



December 17, 2014

Jennifer Clark, Director
Development and Resource Management Department
City of Fresno
2600 Fresno Street
Fresno, CA 93721

Subject: Amended Planned Land Use Requests – Environmental Evaluation for the General Plan and Development Code Update Master EIR

Dear Ms. Clark:

During the City of Fresno City Council meeting held on December 11, 2014, the City Council requested land use changes that were in addition to those that were evaluated in Appendix 1 of the Response to Comments on the Draft Master EIR for the City of Fresno General Plan and Development Code Update. The additional land use requests were initially reviewed through a qualitative traffic impact evaluation by Fehr & Peers, the traffic consultant who prepared the traffic evaluation for the Master EIR. The volume to capacity ratios, corresponding levels of service, significance thresholds for the Traffic Impact Zones (TAZ) identified in General Plan Policy MT-2-I, and previously considered land use change requests for roadways in the vicinity of each proposed land use change request were evaluated. The requested land uses are provided in Table 1 in Attachment 1 to this letter. Table 2 in Attachment 1 to this letter categorizes each of the land use requests that would result in a change in traffic volume. The categories that were used include the following:

- 0 Increase in traffic would not likely create new impact
- 1 Increase in traffic may cause new impact. Adjacent or nearby roadways operate close to the significance threshold for the Traffic Impact Zone (TAZ). Increase in traffic may cause the threshold to be exceeded or may exacerbate LOS exception. The outcome may depend on development in adjacent areas.
- 2 Increase in traffic would likely create a new impact.
- 3 The area in the vicinity of the land use request change would results in less traffic or an increase of less than 10 trips. The request land use change would not create a new impact.

Based on the qualitative traffic evaluation, one of the land use change requests could exacerbate a level of service exception. This land use request is identified in Category 1. If the City of Fresno City Council considers the land use request in Table 1, a recirculated Master EIR would be required.

Table 1: Land Use Change Request Within the City of Fresno Planning Area That Could Result in Additional Significant Traffic Impacts

Identification Number ¹	Requester and Property Location ¹	Acres ¹
CC7	City Councilman Quintero Northeast Corner of Fowler Avenue and Fancher Creek Drive	3.64

¹ Data obtained from Table 1 in Attachment 1
 Source: FirstCarbon Solutions, 2014.

The remaining land use change requests provided in Table 1 in Attachment 1 to this letter were found to not likely cause a new significant traffic impact or exacerbate a previously considered significant traffic impact. These remaining requests are provided in Table 2, below.

Table 1: Land Use Change Requests Within the City of Fresno Planning Area Further Analyzed in this Evaluation

Identification Number ¹	Requester and Property Location ¹	Acres ¹
CC4a	City Councilman Baines Northwest Corner of Cedar Avenue and North Avenue	3.76
CC4b	City Councilman Baines Northwest Corner of Cedar Avenue and North Avenue	3.76
CC6	City Councilman Brand Sierra Avenue and Chestnut Avenue	3.57
CC11	City Councilman Quintero Northeast Corner of Butler Avenue and Villa Avenue	15
CC12 21f	City Councilman Caprioglio Northeast of Grantland Avenue and Barstow Avenue	3.93
CC1221m	City Councilman Caprioglio Northeast of Grantland Avenue and Barstow Avenue	18
CC1221l	City Councilman Caprioglio Northeast of Grantland Avenue and Barstow Avenue	14
CC14a	City Councilman Brandau Grantland Avenue near Ashland Avenue	18.95
CC14b	City Councilman Brandau Southwest Corner of Temperance Avenue and Kings	8.98

Identification Number ¹	Requester and Property Location ¹	Acres ¹
	Canyon Road	
CC14c	City Councilman Brandau Near Jensen Avenue and Clovis Avenue	13.49
CC15	City Councilman Brandau Southwest Corner of Herndon Avenue and Cornelia Avenue	9.44
¹ Data obtained from Table 1 in Attachment 1 Source: FirstCarbon Solutions, 2014.		

A qualitative environmental evaluation of the land use requests provided in Table 2 above is provided below. The evaluation determines if the potential effects are new significant effects or substantial changes to the environmental evaluation provided in the Draft Master EIR. The potential impacts associated with the environmental issues are briefly discussed below.

As discussed in the Draft Master EIR for the City of Fresno General Plan and Development Code Update, the potential environmental impacts were identified in three categories. These categories included (1) issues found to be significant and unavoidable, (2) issues found to be less than significant with mitigation measures, and (3) issues found to have no impact or less than significant without mitigation measures.

