenue/Veterans Boulevard (FMSI)
 - No feasible improvements available; intersection would be built out to its ultimate configuration

- 13-3338 Project Applicant shall pay the ~~Regional Transportation Mitigation Fee~~ Combined Share fees and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 3. Payment of fees is the project's fair share contribution to construct the following improvements:
 - SR-99 northbound ramps/Ashlan Avenue (Combined Share and FMSI)
 - Widen eastbound approach and construct a second (dual) left turn lane

- 13-3439 Project Applicant shall pay the ~~Regional Transportation Mitigation Fee~~ Combined Share fees prior to issuance of certificate of occupancy for Phase 3. Payment of fees is the project's fair share contribution to construct the following improvements:
 - SR-99 southbound ramps/Ashlan Avenue (Combined Share)
 - Widen the southbound approach and construct second (dual) left turn lane



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13-~~3540~~ Project Applicant shall construct the following improvements prior to Phase 3 occupancy:

- Hayes Avenue/Palo Alto Avenue
 - Widen and restripe the northbound approach to provide a dedicated left turn lane and through lane
- Palm Avenue/Bullard Avenue
 - Widen eastbound approach and construct a second (dual) left turn lane

~~No mitigation measures are proposed for the following intersections:~~

- ~~○ Palm Avenue/Herndon Avenue
 - ~~Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its ultimate General Plan configuration~~~~
- ~~○ Bryan Avenue/Veterans Boulevard
 - ~~Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its planned ultimate configuration~~~~
- ~~○ Golden State Boulevard/Veterans Boulevard
 - ~~Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its ultimate configuration~~~~

Phase 5

13-~~3641~~ Project Applicant shall pay Traffic Signal Mitigation Impact (TSMI) fees prior to issuance of building permit for Phase 5:

- SR-99 northbound ramps/Herndon Avenue (TSMI)
 - No feasible improvements available; intersection would be built out to its ultimate configuration

13-~~3742~~ Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 5. Payment of fees is the project's fair share contribution to construct the following improvements:

- Polk Avenue/Herndon Avenue (FMSI)
 - Widen the northbound approach and construct a dedicated right turn lane
- Bryan Avenue/Veterans Boulevard (FMSI)
 - No feasible improvements available; intersection would be built out to its ultimate General Plan configuration

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- Golden State Boulevard/Veterans Boulevard (FMSI)
 - No feasible improvements available; intersection would be built out to its ultimate General Plan configuration

~~13-3843~~ Project Applicant shall pay the ~~Regional Transportation Mitigation Fee~~ Combined Share fee prior to issuance of certificate of occupancy for Phase 5. Payment of fees is the project's fair share contribution to construct the following improvements:

- SR-99 northbound ramps/Ashlan Avenue (Combined Share)
 - Widen northbound approach and construct a dedicated right turn lane
 - Restripe the shared left-through-right-turn lane to a shared left-through lane

~~13-44~~ Project Applicant shall pay the Regional Transportation Mitigation Fee (RTMF) prior to issuance of building permit for Phase 5:

- SR-99 northbound ramps/Veterans Boulevard (RTMF)
 - No feasible improvements available; intersection would be built out to its ultimate General Plan configuration

No mitigation measures are proposed for the following intersections:

- ~~Bryan Avenue/Veterans Boulevard~~
 - ~~Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its planned ultimate configuration~~
- ~~Golden State Boulevard/Veterans Boulevard~~
 - ~~Not on City's Nexus Study for (TSMI) fees; no feasible improvements available; intersection would be built out to its ultimate configuration~~
- ~~SR-99 northbound ramps/Veterans Boulevard~~
 - ~~Not on City's Nexus Study for Traffic Signal Mitigation Impact fees; no feasible improvements available; intersection would be built out to its ultimate configuration~~



Impacts 5.13-3: Roadway Segment LOS

Apply same mitigation measure as found in Mitigation Measure 13-~~25~~2930

Phases 2A and 2B

~~13-3945~~ Project Applicant shall pay the ~~Regional Transportation Mitigation Fee~~ and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 2A:

- Herndon Avenue, Parkway Drove to SR-99 northbound off-ramp (FMSI)

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- No feasible improvements available; roadway segment would be improved to ultimate right-of-way in Phase 1B (two westbound lanes and one eastbound lane); no additional right-of-way to widen eastbound direction
- Herndon Avenue, former Weber Avenue to Bryan Avenue (FMSI)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
- Herndon Avenue, Brawley Avenue to Marks Avenue (FMSI)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
- Herndon Avenue, Marks Avenue to West Avenue (FMSI)
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration
- Herndon Avenue, West Avenue to Palm Avenue (FMSI)
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration
- Herndon Avenue, Palm Avenue to Blackstone Avenue (FMSI)
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration
- Parkway Drive, Herndon Avenue to Grantland Avenue (FMSI)
 - Construct two lanes in the northbound direction
- Sierra Avenue, Bryan Avenue to Polk Avenue (FMSI)
 - Construct two lanes in the westbound direction
- Golden State Boulevard, Herndon Avenue to future Veterans Boulevard (FMSI)
 - Construct four lanes (two lanes in each direction)
- Golden State Boulevard, Carnegie Avenue to Shaw Avenue (FMSI)
 - Construct two lanes in the southbound direction
- Shaw Avenue, Golden State Boulevard to Brawley Avenue (FMSI)
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration

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- Shaw Avenue, Brawley Avenue to Marks Avenue (FMSI)
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration
- Grantland Avenue, Parkway Drive to Bullard Avenue (FMSI)
 - Construct to four lanes (two lanes in each direction) with a raised landscaped median
- Grantland Avenue, Bullard Avenue to Barstow Avenue (FMSI)
 - Construct to two lanes with a raised landscaped median in the southbound direction

13-4046 Project Applicant shall pay Fresno Major Street Improvement (FMSI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 2A. Payment of fees is the project's fair share contribution to construct the following roadway segments:

- Herndon Avenue, Golden State Boulevard to former Weber Avenue (FMSI and RTMF)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
- Herndon Avenue, former Weber Avenue to Bryan Avenue
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
- Herndon Avenue, Brawley Avenue to Marks Avenue
 - No feasible improvements available
- Herndon Avenue, Marks Avenue to West Avenue
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration
- Herndon Avenue, West Avenue to Palm Avenue
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration
- Herndon Avenue, Palm Avenue to Blackstone Avenue
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration
- Parkway Drive, Herndon Avenue to Grantland Avenue



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- Construct two lanes in the northbound direction
- Sierra Avenue, Bryan Avenue to Polk Avenue
 - Construct two lanes in the westbound direction
- Golden State Boulevard, Herndon Avenue to future Veterans Boulevard
 - Construct four lanes (two lanes in each direction)
- Golden State Boulevard, Carnegie Avenue to Shaw Avenue
 - Construct two lanes in the southbound direction
- Shaw Avenue, Golden State Boulevard to Brawley Avenue
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration
- Shaw Avenue, Brawley Avenue to Marks Avenue
 - No feasible improvement available; roadway segment is built to its ultimate General Plan configuration
- Grantland Avenue, Parkway Drive to Bullard Avenue
 - Construct to four lanes (two lanes in each direction) with a raised landscaped median
- Grantland Avenue, Bullard Avenue to Barstow Avenue
 - Construct to two lanes with a raised landscaped median in the southbound direction

13-4147 Project Applicant shall construct the following improvements prior Phase 2A occupancy:

- Carnegie Avenue, Golden State Boulevard to Bullard Avenue
 - Construct two lanes in the westbound direction

Phases 3 and 4

13-4248 Project Applicant shall pay the ~~Regional Transportation Mitigation Fee~~ and Fresno Major Street Improvement (FMSI) fees prior to issuance of building permit for Phase 3:

- Herndon Avenue, Parkway Drove to SR-99 northbound off-ramp (FMSI)
 - No feasible improvements available; roadway segment would be improved to ultimate right-of-way in Phase 1B (two westbound lanes and one eastbound lane); no additional right-of-way to widen eastbound direction.

