

CITY OF FRESNO
ADDENDUM TO MASTER ENVIRONMENTAL IMPACT REPORT NO. SCH 2012111015
PREPARED FOR
PLAN AMENDMENT AND REZONE APPLICATION NOS. P20-00957

This addendum was not circulated for public review pursuant to Section 15164(c) of the CEQA Guidelines

Prepared in accordance with Section 15164 of the California Environmental Quality Act (CEQA) Guidelines

The full Environmental Impact Report is on file in the Planning and Development Department, Fresno City Hall, 3rd Floor
 2600 Fresno Street
 Fresno, California 93721
 (559) 621-8277

ENVIRONMENTAL ASSESSMENT NUMBER:

 P20-00957 Plan Amendment & Rezone

APPLICANT:

City of Fresno
 2600 Fresno Street
 Fresno, CA 93721

PROJECT LOCATION:

The proposed Plan Amendment and Rezone would apply to 18.9 acres of property at 7765 North Palm Avenue, located west of North Palm Avenue, between West Nees and West Fallbrook Avenues.

PROJECT DESCRIPTION:

Plan Amendment and Rezone Application Nos. P20-00957 have been filed by the City of Fresno Planning and Development Director and pertain to approximately 18.9 acres of developed property located at 7765 North Palm Avenue, located west of North Palm Avenue, between West Nees and West Fallbrook Avenues. The existing development is known as the Park Place Shopping Center and the initial environmental assessment for the development was conducted under Environmental Assessment No. R-04-104/C-04-318 dated June 21, 2005. The property was developed with 198,468 square feet of office and commercial space, as authorized in 2005 by Conditional Use Permit Application No. C-04-318. The subject property was later evaluated by Environmental Assessment No. A-09-08, R-09-16, C-09-230 dated November 13, 2009 for Plan Amendment Application No. A-09-08 and Rezone Application No. R-09-16. The most current environmental assessment, which evaluated the subject property, was for the Fresno General Plan and Citywide Development Code analyzed in Master Environmental Impact Report (“MEIR”) SCH No. 2012111015, certified by the Fresno City Council on December 18, 2014.

Plan Amendment and Rezone Application Nos. P20-00957 pertain to approximately 18.9 acres of developed property and propose to amend the Fresno General Plan Land Use Map (Figure LU-1) and the Bullard Community Plan. The purpose of the amendment is to make minor technical corrections to implement City Council direction from February 2016 allowing property owners to request a reversion to a zone district and planned land use equivalent to that existing under the prior General Plan when the change is consistent with General Plan policy and would not cause significant environmental impacts. In this case, the property owners are requesting a reversion to the prior zone district of Community Commercial and land use designation of Community Commercial, which were the respective zone district and land use designation under the prior General Plan.

Plan Amendment Application No. P20-00957 proposes to amend the 2035 Fresno General Plan to change the planned land use designations for the subject properties from Employment, Office (±16.7 acres) and Employment, Light Industrial (±2.2 acres) to Commercial Community (±18.9 acres).

Rezone Application No. P20-00957 proposes to rezone the Official Zoning Map of the City of Fresno to rezone the subject properties from the O/UGM/cz (*Office/Urban Growth Management/conditions of*

zoning)(±16.7 acres) and IL/UGM/cz (Light Industrial/Urban Growth Management/conditions of zoning)(±2.2 acres) zone districts to the CC (*Community Commercial*)(±18.9 acres) zone district in accordance with Plan Amendment Application No. P20-00957.

Existing uses currently operating are general retail stores, office spaces and food service businesses. No new development is proposed at this time for the existing Park Place Shopping Center. Individual projects that are proposed at a later time will require additional environmental review if they would cause an impact not previously identified in the MEIR.

The adoption of the Fresno General Plan and Citywide Development Code were previously analyzed in Master Environmental Impact Report (“MEIR”) SCH No. 2012111015, certified by the Fresno City Council on December 18, 2014. The Introduction to the MEIR specifically stated that “[t]he City of Fresno proposes to update its General Plan and Development Code and this Master Environmental Impact Report (MEIR) has been prepared to assess the impacts of those actions on the environment.” In December 2014, the subject site was developed with approximately 215,000 square feet of office and commercial area which was assessed as part of the MEIR (Exhibit B).

Plan Amendment and Rezone Application Nos. P20-00957 propose one clean up amendment to the General Plan Land Use Map and the Zoning Map for one of the following reasons: 1) to implement City Council direction provided in February 2016 allowing property owners to request a reversion to previously existing zoning on their property; or 2) to make technical corrections. These land use changes were analyzed and would not result in additional impacts beyond those analyzed in the MEIR. The proposed applications do not include any new projects. Projects proposed on the subject site would require separate environmental review.