With the implementation of the land use requests identified in Table 2, the issues that were identified as significant and unavoidable in the Master EIR will continue to cause significant and unavoidable impacts. These issues include aesthetics (visual character and illumination of the dark sky), agricultural resources (loss of farmland and removal of Williamson Act contract land), air quality (criteria air pollutants and toxic air contaminant pollutant concentrations), cultural resources (removal of historic resources), greenhouse gas emissions (increase in emissions beyond the Year 2020), noise (exceed noise standards and substantial permanent increase in noise standards), transportation and traffic (exceed levels of service thresholds for facilities under County of Fresno, City of Clovis, and Caltrans jurisdictions), and utility and service systems (construction impacts related to agriculture and air quality). The traffic volumes associated with the land use requests above would decrease within the Planning Area by at least 3,204 daily trips. This will further reduce air and greenhouse gas emissions. The land use requests will still contribute to potential significant and unavoidable impacts related to aesthetics, agricultural resources, cultural resources, noise, and utility/service systems. However, the land use requests will not substantially increase the severity of the impacts that were addressed in the Master EIR.

The issues found to be less than significant with mitigation measures in the Master EIR will continue to be less than significant with mitigation measures when the above land use requests are incorporated into the proposed General Plan and Development Code Update. These issues include biological resources (habitat, plant and wildlife species, and wetlands), cultural resources (archaeology, paleontology, and human remains), hazards (airport and emergency response plan), hydrology

(groundwater supplies and polluted runoff), public services (construction of facilities), and utilities/service systems (capacities for water, sewer, drainage, and landfill facilities). The mitigation measures that were identified for each of these environmental issues will be required with the implementation of each of the above land use requests, when applicable. The implementation of these measures is anticipated to reduce potential significant impacts to less than significant impacts for each of these issues.

The issues found to have no impact or less than significant impacts without mitigation measures will continue to have no impact or less than significant impacts without the need for any mitigation measures when the above land use requests are incorporated into the proposed General Plan and Development Code Update. These issues include geology and soils, hazardous materials, land use and planning, noise (groundborne vibration, construction noise, and aircraft noise), population and housing, transportation and traffic (roadways within the City's jurisdiction and emergency access), and mineral resources. The land use change requests may increase these environmental impacts; however, the level of impact will continue to be less than significant and no mitigation measures will be required.

Based on the brief environmental review above as well as the information contained in the Draft Master EIR and the Environmental Review provided in Appendix 1 of the Response to Comments Document, the proposed land use changes requests identified in Table 2 above would not result in any new significant or substantial changes to the evaluation of the environmental resources within and outside of the Planning Area that was addressed in the Master EIR.

Sincerely,



Michael E. Houlihan, AICP
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Enc: Attachment 1: Data for City Council Land Use Requests

**Attachment 1:
Data for City Council Land Use Requests**

Table 1: City Council Motions for Land Use Requests - City of Fresno General Plan and Development Code Update

City Council Motion					I.D.	Exhibit Page	Acres	Initiation Draft GP Land Use (Aug. 9, 2012)	City Council Motion to Change Land Use				Land Use Request	Staff preferred land use	Development Area	Location	
#	Maker	Second	Motion Description	Motion ID					Land Use Request	Change in # of dwelling units (1)	Change in square feet (1)	daily trips					
4	Baines	Xiong	Motion to change zoning from Heavy Industrial to Light Industrial OR Highway Commercial for a series of parcels (487-180-03, 04, 05, 06, 10, 11) at the NW Corner of Cedar and North	CC4a		10	3.76	Heavy Industrial	Light Industrial	0	0	268			South Industrial	City	
				or													
				CC4b		10	3.76	Heavy Industrial	Commercial / Highway and Auto	0	8,189	982			South Industrial	City	
6	Brand	Olivier	Motion to change the land use designation at Sierra & Chestnut (Sierra Nut House) to allow for offices.	CC6		3	3.57	Res. Medium	Office	-23	77,755	639			EN North of Shaw	City	
7	Quintero	Brand	Motion that the NE Corner of Fowler Avenue and Fancher Creek Drive be labeled as "C" for Commercial on General Plan documents.	CC7	17b	9	3.64	Res. Medium	Community Commercial	-24	47,568	1,779	Community Commercial	Res. Medium	EN South of Shaw	City	
11	Quintero	Brand	Motion to change land use to Low Density Residential for the property on the NE corner of Butler & Via (Villa?) with lot sizes comparable to the existing homes in the area. (APN 472-022-15 and part of 26?)	CC11		8	15	Res. Urban Neigh.	Res. Low	-278	0	-1,776			EN South of Shaw	City	
12	Caprioglio	Brand	Motion to incorporate all the amendments for the Granville Properties as presented by Jeff Roberts of Granville including the Policy modifications with the exception of 2B which was amended during the City Staff Presentation.	CC12	21f	2	3.93	Res. Urban Neigh.	Community Commercial	-79	52,357	1,695	Community Commercial	Res. Urban Neigh. (3)	DA-1 North	City	
					CC1221m	7	18	Res. Low (3.9 acres)	Res. Medium Low	-11	0	-105			DA-1 South	City	
					CC1221l	2	14	Res. High	Res. Urban Neigh.	-196	0	-1,303			EN North of Shaw	City	
14	Brandau	Brand	Motion to keep land use designations that will allow the cont. use of mini storage and storage facilities at the locations of APN 512-050-56 on Grantland near Ashlan as well as on the SW corner of Temperance and Kings Canyon (APN 313-040-55) and also at Jensen and Clovis (APN 481-100-08 and 481-130-15).	CC14a		4	18.95	Res High	Business Park	-644	330,185	-178			DA-1 North	County	
				CC14b		9	8.98	Office	Business Park	0	-39,000	-210			EN South of Shaw	City	
				CC14c		9, 11	13.49	Office	Business Park	0	-58,762	-318			EN South of Shaw	City	
15	Brandau	Caprioglio	Motion to approve Land Use Change Request # 47 provided by Bill Robinson.	CC15	47	2	9.44	Community Commercial	Light Industrial	0	0	-4,409			EN North of Shaw	City	