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- Herndon Avenue, Brawley Avenue to Marks Avenue (FMSI)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
- Parkway Drive, Herndon Avenue to Grantland Avenue (FMSI)
 - Construct two lanes in the southbound direction
- Veterans Boulevard, Golden State Boulevard to Bryan Avenue (FMSI)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
- Sierra Avenue, Bryan Avenue to Polk Avenue (FMSI)
 - Construct two lanes in the eastbound direction
- Polk Avenue, Herndon Avenue to Sierra Avenue (FMSI)
 - Construct to two lanes in each direction
- Golden State Boulevard, Veterans Boulevard to Carnegie Avenue (FMSI)
 - Construct two lanes in the northbound direction
- Golden State Boulevard, Shaw Avenue to Ashland Avenue (FMSI)
 - Construct two lanes in the southbound direction
- Shaw Avenue, west of SR-99 southbound ramps (FMSI)
 - Construct to two lanes in the eastbound direction
- Shaw Avenue, SR-99 northbound ramps to SR-99 northbound ramps (FMSI)
 - No feasible improvements available to widen the existing bridge structure to accommodate additional capacity (lanes)
- Ashlan Avenue, SR-99 southbound ramp to SR-99 northbound ramp (FMSI)
 - No feasible improvements available to widen the existing bridge structure to accommodate additional capacity (lanes)
- Carnegie Avenue, Golden State Boulevard to Bullard Avenue (FMSI)
 - Construct to two lanes in the eastbound direction

13-4349 Project Applicant shall pay Fresno Major Street Improvement (FMSI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 3-



5. Environmental Analysis

TRANSPORTATION AND TRAFFIC

~~Payment of fees is the project's fair share contribution to construct the following roadway segments:~~

- ~~○ Herndon Avenue, Brawley Avenue to Marks Avenue
 - ~~▪ No feasible improvements available~~~~
- ~~○ Parkway Drive, Herndon Avenue to Grantland Avenue
 - ~~▪ Construct two lanes in the southbound direction~~~~
- ~~○ Veterans Boulevard, Golden State Boulevard to Bryan Avenue
 - ~~▪ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration~~~~
- ~~○ Veterans Boulevard, SR 99 northbound ramps to Golden State Boulevard
 - ~~▪ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration~~~~
- ~~○ Veterans Boulevard, SR 99 southbound to SR 99 northbound ramps
 - ~~▪ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration~~~~
- Veterans Boulevard, Bryan Avenue (west) to SR-99 northbound ramps (FMSI and RTMF)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
- ~~○ Sierra Avenue, Bryan Avenue to Polk Avenue
 - ~~▪ Construct two lanes in the eastbound direction~~~~
- ~~○ Polk Avenue, Herndon Avenue to Sierra Avenue
 - ~~▪ Construct to two lanes in each direction~~~~
- ~~○ Golden State Boulevard, Veterans Boulevard to Carnegie Avenue
 - ~~▪ Construct two lanes in the northbound direction~~~~
- ~~○ Golden State Boulevard, Shaw Avenue to Ashland Avenue
 - ~~▪ Construct two lanes in the southbound direction~~~~
- ~~○ Shaw Avenue, west of SR-99 southbound ramps
 - ~~▪ Construct to two lanes in the eastbound direction~~~~

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- ~~○ Carnegie Avenue, Golden State Boulevard to Bullard Avenue~~

- ~~▪ Construct to two lanes in the eastbound direction~~

No mitigation measures are proposed for the following roadway segments:

- ~~○ Shaw Avenue, SR-99 southbound ramps to SR-99 northbound ramps~~

- ~~▪ Not on City's Nexus Study for (FMSI) fees; no feasible improvements available to widen existing bridge structure~~

- ~~○ Shaw Avenue, Golden State Boulevard to Brawley Avenue~~

- ~~▪ Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration~~

- ~~○ Shaw Avenue, Brawley Avenue to Marks Avenue~~

- ~~▪ Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration~~

- ~~○ Palm Avenue, Herndon Avenue to Bullard Avenue~~

- ~~▪ Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration~~

- ~~○ Ashlan Avenue, SR-99 southbound ramps to SR-99 northbound ramps~~

- ~~▪ Not on City's Nexus Study for (FMSI) fees; no feasible improvements available to widen existing bridge structure~~

~~13-50 Project Applicant shall pay the Regional Transportation Mitigation Fee (RTMF) prior to issuance of building permit for Phase 3:~~

- ~~○ Veterans Boulevard, SR-99 northbound ramps to Golden State Boulevard (RTMF)~~

- ~~▪ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration~~

- ~~○ Veterans Boulevard, SR-99 southbound to SR-99 northbound ramps (RTMF)~~

- ~~▪ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration~~

Phase 5

~~13-5144 Project Applicant shall pay Fresno Major Street Improvement (FMSI) fees and the Regional Transportation Mitigation Fee prior to issuance of building permit for Phase 5:~~



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- Herndon Avenue, Parkway Drive to SR-99 northbound off-ramp (FMSI)
 - This segment would be built to its ultimate General Plan configuration
 - Herndon Avenue, Blythe Avenue to Brawley Avenue (FMSI)
 - This segment would be is already built to its ultimate General Plan configuration
 - Herndon Avenue, Brawley Avenue to Marks Avenue (FMSI)
 - No feasible improvements; roadway segment would be is already built to its ultimate General Plan configuration
 - Veterans Boulevard, Golden State Boulevard to Bryan Avenue (FMSI)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
 - Sierra Avenue, Bryan Avenue to Polk Avenue (FMSI)
 - No feasible improvement available
 - Golden State Boulevard, Carnegie Avenue to Shaw Avenue (FMSI)
 - Construct two lanes in the northbound direction
 - Golden State Boulevard, Shaw Avenue to Ashlan Avenue (FMSI)
 - No feasible improvements available
 - Ashlan Avenue, SR-99 southbound ramp to SR-99 northbound ramp (FMSI)
 - No feasible improvements available to widen the existing bridge structure to accommodate additional capacity (lanes)
- 13-4552 Project Applicant shall pay Fresno Major Street Improvement (FMSI) and Regional Transportation Mitigation Fee (RTMF) fees prior to issuance of building permit for Phase 5:
- ~~Herndon Avenue, Blythe Avenue to Brawley Avenue~~
 - ~~This segment would be built to its ultimate General Plan configuration~~
 - ~~Herndon Avenue, Brawley Avenue to Marks Avenue~~
 - ~~No feasible improvements; roadway segment would be built to its ultimate General Plan configuration~~
 - ~~Veterans Boulevard, Golden State Boulevard to Bryan Avenue~~

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- ~~▪ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration~~
- ~~○ Veterans Boulevard, SR-99 northbound ramps to Golden State Boulevard~~
 - ~~▪ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration~~
- ~~○ Veterans Boulevard, SR-99 southbound to SR-99 northbound ramps~~
 - ~~▪ No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration~~
- Veterans Boulevard, Bryan Avenue (west) to SR-99 southbound ramps (FMSI and RTMF)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
- ~~○ Sierra Avenue, Bryan Avenue to Polk Avenue~~
 - ~~▪ No feasible improvement available~~
- ~~○ Golden State Boulevard, Carnegie Avenue to Shaw Avenue~~
 - ~~▪ Construct two lanes in the northbound direction~~
- ~~○ Golden State Boulevard, Shaw Avenue to Ashlan Avenue~~
 - ~~▪ No feasible improvements available~~



13-53 Project Applicant shall pay the Regional Transportation Mitigation Fee (RTMF) prior to issuance of building permit for Phase 5:

- Veterans Boulevard, SR-99 northbound ramps to Golden State Boulevard (RTMF)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration
- Veterans Boulevard, SR-99 southbound to SR-99 northbound ramps (RTMF)
 - No feasible improvements available; roadway segment would be built to its ultimate General Plan configuration

No mitigation measures are proposed for the following roadway segments:

- ~~○ Shaw Avenue, Golden State Boulevard to Brawley Avenue~~
 - ~~▪ Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration~~

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- ~~Shaw Avenue, Brawley Avenue to Marks Avenue~~
 - ~~Not on City's Nexus Study for (FMSI) fees; this segment would be built to its ultimate General Plan configuration~~
- ~~Ashlan Avenue, SR-99 southbound ramps to SR-99 northbound ramps~~
 - ~~Not on City's Nexus Study for (FMSI) fees; no feasible improvements available to widen existing bridge structure~~

Impacts 5.13-4 and 5.13-5: Caltrans Facility Impacts/SR-99 Capacity and Weaving

Apply same measures as found in Mitigation Measures 13-23-26 and 13-25-27. The total Regional Transportation Mitigation Fee (RTMF) fair share contribution is \$2,800,841.