With the incorporation of Plan Amendment and Rezone Application Nos. P20-00957, as identified in Exhibit A, the issues that were identified as significant and unavoidable in the Master EIR (MEIR) 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 level 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) in the MEIR. The proposed changes identified in Exhibit A will still contribute to potential significant and unavoidable impacts related to aesthetics, agricultural resources, cultural resources, noise, and utility/service systems. However, the proposed Plan Amendment and Rezone will not substantially increase the severity of the impacts that were addressed in the Master EIR because that site has been fully developed and no new development is proposed at this time.

The issues found to be less than significant with mitigation measures in the MEIR will continue to be less than significant with mitigation measures with the incorporation of Plan Amendment and Rezone Application

1. In accordance with SB 743, “transit priority areas” are defined as “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

2. A Major transit stop means: “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.”

Nos. P20-00957, as identified in Exhibit A. 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) in the MEIR. The mitigation measures that were identified for each of these environmental issues will be required with the approval of land use entitlements, 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 with the incorporation of Plan Amendment and Rezone Application Nos. P20-00957, as identified in Exhibit A. 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 in the MEIR. Plan Amendment and Rezone Application Nos. P20-00957, as identified in Exhibit A may result in an increase of these environmental impacts for certain projects or in certain locations; however, the level of impact will continue to be less than significant and no mitigation measures will be required.

The following is an analysis for Vehicle Miles Traveled (VMT) as required to evaluate the project's transportation impacts:

In 2013, Senate Bill (SB) 743 was signed and in 2019, codified in the California Environmental Quality Act (CEQA) Guidelines. The SB changes the way transportation impacts are analyzed. The SB took effect on July 1, 2020. In order to analyze VMT impacts, the City of Fresno developed the CEQA guidelines for VMT Thresholds (TA).

For mixed-use projects, the project VMT can be estimated based on each component of the project independently, or the City may use the predominant land use type for the analysis. The City of Fresno has determined the predominant land use type for the existing shopping center is office. The TA states that for projects seeking a general plan amendment, a project exceeding a level of 13 percent than the existing County average VMT per employee would indicate a significant transportation impact.

The TA states "Residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps may be used to screen out residential and office projects from needing to prepare a detailed VMT analysis." LSA Inc., calculated VMT per capita and VMT per employee for the City of Fresno as well as the entire Fresno County. Figure 5, attached as Exhibit C, illustrates the comparison of these VMTs. LSA also created screening maps that residential and office projects within the city can use to

1. In accordance with SB 743, "transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

2. A Major transit stop means: "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods."

screen projects. As described earlier, the City will use Fresno County as the region. Therefore, the screening maps have been created using the county as the region. Figure 6, attached as Exhibit D, illustrates Fresno's VMT per capita screening map. Figure 7, attached as Exhibit E, illustrates the City's VMT per employee screening map. As illustrated in Figures 6 and 7, most of the low VMT zones are in the central part of Fresno, where the City's vision is to promote infill development. Therefore, the VMT thresholds and IDs of these zones will effectively screen out or exempt from further VMT analysis the desired development types the City wishes to see as part of the General Plan process.

The subject site is currently built out with approximately 215,000 square feet of mixed of uses. The predominant use at the Park Place shopping center is office which comprises approximately 60% of floor area. Using Fresno COG's VMT Screening Tool Application, the project is located in an area that is designated as Low VMT and is less than 13% of the average VMT per employee in the region. The City's CEQA Guidelines for Vehicle Miles Traveled Thresholds ("Guidelines", adopted in June 25, 2020) call for any general plan amendments which fit the screening criteria to be evaluated on a case-by-case basis to ensure that they are in alignment with general plan goals, policies and the MEIR's traffic assumptions. Staff has determined that it is appropriate to screen this project out from further VMT analysis since the site is in a low VMT area per Figure 7 of the Guidelines and the proposed plan amendment is a technical correction to match the planned land use and zoning with development that has already occurred.

CEQA guidelines state that Master Environmental Impact Reports are appropriate for analyzing the impacts of large and/or multi-phased projects such as general plans or for rules or regulations that will be implemented by later projects, such as zoning ordinances (Section 15175(b)(4)). However, individual projects constructed pursuant to the Fresno General Plan, the Citywide Development Code and the Bullard Community Plan, may require additional environmental review if they would cause an impact that was not previously identified in the MEIR.