(1) Reasonable dwelling unit per acre and FAR build out capacity estimate for unmapped vacant lots: Low = 1.5 du/ac; Med-Low = 4 du/ac; Medium = 6.5 du/ac; Medium-High = 14.0 du/ac; Urban Neighborhood = 20.0 du/ac; High = 34.0 du/ac; NMX = 14.0 (x .5 net); CMX = 20.0 (x .4 net); RMX = 34.0 (x .3 net); Community Commercial = .3 FAR; Community Recreational = .2 FAR; General Commercial = .35 FAR; Main Street = .5 FAR; Neighborhood Commercial = .35 FAR; Regional Commercial = .25, Highway and Auto = .25 FAR; Office = .5 FAR; Business Park = .4 FAR; Regional Business Park = .4 FAR; Light Industrial = .3 FAR; Heavy Industrial = .3 FAR; CMX = .25 FAR; CMX (SEGA) = .2 FAR; RMX = .2 FAR; RMX (SEGA) = .15 FAR; and NMX = .25

(2) These land use requests are made by other parties to the same parcel(s). If blank then there are no additional land use change requests for this (these) parcel(s).

(3) Staff recommended at the Planning Commission hearing held on December 8, 2014, to have the City of Fresno Staff Preferred Land Use revert back to the land use in the Initiation Draft, dated August 9, 2012. The Planning Commission voted in favor of this recommendation and so on December 9, 2014, the Staff Preferred Land Use has been changed to reflect this decision.

Table 2 - Qualitative Traffic Evaluation

Category	ID	Peak Hour Trips	Note	Summary
0	CC4a	27	Sufficient capacity on adjacent roadways.	Increase in traffic would not likely create new impact
0	CC4b	98	Sufficient capacity on adjacent roadways.	
0	CC6	64	Sufficient capacity on adjacent roadways.	
0	CC12 21f	170	Sufficient capacity on adjacent roadways (with approval of City Staff land use change for F8)	
1	CC7	178	No capacity remaining on Fowler south of Kings Canyon Road to E. Heaton Avenue. The planned level of service is LOS F. Land use change CC7 will add approximately 7 percent additional traffic volume during the evening peak hour. This additional traffic will further exacerbate the planned LOS F as discussed in the Master EIR.	Increase in traffic may cause new Adjacent or nearby roadway operate close to significance threshold for TIZ. Increase in traffic may cause threshold to be exceeded or may exacerbate LOS exception. Outcome may depend on development in adjacent area.
3	CC11	-178		Area results in less traffic or an increase of less than 10 trips. Would not create new impact.
3	CC14a	-18		
3	CC14b	-21		
3	CC14c	-32		
3	CC15	-441		
3	CC1221m	-11		
3	CC1221l	-130		

Notes:

0 Increase in traffic would not likely create new impact

1 Increase in traffic may cause new impact. Adjacent or nearby roadways operate close to the significance threshold for the Traffic Impact Zone (TAZ). Increase in traffic may cause the threshold to be exceeded or may exacerbate LOS exception. The outcome may depend on development in adjacent areas.

2 Increase in traffic would likely create a new impact.

3 The area in the vicinity of the land use request change would results in less traffic or an increase of less than 10 trips. The request land use change would not create a new impact.

The land use change requests identified above were not categorized into Category 2.