13-54 Project Applicant shall prepare a traffic impact study for each of the subsequent development phases (Phases 2 through 5) of the Master Plan to confirm conditions and related cumulative growth assumptions. The traffic impact study shall be prepared in a manner similar to the level of the Phase 1 traffic analysis (including its sub-phases). These updates shall be prepared consistent with the City of Fresno Traffic Impact Study Guidelines and shall incorporate any fee requirements from the City's Traffic Signal Mitigation Impact and Fresno Major Street Improvement programs, the Fresno County Regional Transportation Mitigation Fee program, and applicable Caltrans requirements. In addition, the traffic analyses shall provide updated information on the status of local and regional capital traffic improvements, and analyze background traffic conditions accordingly.

Prior to the issuance of building permits for the respective phase, the Project Applicant shall demonstrate that none of the following conditions would result from implementation of the project phase:

- For ramp intersections on SR-99, the project causes a ramp intersection to drop from Level of Service (LOS) C or better to LOS D or worse.

Impact 5.13-9: Railroad Trespass

13-55 Prior to occupancy of subsequent Master Plan phases, the Project Applicant shall install a wrought iron fence along the entire length of the property line of each of the subsequent phase's project site adjacent to the UPRR right-of-way.

5.13.8 Level of Significance After Mitigation

Phase 1, Marketplace at El Paseo

Impact 5.13-1: Construction Related Impacts

Implementation of Mitigation Measure 13-1 would minimize traffic impacts of the temporary construction traffic related to Phase 1 and would therefore reduce construction-related traffic impacts to less than significant. Implementation of Mitigation Measure 13-2 would minimize temporary holiday traffic impacts to Phase 1 and would also reduce holiday-related traffic impacts to less than significant.

Impact 5.13-2: Intersection LOS Impacts

Implementation of Mitigation Measures 13-3 through 13-11 would reduce intersection level of service impacts to less than significant by buildout of Phase 1 for the majority of intersections. ~~As stated previously, payment of fees for improvements included on the City's TSMI and FMSI Nexus Studies are deemed as full mitigation. The Project Applicant would either construct or pay the project's fair share fees for intersection and roadway improvements. Unless otherwise noted, the needed intersection and roadway improvements are included on the City's Nexus Studies for TSMI and FMSI fees and payment of these fees are deemed as full mitigation. These mitigation measures would require the Project Applicant to pay the proportionate fair share for future improvements for intersections and roadway segments listed in the City's Nexus Studies. Phase 1 P~~payment of TSMI fees would total \$1,786,130.70 and FMSI fees would total \$3,346,262.00.

~~Impacts to the following intersection would be significant and unavoidable. The following intersection is not currently included in the City's TSMI or FMSI funding programs. It is eligible to be placed on such funding programs. If it is placed on the City's funding programs, it would be eligible to receive funding for any necessary roadway improvements. However, In addition, there is no available right-of-way as this intersection is built to its ultimate General Plan configuration, there is no available right of way and mitigation measures would be physically infeasible. The project-related impact to this intersection therefore is significant and unavoidable.~~

- Palm Avenue/Herndon Avenue

Impact 5.13-3: Roadway Segment LOS Impacts

Implementation of Mitigation Measures 13-12 through 13-~~22~~25 would reduce roadway segment LOS impacts to less than significant by buildout of Phase 1.

Impacts 5.13-4 and 5.13-5: Caltrans Facility Impacts/SR-99 Capacity and Weaving

Implementation of Mitigation Measure 13-~~23~~26 ~~would require the documents the P~~project Applicant applicant's requirement to pay RTMF fees to mitigate regional impacts on high-priority state roadways. ~~the proportionate fair share for future improvements to state facilities listed on the RTMF Nexus Study. The total RTMF fees proportionate fair share contribution for Phase 1 would be \$1,777,304. Payment of fees for improvements listed on the RTMF Nexus Study is deemed as full mitigation. The RTMF program is used as a partial funding source and would therefore not fully fund improvements to regional facilities. In the past the City has been successful in obtaining other funding to fill the funding gap. However, there is no guarantee that the City would be able to obtain such funding in the future and the City cannot mandate other jurisdictions to cooperate in the funding of the improvement. In addition, implementation of Mitigation Measure 13-27 would require the Project Applicant to pay the Combined Share fees for improvements to Caltrans facilities not on the RTMF program. However, since there is currently not an adopted capital improvement program or Nexus study associated with the Combined Share fees, payment of these fees would not fully satisfy the Anderson First court case standard that the fees be part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts. Therefore, impacts to SR-99 would remain significant and unavoidable. Therefore, impacts to SR-99 would be less than significant.~~

Impact 5.13-7: Hazardous Conditions

Implementation of Mitigation Measure 13-~~24~~28 would reduce the hazards and risks associated with midblock crossing on Bryan Avenue by providing monitored crossing for students during the time



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immediately before school commences and the time following the end of the school day. Therefore, impacts would be reduced to less than significant.

Impact 5.13-9: Railroad Trespass

Implementation of Mitigation Measure 13-29 would reduce the incidences of trespass across the UPRR right-of-way by restricting access to the Phase 1 development via the UPRR right-of-way. This mitigation measure would reduce this hazard to less than significant.

Master Plan (Phases 2 through 5)

Impact 5.13-1: Construction-Related Impacts

Implementation of Mitigation Measure 13-1 would minimize traffic impacts of the temporary construction traffic related to all Phases of the Master Plan and would therefore reduce construction-related traffic impacts to less than significant. Implementation of Mitigation Measure 13-2 would be implemented for these period as required by the City to minimize temporary holiday traffic impacts to all PhasesPhase 1 and subsequent of the Master Plan phases and and would also to mitigate reduce holiday-related traffic congestion impacts to less than significant.

Impacts 5.13-2: Intersection LOS Impacts

Implementation of Mitigation Measures 13-25-2931 through 13-38-4234 would reduce intersection level of service impacts to less than significant for the some of the intersections. As stated previously, the Project Applicant would either construct or pay the project's fair share fees for intersection and roadway improvements. Unless otherwise noted, the needed intersection and roadway improvements are included on the City's Nexus Studies for TSMI and FMSI fees and payment of these fees are deemed as full mitigation. Payment of TSMI fees for Phases 2 through 5 would total \$2,719,199 and FMSI fees would total \$8,515,809. However, project impacts to the following intersections would be remain significant and unavoidable.

Phases 2A and 2B

The following intersections are not currently included in the City's TSMI or FMSI funding programs. In addition, there is no available right-of-way as these intersections are built to their ultimate General Plan configurations. The project-related impact to these intersections therefore is significant and unavoidable. The following intersection is eligible to be placed on one the City's roadway improvement funding programs, however until such time, project impacts would remain significant and unavoidable.

- Palm Avenue/Herndon Avenue

The following intersections cannot feasibly be physically mitigated due to right of way constraints and project impacts, therefore, would be significant and unavoidable.

- Palm Avenue/Herndon Avenue
- Brawley Avenue/Shaw Avenue

Mitigation Measure 13-34 would require the Project Applicant to pay a Combined Share fee towards improvements to the following intersections. However, since there is currently not an adopted capital improvement program or Nexus study associated with the Combined Share fees, payment of these fees would not fully satisfy the *Anderson First* court case standard that the fees be part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts. Therefore, impacts would remain significant and unavoidable.

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- SR-99 southbound ramps/Shaw Avenue
- SR-99 southbound ramps/Ashlan Avenue

Phases 3 and 4

The following intersection is not currently included in the City's TSMI or FMSI funding programs. In addition, there is no available right-of-way as the intersection is built to its ultimate General Plan configuration. The project-related impact to this intersection therefore is significant and unavoidable. The following intersections cannot feasibly be physically mitigated due to right of way constraints. Project impacts would therefore be significant and unavoidable.

- Palm Avenue/Herndon Avenue
- ~~Bryan Avenue/Veterans Boulevard~~
- ~~Golden State Boulevard/Veterans Boulevard~~

Mitigation Measures 13-38 and 13-39 would require the Project Applicant to pay a Combined Share fee towards improvements to the following intersections. However, since there is currently not an adopted capital improvement program or Nexus study associated with the Combined Share fees, payment of these fees would not fully satisfy the Anderson First court case standard that the fees be part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts. Therefore, project-related impacts would remain significant and unavoidable.

- SR-99 southbound ramps/Ashlan Avenue
- SR-99 northbound ramps/Ashlan Avenue

Phase 5

The following intersections cannot feasibly be physically mitigated and would be significant and unavoidable.