Based on the environmental review contained in the MEIR, Plan Amendment and Rezone Application Nos. P20-00957, as described in Exhibit A, would not result in any new significant or substantial changes to the evaluation of the environmental resources within and outside of the Planning Area beyond those that were addressed in the MEIR.

Since the proposed project will not result in additional development that could cause environmental impacts, it may be determined that: (1) The project falls within the scope of MEIR No. SCH 2012111015 prepared for the Fresno General Plan and Citywide Development Code; (2) No substantial changes are proposed in the project which require major revisions to the previous environmental finding due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (3) No substantial changes will occur with respect to the circumstances under which the project is undertaken; and, (4) No new information, which was not known and could not have been known, at the time the environmental finding for MEIR No. SCH 2012111015.

Therefore, the City of Fresno has determined that an addendum to MEIR No. SCH 2012111015 is appropriate given that none of the conditions described in Section 15162 of the CEQA Guidelines calling for

1. In accordance with SB 743, "transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

2. A Major transit stop means: "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods."

preparation of a subsequent EIR have occurred; and new information added is only for the purposes of providing minor changes or additions, in accordance with Section 15164 of the CEQA Guidelines.

Section 15162 provides that when a EIR has been adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

FINDINGS PURSUANT TO SECTION 15162 OF THE CEQA GUIDELINES:

(1) Substantial changes are proposed in the project which would require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

<i>Finding (1):</i>	Plan Amendment and Rezone Application Nos. P20-00957, as identified in Exhibit A are still within the scope of the MEIR. No geographical boundaries or densities or intensities were altered outside of the ranges designated in the Fresno General Plan, Bullard Community Plan, and analyzed in the MEIR. Vehicle trip generation for the proposed technical correction result in traffic levels and vehicle miles traveled that remain within the level of service standards defined in the General Plan, Bullard Community Plan, and the City’s CEQA Guidelines for Vehicle Miles Traveled Thresholds. In addition, dwelling unit capacity as required by the Housing Element is maintained. All housing categories defined in the Housing Element’s Regional Housing Needs Allocation (RHNA) affected by this project maintain a surplus.
---------------------	--

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or,

<i>Finding (2):</i>	Plan Amendment and Rezone Application Nos. P20-00957, proposes minor changes to the land use and zoning maps to either 1) implement City Council direction provided in February 2016 allowing property owners to request a reversion to previously existing zoning on their property or 2) to make technical corrections. No substantial changes have occurred with respect to the circumstances under which the proposed applications would be adopted that would require revisions to the previous MEIR as no new impacts have been generated by the proposed application. It remains consistent with the General Plan, the Bullard Community Plan, and fully within the scope of the MEIR.
---------------------	---

1. In accordance with SB 743, “transit priority areas” are defined as “an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

2. A Major transit stop means: “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods.”

(3) *New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous MEIR was adopted, shows any of the following: (A) The project will have one or more significant effects not discussed in the previous MEIR; (B) Significant effects previously examined will be substantially more severe than shown in the previous MEIR; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project; and, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous MEIR, would substantially reduce one or more significant effects on the environment.*

Finding (3):

No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental determination was adopted, has become available. In December 2014, the subject site was approved for approximately 215,000 square feet of office and commercial area which was assessed as part of the MEIR. Existing uses currently operating are general retail stores, office spaces and food service businesses. No new development is proposed at this time.

No mitigation measures or alternatives previously found not to be feasible are now determined to be feasible and no mitigation measures or alternatives which are considerably different from those analyzed in the previous MEIR would substantially reduce one of more significant effects on the environment. The mitigation measures identified in the Mitigation and Monitoring Reporting Programs of the MEIR are still appropriate and feasible and no additional mitigation measures are necessary, since no additional impacts have been identified because this application is a minor technical correction and there is no proposed future development. Individual projects that are proposed at a later time will require additional environmental review if they would cause an impact not previously identified in the MEIR.

ADDENDUM PREPARED BY:
 Jose Valenzuela, Planning III

DATE: September 16, 2020

SUBMITTED BY:



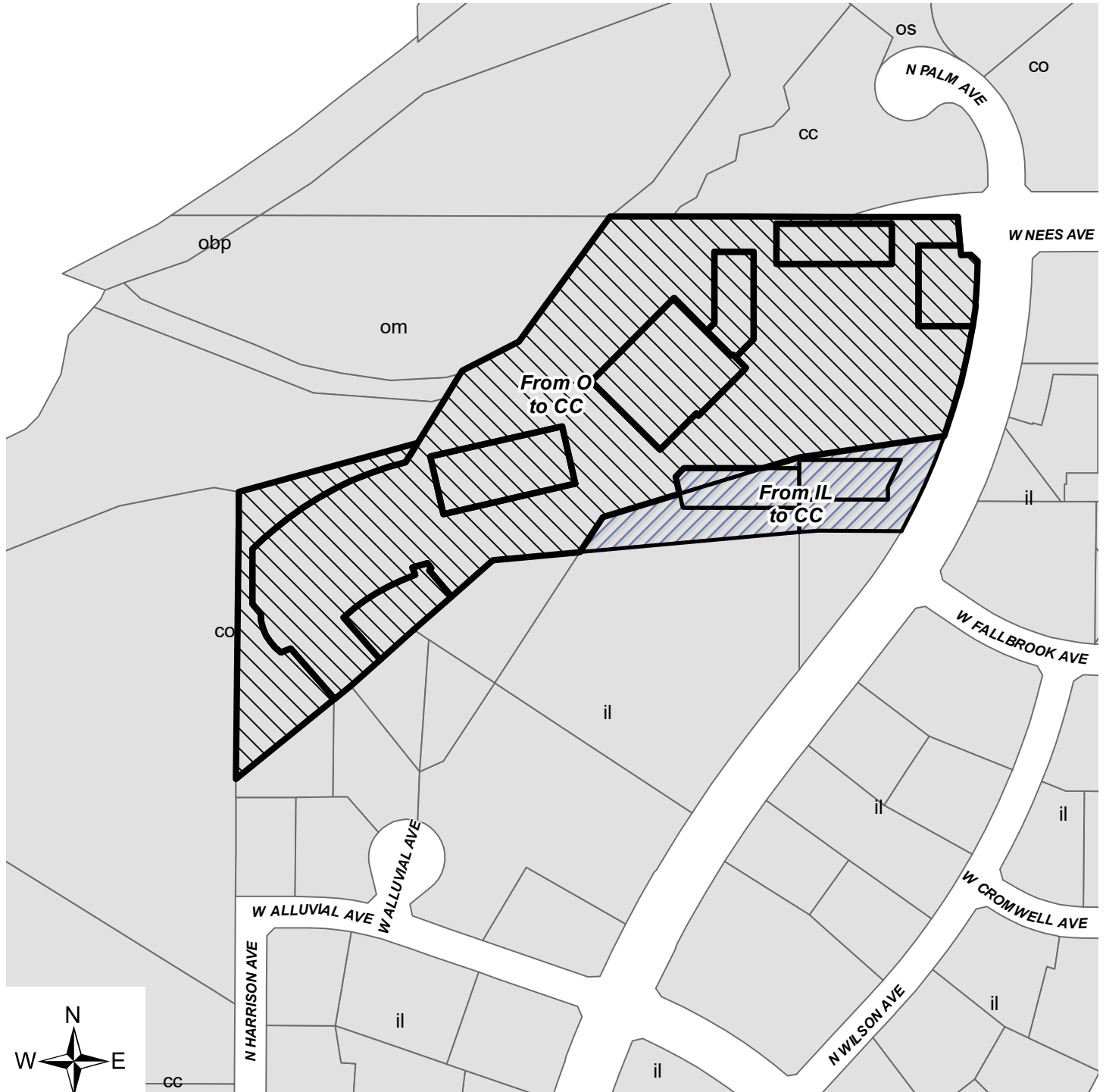
Dan Zack, Assistant Director
 CITY OF FRESNO PLANNING AND
 DEVELOPMENT DEPARTMENT

- Exhibit A: Map of Plan Amendment and Rezone
- Exhibit B: Site Plan
- Exhibit C: TA, Figure 5
- Exhibit D: TA, Figure 6
- Exhibit E: TA, Figure 7

1. In accordance with SB 743, "transit priority areas" are defined as "an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program.

2. A Major transit stop means: "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service of 15 minutes or less during the morning and afternoon peak commute periods."

Exhibit A-Proposed Plan Amendment



This map is believed to be an accurate representation of the City of Fresno GIS data, however we make no warranties either expressed or implied for correctness of this data.