- ~~Bryan Avenue/Veterans Boulevard~~
- ~~Golden State Boulevard/Veterans Boulevard~~
- ~~SR-99 northbound ramps/Veterans Boulevard~~

Mitigation Measure 13-44 would require the Project Applicant to pay the project's fair share into the RTMF program. The RTMF program is used as a partial funding source and would therefore not fully fund improvements to regional facilities. In the past the City has been successful in obtaining other funding to fill the funding gap. However, there is no guarantee that the City would be able to obtain such funding in the future and the City cannot mandate other jurisdictions to cooperate in the funding of the improvement. Therefore impacts to the following intersection would remain significant and unavoidable.

- SR-99 northbound ramps/Veterans Boulevard

Mitigation Measure 13-43 would require the Project Applicant to pay a Combined Share fee towards improvements to the following intersection. However, since there is currently not an adopted capital improvement program or Nexus study associated with the Combined Share fees, payment of these fees would not fully satisfy the Anderson First court case standard that the fees be part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts. Therefore, project impacts would remain significant and unavoidable.

- SR-99 northbound ramps/Ashlan Avenue



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Impacts 5.13-3: Roadway Segment LOS Impacts

Implementation of Mitigation Measures ~~13-39-45~~ through ~~13-45-53~~ would reduce roadway segment level of service impacts to less than significant for the some of the roadway segments. However, the following roadway segments are not currently included in the City's TSMI or FMSI funding programs. In addition, there is no available right-of-way as the roadway segments are built out to their ultimate General Plan configurations. The project-related impacts to these roadway segments therefore are significant and unavoidable. the traffic impacts at the following roadway segments cannot be physically mitigated and would be significant and unavoidable.

Phases 3 and 4

- Shaw Avenue
 - ~~SR-99 southbound ramps to SR-99 northbound ramps~~
 - Golden State Boulevard to Brawley Avenue
 - Brawley Avenue to Marks Avenue
- Palm Avenue
 - Herndon Avenue to Bullard Avenue
- ~~Ashlan Avenue~~
 - ~~SR-99 southbound ramps to SR-99 northbound ramps~~

Phase 5

- Shaw Avenue
 - Golden State Boulevard to Brawley Avenue
 - Brawley Avenue to Marks Avenue

Mitigation Measure 13-51 would require the Project Applicant to pay the project's fair share into the RTMF program. The RTMF program is used as a partial funding source and would therefore not fully fund improvements to regional facilities. In the past the City has been successful in obtaining other funding to fill the funding gap. However, there is no guarantee that the City would be able to obtain such funding in the future and the City cannot mandate other jurisdictions to cooperate in the funding of the improvement. Therefore impacts to the following roadway segments would remain significant and unavoidable.

Phases 3 and 4

- Veterans Boulevard
 - SR-99 northbound ramps to Golden State Boulevard
 - SR-99 southbound ramps to SR-99 northbound ramps
 - Bryan Avenue (west) to SR-99 southbound ramps

Phase 5

- Veterans Boulevard
 - SR-99 northbound ramps to Golden State Boulevard
 - SR-99 southbound ramps to SR-99 northbound ramps
 - Bryan Avenue (west) to SR-99 southbound ramps
- ~~Ashlan Avenue~~

5. Environmental Analysis

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○ SR-99 southbound ramps to SR-99 northbound ramps

Impacts 5.13-4 and 5.13-5: Caltrans Facility Impacts/SR-99 Capacity and Weaving

Implementation of Mitigation Measure 13-23-26 would require the Project Applicant to pay the proportionate fair share for future improvements to state facilities listed on the RTMF fees to mitigate regional impacts on high-priority state roadways. ~~Nexus Study. The Total RTMF proportionate fair share contribution for Phases 2 through 5 would be \$2,800,841. Payment of fees for improvements listed on the RTMF Nexus Study is deemed as full mitigation. The RTMF would not fully fund improvements to regional facilities. In the past the City has been successful in obtaining other funding to fill the funding gap. However, there is no guarantee that the City would be able to obtain such funding in the future and the City cannot mandate other jurisdictions to cooperate in the funding of the improvement. In addition, implementation of Mitigation Measure 13-27 would require the Project Applicant to pay the Combined Share fees for improvements to Caltrans facilities not on the RTMF program. However, payment of the Combined Share fees would not fully satisfy the *Anderson First* case standard that the fees are part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts. Therefore, project impacts to SR-99 would remain significant and unavoidable. Therefore, impacts to SR-99 would be less than significant.~~

Impact 5.13-9: Railroad Trespass

Implementation of Mitigation Measure 13-55 would reduce the incidences of trespass across the UPRR right-of-way by restricting access to the subsequent Master Plan developments via the UPRR right-of-way. This mitigation measure would reduce this hazard to less than significant.



5. *Environmental Analysis*

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Table 5.13-14-16
Summary Traffic Mitigation Table for EIR – Marketplace at El Paseo, Phase 1 (Subphases)

Location	Project Specific Impact?	Cumulatively Considerable?	Improvement Required	Funding Type	Improvement Conditioned?	Mitigation Measure and Timeframe for Implementation	Significant?	Notes
Intersection LOS								
Scenario 1 – Phase 1A								
1. Bryan Avenue/Herndon Avenue	X	X	Modify existing traffic signal	TSMI	Yes	Project Applicant shall pay TSMI and FMSI fees prior to issuance of building permit for Phase.	No	Project Applicant to modify prior to Phase 1A occupancy (Improvement 1A-2)
			Construct dual left-turn lanes, three through lanes, and one right-turn lane on Herndon Avenue approach	FMSI	Yes			Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-2)
			Construct a dual left turn lane and right-turn lane on Bryan Avenue approach	FMSI	Yes			Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-2)
			Construct third westbound lane	FMSI	Yes			Project Applicant to construct prior to Phases 1B and 1C occupancy (Conditions 1B-1)
2. Bryan Avenue/Anchor A Driveway	X		Install traffic signal and coordinate with Bryan Avenue/Herndon Avenue traffic signal	applicantApplicant	Yes	Project Applicant shall construct improvements prior to Phase 1A occupancy	No	Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-4)
			Construct dual left turn lanes on the northbound approach; and dual left turn lanes and a right turn lane on the eastbound approach					Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-4)
3. SR-99 northbound off-ramp/Herndon Avenue	X	X	Install traffic signal and coordinate with the Golden State Boulevard/Herndon Avenue traffic signal	TSMI	Yes	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1A	No	Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-6)
			Widen off-ramp and construct third lane; approach lane configuration would be a left turn lane and two right turn lanes	TSMI	Yes			Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-6)
			If required by Caltrans, remove existing adjacent southbound off-ramp; southbound off-ramp traffic will be rerouted to Golden State Boulevard/Herndon Avenue which has available capacity for off-ramp traffic	TSMI	Yes			Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-7)
4. Parkway Drive/Herndon Avenue	X	X	Install traffic signal	TSMI	Yes	Project Applicant shall pay TSMI and FMSI fees prior to issuance of building permit for Phase 1A	No	Project Applicant to construct improvement prior to Phase 1B occupancy (Condition 1B-2);
			Construct dual left-turn lanes and a right-turn lane on Herndon Avenue approach	FMSI	Yes			Project Applicant to construct improvement prior to Phase 1B occupancy (Condition 1B-2);

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**Table 5.13-14-16
Summary Traffic Mitigation Table for EIR – Marketplace at El Paseo, Phase 1 (Subphases)**