P20-00957

APN: 405-530-82,83,65-68,84,85,70-72,74,75

7765 North Palm Avenue

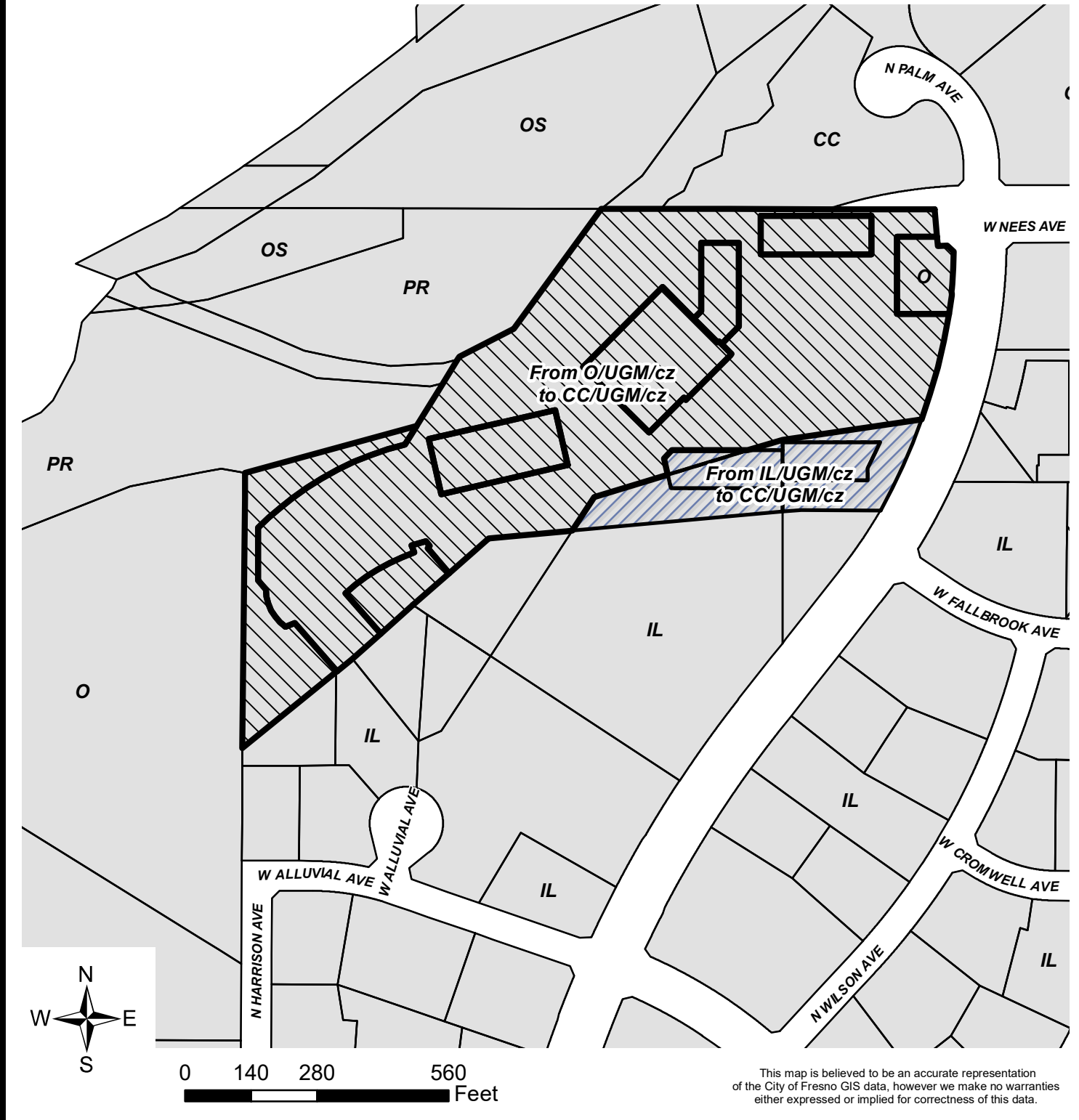


proposes to amend 16.7 acres from the O (*Employment, Office*) land use designation to the CC (*Commercial Community*) land use designation.



proposes to amend 2.2 acres from the IL (*Employment, Light Industrial*) land use designation to the CC (*Commercial Community*) land use designation.

Exhibit A-Proposed Rezone



This map is believed to be an accurate representation of the City of Fresno GIS data, however we make no warranties either expressed or implied for correctness of this data.

P20-00957

APN: 405-530-82,83,65-68,84,85,70-72,74,75

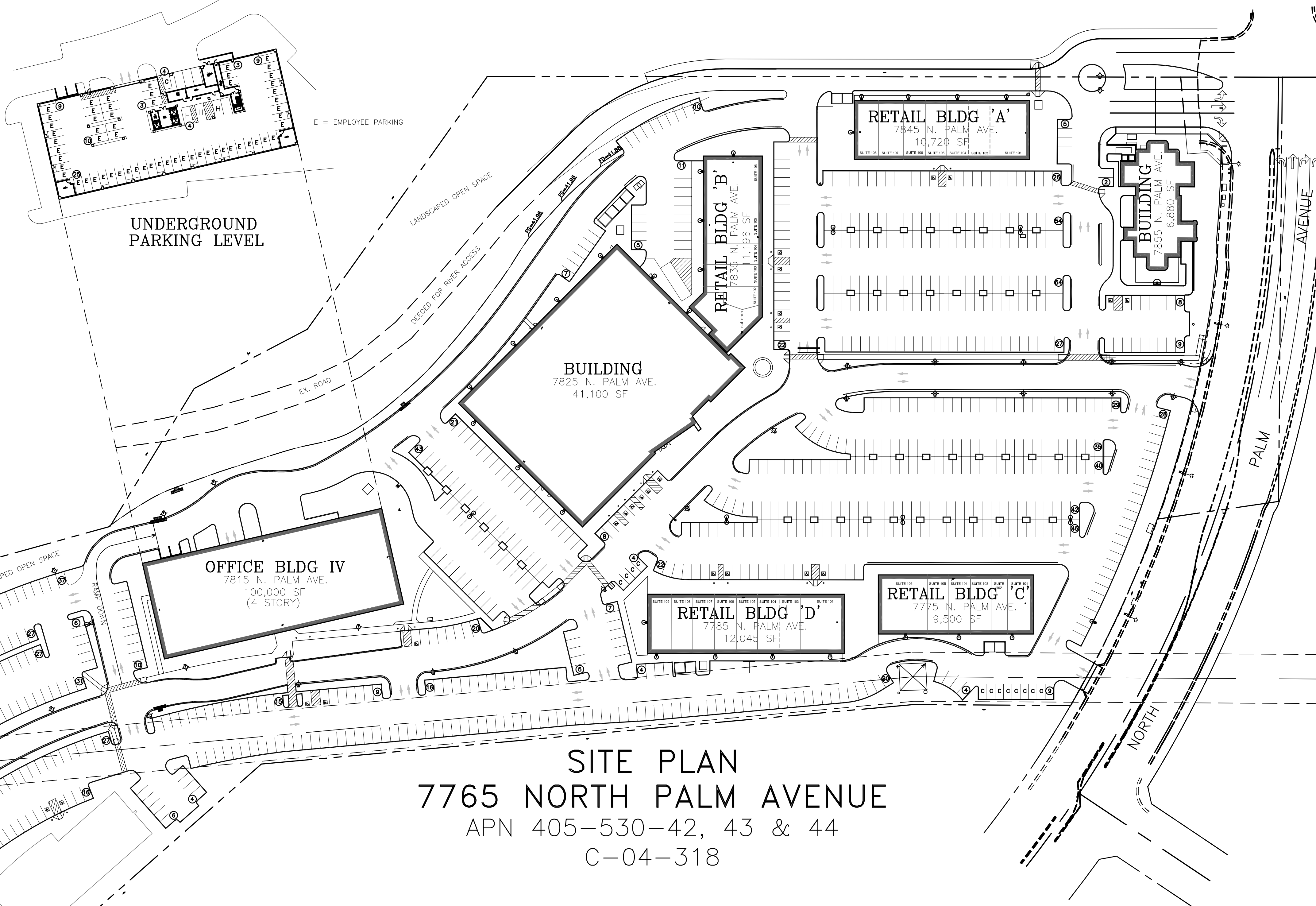
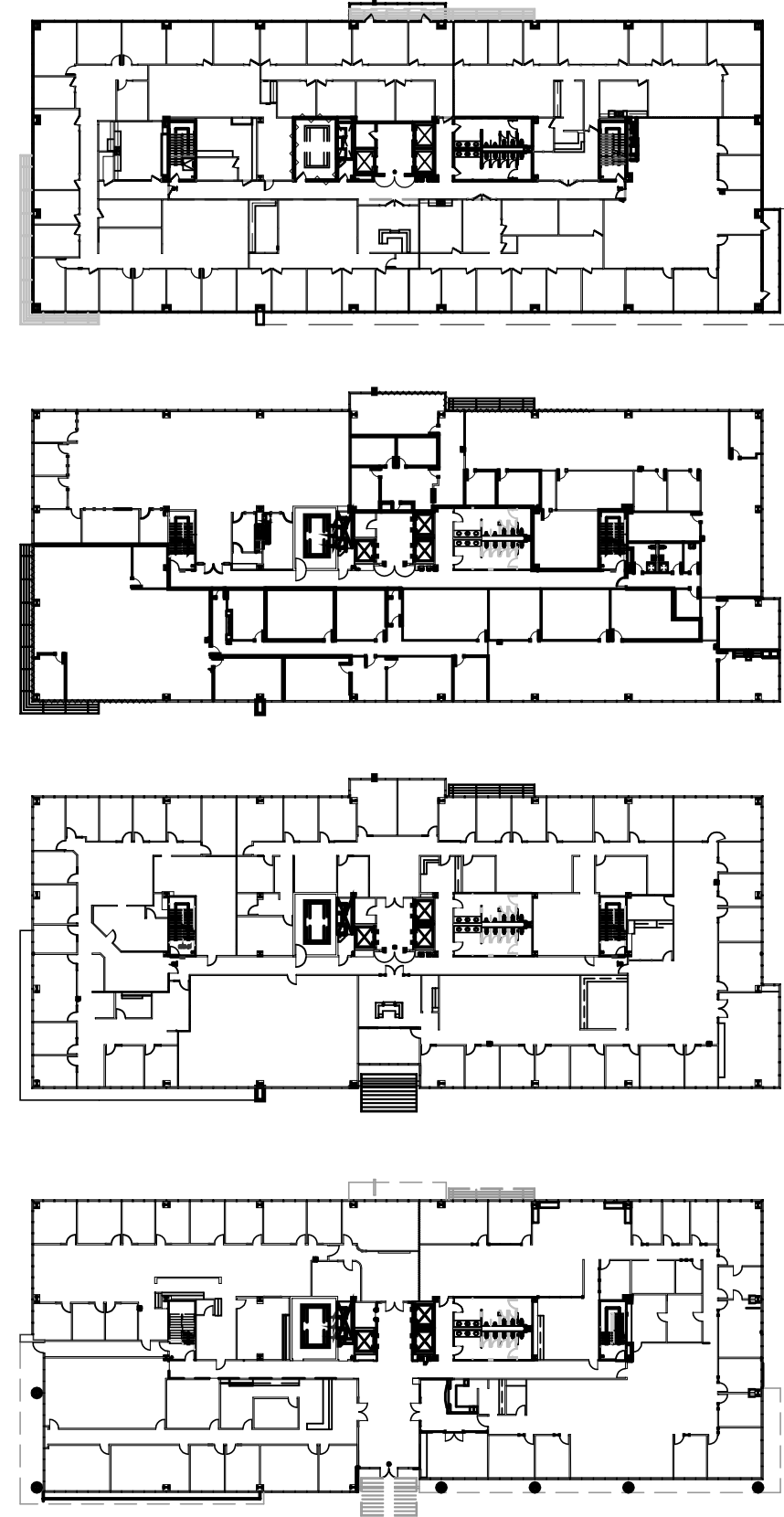
7765 North Palm Avenue