Location	Project Specific Impact?	Cumulatively Considerable?	Improvement Required	Funding Type	Improvement Conditioned?	Mitigation Measure and Timeframe for Implementation	Significant?	Notes
5. Grantland Avenue/Parkway Drive	X	X	Install traffic signal	TSMI	Yes	Project Applicant shall pay TSMI and FMSI fees prior to issuance of building permit for Phase 1A	No	Project Applicant to construct prior to Phase 1B occupancy (Condition 1B-2)
			Construct the intersection with a left-turn lane and a right-turn lane on the Grantland Avenue approach	FMSI	Yes			Project Applicant to construct prior to Phase 1B occupancy (Condition 1B-2)
			Construct two through lanes and a right-turn lane for the Parkway Drive eastbound approach.	TSMI/FMSI	Yes			Project Applicant to construct prior to Phase 1B occupancy (Condition 1B-2)
6. Grantland Avenue/Bullard Avenue	X		Install traffic signal	TSMI	No	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1A	No	
7. Golden State Blvd/Carnegie Ave	X	X	Install traffic signal	TSMI	No	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1A	No	
Scenario 2 – Phases 1B and 1C								
1. Parkway Drive/Herndon Avenue	X	X	See Scenario 1	TSMI/FMSI	Yes	Project Applicant shall pay TSMI and FMSI fees prior to issuance of building permit for Phases 1B and 1C	No	Project Applicant to construct prior to Phase 1B occupancy (Condition 1B-2)
2. Grantland Avenue/Parkway Drive	X	X	See Scenario 1	TSMI/FMSI	Yes	Project Applicant shall pay TSMI and FMSI fees prior to issuance of building permit for Phases 1B and 1C	No	Project Applicant to construct prior to Phase 1B occupancy (Condition 1B-2)
3. Bryan Avenue/Palo Alto Avenue	X		Install traffic signal and coordinate with other traffic signals along Bryan Avenue	Applicant	Yes	Project Applicant shall construct improvements prior to Phase 1C occupancy	No	Project Applicant to construct prior to Phase 1C occupancy (Condition 1C-2)
			Install diverters on the eastbound and westbound approaches to prohibit through traffic from Palo Alto Avenue and the shopping center driveway	Applicant	Yes			Project Applicant to construct prior to Phase 1C occupancy (Condition 1C-2)
4. Hayes Avenue/Herndon Avenue	X		Extend Bryan Avenue to Bullard Avenue with one lane in each direction.	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1B	No	Project Applicant to construct prior to Phase 1D occupancy (Conditions 1D-2)
			Widen westbound Herndon Avenue approach to three lanes	FMSI	Yes			Project Applicant to construct prior to Phase 1E occupancy (Condition 1E-2)
			Restripe eastbound Herndon Avenue approach to three lanes	FMSI	Yes			Project Applicant to construct prior to Phase 1F occupancy (Condition 1F-2)
5. Polk Avenue/Herndon Avenue	X		Extend Bryan Avenue to Bullard Avenue with one lane in each direction.	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1B	No	Project Applicant to construct prior to Phase 1D occupancy (Conditions 1D-2)

Table 5.13-14-16
Summary Traffic Mitigation Table for EIR – Marketplace at El Paseo, Phase 1 (Subphases)

Location	Project Specific Impact?	Cumulatively Considerable?	Improvement Required	Funding Type	Improvement Conditioned?	Mitigation Measure and Timeframe for Implementation	Significant?	Notes
6. Milburn Avenue/Herndon Avenue	X		Extend Bryan Avenue to Bullard Avenue with one lane in each direction.	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1B	No	Project Applicant to construct prior to Phase 1D occupancy (Condition 1D-2)
7. Palm Avenue/Herndon Avenue	X	X	Construct third through lane on the southbound approach	none	No	No mitigation proposed	SU	
Scenario 3 – Phase 1D and 1E								
1. Grantland Avenue/Bullard Avenue	X		Install traffic signal	TSMI	No	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1D	No	
2. Carnegie Avenue/Bullard Avenue ¹	X	X	Install traffic signal	TSMI	No	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1D	No	
3. Golden State Boulevard/Carnegie Avenue	X	X	See Scenario 1	TSMI	No	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1D	No	
Scenario 4 – Phase 1F								
1. Grantland Avenue/Bullard Avenue	X	X	See Scenario 1	TSMI	No	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1F	No	
2. Carnegie Avenue/Bullard Avenue	X	X	See Scenario 3	TSMI	No	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1F	No	
3. Golden State Boulevard/Carnegie Avenue	X	X	See Scenario 1	TSMI	No	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1F	No	
4. Grantland Avenue/Barstow Avenue	X		Convert the intersection traffic control from a two-way stop controlled intersection to an all-way stop controlled intersection.	Applicant	No	Project Applicant to construct prior to Phase 1F occupancy	No	
Roadway LOS								
Scenario 1 – Phase 1A								
1. Herndon Avenue, Weber Avenue to Bryan Avenue	X	X	Full frontage improvements on EB direction (three lanes and raised median island and landscaping); maintain two (existing) lanes on westbound direction	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1A	No	Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-1)
2. Bryan Avenue, Herndon Avenue to Phase 1A southern boundary	X		Full frontage improvements on SB direction (two lanes and raised median island to Palo Alto Avenue); install transition paving	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1A	No	Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-3)
			Construct two northbound lanes with AC (asphalt-cement) dike (12-foot travel lanes and 5 foot shoulder/bike lane)	FMSI				Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-5)
3. Palo Alto Avenue, Bryan Avenue to Hayes Avenue	X		Install two residential street traffic circles at the major access points to the subdivision on the south side of Palo Alto Avenue; consideration for bus access needs to be provided	applicantApplicant	Yes	Project Applicant shall construct improvement prior to Phase 1A occupancy	No	Project Applicant to construct prior to Phase 1A occupancy (Condition 1A-8)

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Summary Traffic Mitigation Table for EIR – Marketplace at El Paseo, Phase 1 (Subphases)

Location	Project Specific Impact?	Cumulatively Considerable?	Improvement Required	Funding Type	Improvement Conditioned?	Mitigation Measure and Timeframe for Implementation	Significant?	Notes
Scenario 2 – Phases 1B and 1C								
1. Bryan Avenue, Phase 1A boundary to Phase 1C boundary	X		Construct full improvements (two southbound lanes and raised median island with landscaping) to Phase 1C boundary with transition paving to the south	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1C	No	Project Applicant to construct prior to Phase 1C occupancy (Condition 1C-1)
2. Herndon Avenue, Weber Avenue to Bryan Avenue	X	X	Construct third westbound lane	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1B	No	Project Applicant to construct prior to Phase 1B occupancy (Condition 1B-1)
3. Herndon Avenue, Parkway Drive to SR-99 southbound ramps	X	X	Slurry and restripe Herndon Avenue to have two westbound lanes and one eastbound lane	TSMI	Yes	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1B	No	Project Applicant to construct prior to Phase 1B occupancy (Conditions 1B-3)
4. Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard	X	X	Slurry and restripe Herndon Avenue to have two westbound lanes and one eastbound lane	TSMI/RTMF	Yes	Project Applicant shall pay TSMI and RTMF fees prior to issuance of building permit for Phase 1B	No	Project Applicant to construct prior to Phase 1B occupancy (Conditions 1B-3)
Scenario 3 – Phases 1D and 1E								
1. Bryan Avenue, Phase 1C boundary to Phase 1E boundary	X		Construct full improvements (two southbound lanes and raised median island with landscaping) to Phase 1E boundary with transition paving to the south	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phases 1D and 1E.	No	Project Applicant to construct prior to Phases 1D and 1E occupancy (Condition 1D-1 and 1E-1)
2. Herndon Avenue, Bryan Avenue to Hayes Avenue	X	X	Widen westbound Restripe eastbound segment to three lanes (currently two lanes)	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1E.	No	Project Applicant to construct prior to Phase 1E occupancy (Condition 1E-2)
3. Herndon Avenue, Parkway Drive to SR-99 southbound ramps	X	X	No feasible improvements available	TSMI	Yes	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1D	No	Project Applicant to construction prior to Phase 1B occupancy (Condition 1B-3)
4. Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard	X	X	No feasible improvements available	TSMI/RTMF	Yes	Project Applicant shall pay TSMI and RTMF fees prior to issuance of building permit for Phase 1D	No	Project Applicant to construction prior to Phase 1B occupancy (Condition 1B-3)
5. Herndon Avenue, west of Polk Avenue	X	X	Widen to six lanes and construct a median	FMSI	No	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1D	No	
6. Herndon Avenue, Polk Avenue to Milburn Avenue	X	X	Widen to six lanes and construct a median	FMSI	No	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1D	No	
7. Parkway Drive, Herndon Avenue to Grantland Avenue	X	X	Widen to four lanes.	FMSI	No	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1D	No	

Table 5.13-14-16
Summary Traffic Mitigation Table for EIR – Marketplace at El Paseo, Phase 1 (Subphases)

Location	Project Specific Impact?	Cumulatively Considerable?	Improvement Required	Funding Type	Improvement Conditioned?	Mitigation Measure and Timeframe for Implementation	Significant?	Notes
Scenario 4 – Phase 1F								
1. Bryan Avenue, Phase 1E boundary to Phase 1F boundary	X		Construct full improvements (two southbound lanes and raised median island with landscaping) to Phase 1F boundary with transition paving to the south	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1F	No	Project Applicant to construct prior to Phase 1F occupancy (Condition 1F-1)
2. Herndon Avenue, Bryan Avenue to Hayes Avenue	X	X	Restripe east Widen westbound segment to three lanes (currently two lanes)	FMSI	Yes	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 1F	No	Project Applicant to construct prior to Phase 1F occupancy (Condition 1F-2)
3. Herndon Avenue, Parkway Drive to SR-99 southbound ramps	X	X	No feasible improvements available	TSMI	Yes	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 1F	No	Project Applicant to construct prior to Phase 1B occupancy (Conditions 1B-3)
4. Herndon Avenue, SR-99 northbound ramps to Golden State Boulevard	X	X	No feasible improvements available	TSMI/RTMF	Yes	Project Applicant shall pay TSMI and RTMF fees prior to issuance of building permit for Phase 1F	No	Project Applicant to construct prior to Phase 1B occupancy (Conditions 1B-3)
5. Grantland Avenue, Parkway Drive to Bullard Avenue	X	X	Construct two southbound travel lanes with raised landscaped median; install traffic signal at Grantland Avenue/Bullard Avenue.	FMSI	No	Project Applicant to pay FMSI FMSI fees prior to Phase 1F occupancy	No	

Notes:

SU = significant and unavoidable

¹ This intersection is listed as Bryan Avenue and Carnegie Avenue in the City's TSMI Nexus Study; however, according to the City of Fresno, it should be listed as Bullard Avenue and Carnegie Avenue.