proposes to rezone 16.7 acres from the O/UGM/cz (*Office/Urban Growth Management/conditions of zoning*) zone district to the CC/UGM/cz (*Community Commercial/Urban Growth Management/conditions of zoning*) zone district.

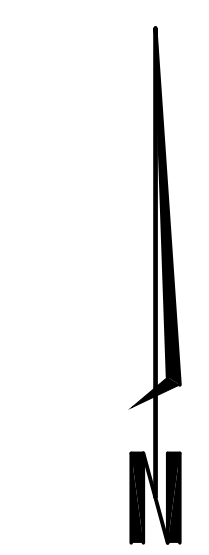


proposes to rezone 2.2 acres from the IL/UGM/cz (*Light Industrial/Urban Growth Management/conditions of zoning*) zone district to the CC/UGM/cz (*Community Commercial/Urban Growth Management/conditions of zoning*) zone district.



- PROPERTY LINE (SITE)
- PROPERTY LINE
- - - EXISTING CURB
- ==== EXISTING CURB & GUTTER
- PROPOSED 6" CURB
- FIRE LANE (RED CURB WITH "FIRE LANE" IN 3" WHITE LETTERS)
- PROPOSED 6'x 8' PLANTER
- * PROPOSED LANDSCAPE AREA
- PROPOSED PAINTED DIRECTIONAL ARROWS
- ⊠ PROPOSED PEDESTRIAN PATHWAY
- ◇ PROPOSED SINGLE PARKING LIGHT
- ∞ PROPOSED DOUBLE PARKING LIGHT
- ⊙ PROPOSED WALL ATTACH LIGHT
- ▨ PROPOSED BICYCLE PARKING
- ⊕ PROPOSED HANDICAPPED SIGN
- Ⓢ REFER TO CORRESPONDING NOTE
- ◻ PREVIOUSLY DEDICATED AS A PUBLIC UTILITY EASEMENT
- ◻ RIGHT OF WAY TO BE VACATED