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**Table 5.13-15-17
Summary Traffic Mitigation Table for EIR - El Paseo Master Plan (Phases 2 through 5)**

<i>Location</i>	<i>Project Specific Impact?</i>	<i>Cumulatively Considerable?</i>	<i>Improvement Required</i>	<i>Funding Type</i>	<i>Mitigation Measure and Timeframe for Implementation</i>	<i>Significant?</i>
Intersection LOS Phases 2A and 2B						
1. Golden State Boulevard/Herndon Avenue	X		Modify existing traffic signal to provide overlap phasing for the northbound right turn movement	TSMI	Project Applicant shall pay TSMI fee prior to issuance of building permit for Phase 2A	No
			Modify existing traffic signal to provide overlap phasing for the southbound right turn movement	TSMI		
2. Bryan Avenue/Herndon Avenue	X		Modify existing traffic signal to provide overlap phasing for the southbound right turn movement	TSMI	Project Applicant shall pay TSMI fee prior to issuance of building permit for Phase 2A	No
			Modify existing traffic signal to provide overlap phasing for the eastbound right turn movement	TSMI		
3. Millburn Avenue/Herndon Avenue	X		Modify existing traffic signal to provide overlap phasing for the westbound right turn movement	None	Project Applicant shall construct improvement prior to issuance of building permit for Phase 2A	No
4. Brawley Avenue/Herndon Avenue	X	X	Construct a second (dual) left turn lane on the northbound approach	FMSI	Project Applicant shall pay TSMI and FMSI fees prior to issuance of building permit for Phase 2A	No
			Construct a second (dual) left turn lane on the southbound approach	FMSI		
			Modify existing traffic signal to provide overlap phasing for the northbound right turn movement	TSMI		
5. Marks Avenue/Herndon Avenue	X		Modify existing traffic signal to provide overlap phasing for the southbound right turn movement	Applicant	Project Applicant shall construct improvement prior to issuance of building permit for Phase 2A	No
6. Palm Avenue/Herndon Avenue	X	X	Construct third through lane on the southbound approach	None	No mitigation proposed	SU
7. Polk Avenue/Sierra Avenue	X		Install traffic signal	TSMI	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 2A	No
8. Grantland Avenue/Bullard Avenue	X	X	Install traffic signal	TSMI	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 2A	No
9. Dante Avenue/Bullard Avenue	X		Install traffic signal	TSMI	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 2A	No
10. Palm Avenue/Bullard Avenue	X	X	Construct second through lane on eastbound approach	None	Project Applicant shall construct improvement prior to issuance of building permit for Phase 2A	No
11. Grantland Avenue/Barstow Avenue	X	X	Install traffic signal	TSMI	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 2A	No
12. SR-99 southbound ramps/Shaw Avenue	X	X	Widen eastbound approach and construct a second through lane	RTMF Combined Share	Project Applicant shall pay RTMF Combined Share fees prior to issuance of certificate of occupancy for Phase 2A	NeSU
13. Golden State Boulevard/Shaw Avenue	X	X	Modify existing traffic signal to provide overlap phasing for the northbound right turn movement	TSMI	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 2A	No
14. Brawley Avenue/Shaw Avenue	X	X	No feasible improvements due to limited to no available right-of-way	None	No mitigation proposed	SU

Table 5.13-15-17
Summary Traffic Mitigation Table for EIR - El Paseo Master Plan (Phases 2 through 5)

<i>Location</i>	<i>Project Specific Impact?</i>	<i>Cumulatively Considerable?</i>	<i>Improvement Required</i>	<i>Funding Type</i>	<i>Mitigation Measure and Timeframe for Implementation</i>	<i>Significant?</i>
15. Marks Avenue/Shaw Avenue	X		Modify existing traffic signal to provide overlap phasing for the southbound right turn movement	Applicant	Project Applicant shall construct improvement prior to issuance of building permit for Phase 2A.	No
16. SR-99 southbound ramps/Ashlan Avenue	X	X	Re-stripe northbound approach and convert the left turn lane to a shared left plus right turn lane	RTMF Combined Share	Project Applicant shall pay RTMF Combined Share fees prior to issuance of certificate of occupancy for Phase 2A	NoSU
Phases 3 and 4						
1. SR-99 NB ramps/Herndon Avenue	X		No feasible improvements available	TSMI	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 3	No
2. Palm Avenue/Herndon Avenue	X	X	Construct third through lane on the southbound approach	None	None proposed	SU
3. Hayes Avenue/Palo Alto Avenue	X		Widen and restripe the northbound approach to provide a dedicated left turn lane and through lane	Applicant	Project Applicant shall construct improvements prior to Phase 3 occupancy	No
4. Bryan Avenue/Veterans Boulevard	X		No feasible improvements available	None FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3 None proposed	No SU
5. Golden State Boulevard/Veterans Boulevard	X	X	No feasible improvements available	None FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3 None proposed	No SU
6. Bullard Avenue/Carnegie Avenue	X		Modify traffic signal	TSMI	Project Applicant shall pay either TSMI or FMSI fees prior to issuance of building permit for Phase 3	No
			Widen eastbound approach and construct a second (dual) left turn lane	FMSI		
7. Golden State Boulevard/Carnegie Avenue	X	X	Widen westbound approach and construct a dedicated left turn lane	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3	No
8. Palm Avenue/Bullard Avenue	X	X	Widen eastbound approach and construct a second (dual) left turn lane	None	Project Applicant shall construct the following improvements prior to issuance of Certificate of Occupancy for Phase 3	No
9. Golden State Boulevard/Shaw Avenue	X	X	Widen the southbound and westbound approaches and construct second (dual) left turn lanes for both approaches.	FMSI	Project Applicant shall pay FMSI fees prior to issuance of Certificate of Occupancy for Phase 3	No
10. SR-99 southbound ramps/Ashlan Avenue	X	X	Widen the southbound approach and construct second (dual) left turn lane	RTMF Combined Share	Project Applicant shall pay RTMF Combined Share fees prior to issuance of certificate of occupancy for Phase 3	NoSU
11. SR-99 northbound ramps/Ashlan Avenue	X		Widen eastbound approach	Combined Share RTMF and FMSI	Project Applicant shall pay Combined Share RTMF and FMSI fees prior to issuance of building permit for Phase 3	NoSU
			Construct a second (dual) left turn lane on eastbound approach	Combined Share RTMF and FMSI		

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**Table 5.13-15-17
Summary Traffic Mitigation Table for EIR - El Paseo Master Plan (Phases 2 through 5)**

<i>Location</i>	<i>Project Specific Impact?</i>	<i>Cumulatively Considerable?</i>	<i>Improvement Required</i>	<i>Funding Type</i>	<i>Mitigation Measure and Timeframe for Implementation</i>	<i>Significant?</i>
Phase 5						
1. SR-99 northbound ramps/Herndon Avenue	X		No feasible improvements available	TSMI	Project Applicant shall pay TSMI fees prior to issuance of building permit for Phase 5	No
2. Polk Avenue/Herndon Avenue	X		Widen the northbound approach and construct a dedicated right turn lane	FMSI	Project Applicant shall pay the FMSI fees prior to the issuance of building permit for Phase 5	No
3. Bryan Avenue/Veterans Boulevard	X		No feasible improvements available	None FMSI	Project Applicant shall pay the FMSI fees prior to the issuance of building permit for Phase 5 None proposed	SU No
4. Golden State Boulevard/Veterans Boulevard	X	X	No feasible improvements available	None FMSI	Project Applicant shall pay the FMSI fees prior to the issuance of building permit for Phase 5 None proposed	SU No
5. SR-99 northbound ramps/Veterans Avenue	X		No feasible improvements available	None RTMF	Project Applicant shall pay the RTMF prior to the issuance of building permit for Phase 5 None proposed	SU
6. SR-99 northbound ramps/Ashlan Avenue	X		Widen northbound approach and construct a dedicated right turn lane Restripe the shared left-through-right-turn lane to a shared left-through lane	<u>Combined ShareRTMF and</u> <u>Combined ShareRTMF</u>	Project Applicant shall pay <u>Combined ShareRTMF</u> fees prior to issuance of certificate of occupancy for Phase 5 for the following improvements	<u>SU</u> No
Roadway Segment LOS						
Phases 2A and 2B						
1. Herndon Avenue, Parkway Drive to SR-99 northbound off-ramp	X	X	No feasible improvements available	FMSI/RTMF	Project Applicant shall pay FMSI and RTMF fees prior to issuance of building permit for Phase 2A	No
2. Herndon Avenue, Golden State Boulevard to former Weber Avenue	X	X	No feasible improvements available	FMSI/RTMF	Project Applicant shall pay FMSI and RTMF fees prior to issuance of building permit for Phase 2A	No
3. Herndon Avenue, former Weber Avenue to Bryan Avenue	X	X	No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A.	No
4. Herndon Avenue, Brawley Avenue to Marks Avenue	X	X	No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
5. Herndon Avenue, Marks Avenue to West Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
6. Herndon Avenue, West Avenue to Palm Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
7. Herndon Avenue, Palm Avenue to Blackstone Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
8. Parkway Drive, Herndon Avenue to Grantland Avenue	X		Construct two lanes in the northbound direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
9. Sierra Avenue, Bryan Avenue to Polk Avenue	X		Construct two lanes in the westbound direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
10. Golden State Boulevard, Herndon Avenue to future Veterans Boulevard	X		Construct to four lanes (two lanes in each direction)	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
11. Golden State Boulevard, Carnegie Avenue to Shaw Avenue	X		Construct two lanes in the southbound direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No

Table 5.13-15-17
Summary Traffic Mitigation Table for EIR - El Paseo Master Plan (Phases 2 through 5)

<i>Location</i>	<i>Project Specific Impact?</i>	<i>Cumulatively Considerable?</i>	<i>Improvement Required</i>	<i>Funding Type</i>	<i>Mitigation Measure and Timeframe for Implementation</i>	<i>Significant?</i>
12. Shaw Avenue, Golden State Boulevard to Brawley Avenue	X	X	No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
13. Shaw Avenue, Brawley Avenue to Marks Avenue	X	X	No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
14. Grantland Avenue, Parkway Drive to Bullard Avenue	X		Construct to four lanes (two lanes in each direction) with a raised landscaped median	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
15. Grantland Avenue, Bullard Avenue to Barstow Avenue	X		Construct to two lanes with a raised landscaped median in the southbound direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 2A	No
16. Carnegie Avenue, Golden State Boulevard to Bullard Avenue	X		Construct to two lanes in the westbound direction	None	Project Applicant shall construct the following improvements prior to issuance of Certificate of Occupancy for Phase 2A	No
Phases 3 and 4						
1. Herndon Avenue, Parkway Drive to SR-99 northbound off-ramp	X	X	No feasible improvements available	FMSI	Project Applicant shall pay FMSI and RTMF fees prior to issuance of building permit for Phase 23	No
2. Herndon Avenue, Brawley Avenue to Marks Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3	No
3. Parkway Drive, Herndon Avenue to Grantland Avenue	X		Construct to two lanes in the southbound direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3	No
4. Veterans Boulevard, Golden State Boulevard to Bryan Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3	No
5. Veterans Boulevard, SR-99 northbound ramps to Golden State Boulevard	X		No feasible improvements available	FMSI/RTMF	Project Applicant shall pay FMSI and RTMF fees prior to issuance of building permit for Phase 3	NoSU
6. Veterans Boulevard, SR-99 southbound ramps to SR-99 northbound ramps	X		No feasible improvements available	FMSI/RTMF	Project Applicant shall pay FMSI and RTMF fees prior to issuance of building permit for Phase 3	NoSU
7. Veterans Boulevard, Bryan Avenue (west) to SR-99 southbound ramps	X		No feasible improvements available	FMSI/RTMF	Project Applicant shall pay FMSI and RTMF fees prior to issuance of building permit for Phase 3	NoSU
8. Sierra Avenue, Bryan Avenue to Polk Avenue	X		Construct to two lanes in eastbound direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3	No
9. Polk Avenue, Herndon Avenue to Sierra Avenue	X		Construct to two lanes in each direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3	No
10. Golden State Boulevard, Veterans Boulevard to Carnegie Avenue	X		Construct to two lanes in the northbound direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3	No
11. Golden State Boulevard, Shaw Avenue to Ashlan Avenue	X		Construct to two lanes in the southbound direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3	No
12. Shaw Avenue, west of SR-99 southbound ramps	X		Construct to two lanes in the eastbound direction	FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3	No
13. Shaw Avenue, SR-99 southbound ramps to SR-99 northbound ramps	X		No feasible improvements available	NoneFMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3None proposed	SUNo
14. Shaw Avenue, Golden State Boulevard to Brawley Avenue	X		No feasible improvements available	None	None proposed	SU

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Table 5.13-15-17
Summary Traffic Mitigation Table for EIR - El Paseo Master Plan (Phases 2 through 5)

<i>Location</i>	<i>Project Specific Impact?</i>	<i>Cumulatively Considerable?</i>	<i>Improvement Required</i>	<i>Funding Type</i>	<i>Mitigation Measure and Timeframe for Implementation</i>	<i>Significant?</i>
15. Shaw Avenue, Brawley Avenue to Marks Avenue	X	X	No feasible improvements available	None	None proposed	SU
16. Palm Avenue, Herndon Avenue to Bullard Avenue	X		No feasible improvements available	None	None proposed	SU
17. Carnegie Avenue, Golden State Boulevard to Bullard Avenue	X	X	Construct to two lanes in eastbound direction	FMSI	Project Applicant shall pay FMSI fees prior to the issuance of building permit for Phase 3	No
18. Ashlan Avenue, SR-99 southbound ramps to SR-99 northbound ramps	X	X	No feasible improvements available	None FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3 None proposed	SU No
Phase 5						
1. Herndon Avenue, Parkway Drive to SR-99 northbound off-ramp	X		No feasible improvements available	FMSI/RTMF	Project Applicant shall pay FMSI FMSI and RTMF fees prior to issuance of building permit for Phase 5	No
2. Herndon Avenue, Blythe Avenue to Brawley Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI FMSI fees prior to issuance of building permit for Phase 5	No
3. Herndon Avenue, Brawley Avenue to Marks Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI FMSI fees prior to issuance of building permit for Phase 5	No
4. Veterans Boulevard, Golden State Boulevard to Bryan Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI FMSI fees prior to issuance of building permit for Phase 5	No
5. Veterans Boulevard, SR-99 northbound ramps to Golden State Boulevard	X		No feasible improvements available	FMSI RTMF	Project Applicant shall pay FMSI RTMF fees prior to issuance of building permit for Phase 5	SU No
6. Veterans Boulevard, SR-99 southbound ramps to SR-99 northbound ramps	X		No feasible improvements available	FMSI RTMF	Project Applicant shall pay FMSI RTMF fees prior to issuance of building permit for Phase 5	SU No
7. Veterans Boulevard, Bryan Avenue (west) to SR-99 southbound ramps	X	X	No feasible improvements available	FMSI/RTMF	Project Applicant shall pay FMSI FMSI and RTMF fees prior to issuance of building permit for Phase 5	SU No
8. Sierra Avenue, Bryan Avenue to Polk Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to the issuance of building permit for Phase 5	No
9. Golden State Boulevard, Carnegie Avenue to Shaw Avenue	X		Construct to two lanes in the northbound direction	FMSI	Project Applicant shall pay FMSI fees prior to the issuance of building permit for Phase 5	No
10. Golden State Boulevard, Shaw Avenue to Ashlan Avenue	X		No feasible improvements available	FMSI	Project Applicant shall pay FMSI fees prior to the issuance of building permit for Phase 5	No
11 11. Shaw Avenue, Golden State Boulevard to Brawley Avenue	X		No feasible improvements available	None	None proposed	SU
12 12. Shaw Avenue, Brawley Avenue to Marks Avenue	X		No feasible improvements available	None	None proposed	SU
13 13. Ashlan Avenue, SR-99 southbound ramps to SR-99 northbound ramps	X	X	No feasible improvements available	None FMSI	Project Applicant shall pay FMSI fees prior to issuance of building permit for Phase 3 None proposed	SU No

Notes:
SU = significant and unavoidable

4. *Chapter 6, Significant Unavoidable Adverse Impacts*



6. *Significant Unavoidable Adverse Impacts*

Chapter 1, *Executive Summary*, contains Table 1-2, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While mitigation measures would reduce the level of impact, the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Air Quality

Phase 1 (Marketplace at El Paseo)

Information discussed below for the Master Plan also pertains to development associated with Phase 1, Marketplace at El Paseo.

Master Plan (Fresno El Paseo)

Impact 5.3-1

Mitigation measures applied for short-term construction activities and long-term operation of the project would lessen impacts associated with Impact 5.3-1. However, no additional feasible mitigation measures are available to reduce air pollutant emissions of VOC, NO_x (operation only), and PM₁₀ below the San Joaquin Valley Air Pollution Control District's (SJVAPCD) regional thresholds so that the project would not significantly contribute to the nonattainment designation of the San Joaquin Valley Air Basin (SJVAB) to ensure air quality management plan (AQMP) consistency. In addition, no mitigation measures are available to reduce inconsistency of the project with the AQMP with changes to the Light Industrial and Medium Residential land use designation. Consequently, Impact 5.3-1 would remain significant and unavoidable.



Impact 5.3-4

Project-related operational activities were found to generate air pollutant emissions that exceed the SJVAPCD regional significance thresholds for VOC, NO_x, and PM₁₀ emissions. Mitigation Measures 3-3 through 3-6 would reduce operational emissions associated with the project to the extent feasible. Despite the application of mitigation measures, the emissions associated with the operations phase of the project would still exceed the SJVAPCD's significance thresholds and would result in an unavoidable significant adverse air quality impact.

Noise

Phase 1 (Marketplace at El Paseo)

Information discussed below for the Master Plan also pertains to development associated with Phase 1, Marketplace at El Paseo.

6. Significant Unavoidable Adverse Impacts

Master Plan (Fresno El Paseo)

Impact 5.10-1

Maximum noise levels from construction activities would range from 55 to 99 dBA and average noise levels would range from 51 to 89 dBA at the surrounding noise-sensitive uses. Mitigation measures 10-1 through 10-5 would reduce noise generated by project-related construction activities to the extent feasible. Attenuation provided by temporary sound barriers would depend on the proximity of the sound barrier to the receptor and the distance of construction activities. If the temporary noise barrier breaks line of sight, approximately 5 to 8 dBA of attenuation would be provided, resulting in average noise levels between 46 to 84 dBA. However, due to the proximity to noise-sensitive receptors, the magnitude of noise generated by the construction effort, and the long duration of construction activities (an average of two years for each phase and approximately eight years of exposure overall), construction noise impacts would remain significant and unavoidable.

Impact 5.10-2

No feasible mitigation measures are available to reduce vibration produced by heavy construction equipment operating near the boundary of the project site from being perceptible at vibration-sensitive residences immediately adjacent to the project site (Hampton Renaissance, residences to the east, and residences to the north). Because construction activities would occur for a significant length of time (an average of two years for each phase and approximately eight years of exposure overall) and would be perceptible at the adjacent residences, vibration generated by use of heavy construction equipment would remain significant and unavoidable.

Impact 5.10-3

No mitigation measures are feasible to reduce noise generated by project-related traffic to below the City's significance thresholds. Traffic noise impacts would remain significant and unavoidable.

Transportation and Traffic

Impact 5.13-2

Implementation of Mitigation Measures 13-3 through 13-11 and ~~13-25-30~~ through ~~13-37~~ 44 would reduce impacts at some area intersections. However, the traffic impacts at the following intersections would remain significant and unavoidable.

Phase 1 (Marketplace at El Paseo)

- Palm Avenue/Herndon Avenue

Master Plan (Fresno El Paseo)

Phases 2A and 2B

- Palm Avenue/Herndon Avenue
- Brawley Avenue/Shaw Avenue
- SR-99 southbound ramps/Shaw Avenue
- SR-99 southbound ramps/Ashlan Avenue

6. Significant Unavoidable Adverse Impacts

Phases 3 and 4

- Palm Avenue/Herndon Avenue
- ~~Bryan Avenue/Veterans Boulevard~~
- ~~Golden State Boulevard/Veterans Boulevard~~
- SR-99 southbound ramps/Ashlan Avenue
- SR-99 northbound ramps/Ashlan Avenue

Phase 5

- ~~Bryan Avenue/Veterans Boulevard~~
- ~~Golden State Boulevard/Veterans Boulevard~~
- SR-99 northbound ramps/Veterans Boulevard
- SR-99 northbound ramps/Ashlan Avenue

Impact 5.13-3

Implementation of Mitigation Measures 13-12 through 13-~~22~~ 25, 13-~~30~~, and 13-~~38~~ 45 through 13-~~44~~ 53 would reduce impacts to some area roadway segments. However, the traffic impacts at the following roadway segments would remain significant and unavoidable.

Phase 1 (Marketplace at El Paseo)

All roadway segments impacts would be reduced to less than significant after implementation of mitigation measures.

Master Plan (Fresno El Paseo)

Phases 3 and 4

- Shaw Avenue
 - ~~SR-99 southbound ramps to SR-99 northbound ramps~~
 - Golden State Boulevard to Brawley Avenue
 - Brawley Avenue to Marks Avenue
- Palm Avenue
 - Herndon Avenue to Bullard Avenue
- Veterans Boulevard
 - SR-99 northbound ramps to Golden State Boulevard
 - SR-99 southbound ramps to SR-99 northbound ramps
 - Bryan Avenue (west) to SR-99 southbound ramps
- ~~Ashlan Avenue~~
 - ~~SR-99 southbound ramps to SR-99 northbound ramps~~

Phase 5

- Shaw Avenue
 - Brawley Avenue to Marks Avenue
- Veterans Boulevard
 - SR-99 northbound ramps to Golden State Boulevard



6. Significant Unavoidable Adverse Impacts

- SR-99 southbound ramps to SR-99 northbound ramps
- Bryan Avenue (west) to SR-99 southbound ramps

- Ashlan Avenue
 - SR-99 southbound ramps to SR-99 northbound ramps

Impacts 5.13-4 and 5.13-5

Phase 1 (Marketplace at El Paseo) and Master Plan (Fresno El Paseo)

Implementation of Mitigation Measure 13-26 would require the Project Applicant to pay RTMF fees to mitigate regional impacts on high-priority state roadways. Total RTMF proportionate fair share contribution for Phases 2 through 5 would be \$2,800,841. The RTMF would not fully fund improvements to regional facilities. In the past the City has been successful in obtaining other funding to fill the funding gap. However, there is no guarantee that the City would be able to obtain such funding in the future and the City cannot mandate other jurisdictions to cooperate in the funding of the improvement. In addition, implementation of Mitigation Measure 13-27 would require the Project Applicant to pay the Combined Share fees for improvements to Caltrans facilities not on the RTMF program. However, payment of the Combined Share fees would not fully satisfy the *Anderson First* case standard that the fees are part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts. Therefore, project impacts to SR-99 would remain significant and unavoidable.

Global Climate Change

Phase 1 (Marketplace at El Paseo)

Impact 5.15-1

In Phase 1 and Phase 2 greenhouse gases (GHG) emissions reductions would be less than 29 percent from business as usual (BAU). Because transportation sources represent the greatest proportion of GHG emissions and no additional feasible mitigation measures are available to reduce emissions from these sources, impacts would be significant. SJVAPCD is proposing to implement an emissions reduction program to mitigate GHG emissions within the SJVAB. Fees collected under this program would fund regional GHG emissions reductions programs within the SJVAB. These offset fees have been established for criteria air pollutants under SJVAPCD Rule 9510 (see Section 5.2, *Air Quality*); however, offset fees have not yet been established for GHG emissions under this rule. Consequently, the project's GHG emissions and contribution to global climate change impacts are considered cumulatively considerable and therefore significant for Phase 1 and Phase 2.

Master Plan (Fresno El Paseo)

There are no significant and unavoidable global climate change impacts for the Master Plan, Fresno El Paseo.