SCALE: 1" = 50'



NOTE: PARKING LIGHTS NEED TO BE 3' MINIMUM BEHIND CURB

ZONING	C-M & C-P/UGM
LAND AREA	19.08 Acres
BUILDING AREA	215,006 Sq. Ft.
PARKING STALLS	
STANDARD	953
HANDICAP	29
COMPACT (UP TO 25%)	14
EMPLOYEE	59
TOTAL	1,055
PARKING RATIO (STALLS PER 1000 Sq. Ft.)	4.91

SITE PLAN
7765 NORTH PALM AVENUE
 APN 405-530-42, 43 & 44
 C-04-318

7825 N. Palm Ave. Gym Building	
Suite	Tenant

7855 N. Palm Ave. Building	
Suite	Tenant

7705 N. Palm Ave. Building	
Suite	Tenant

7845 N. Palm Ave. BUILDING 'A'	
Suite	Tenant
100	
101	
102	
103	
104	
105	
106	
107	

7835 N. Palm Ave. BUILDING 'B'	
Suite	Tenant
100	
101	
102	
103	
104	
105	
106	
107	

7775 N. Palm Ave. BUILDING 'C'	
Suite	Tenant
100	
101	
102	
103	
104	
105	
106	
107	

7785 N. Palm Ave. BUILDING 'D'	
Suite	Tenant
100	
101	
102	
103	
104	
105	
106	
107	
108	
109	
110	

7815 N. Palm Ave. Building IV (1st. Floor)	
Suite	Tenant
100	

7815 N. Palm Ave. Building IV (2nd. Floor)	
Suite	Tenant
200	

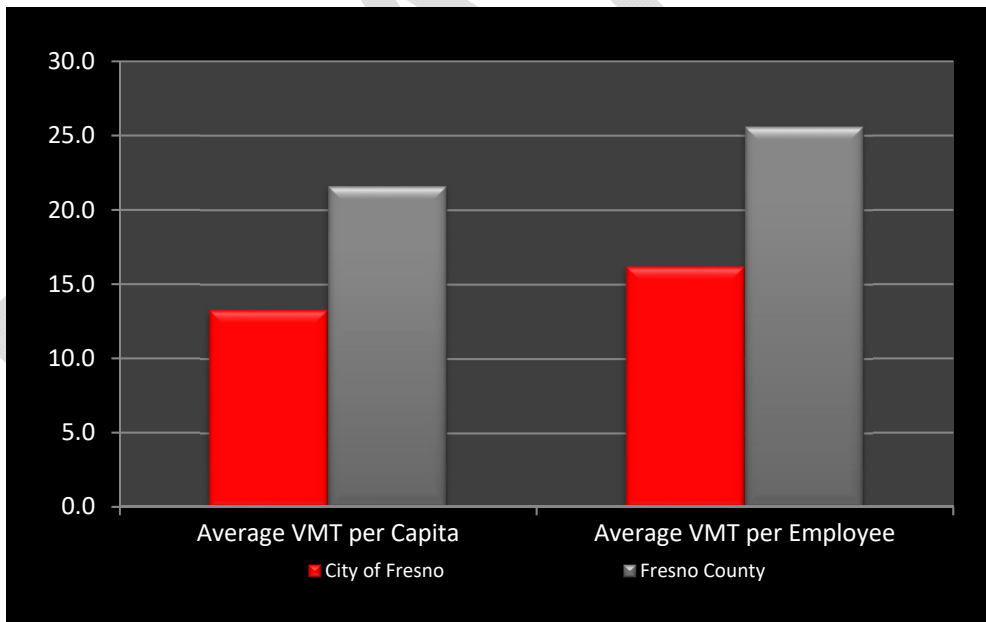
7815 N. Palm Ave. Building IV (3rd. Floor)	
Suite	Tenant
300	

7815 N. Palm Ave. Building IV (4th. Floor)	
Suite	Tenant
400	

APPL. NO. P20-00957 EXHIBIT A DATE 04/30/2020
 PLANNING REVIEW BY _____ DATE _____
 TRAFFIC ENG. _____ DATE _____
 APPROVED BY _____ DATE _____
 CITY OF FRESNO DARM DEPT

of CEQA, such as the California Air Resources Board (CARB) and the San Joaquin Valley Air Pollution Control District.

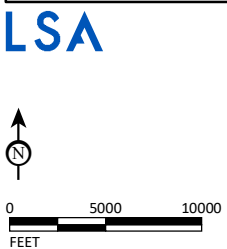
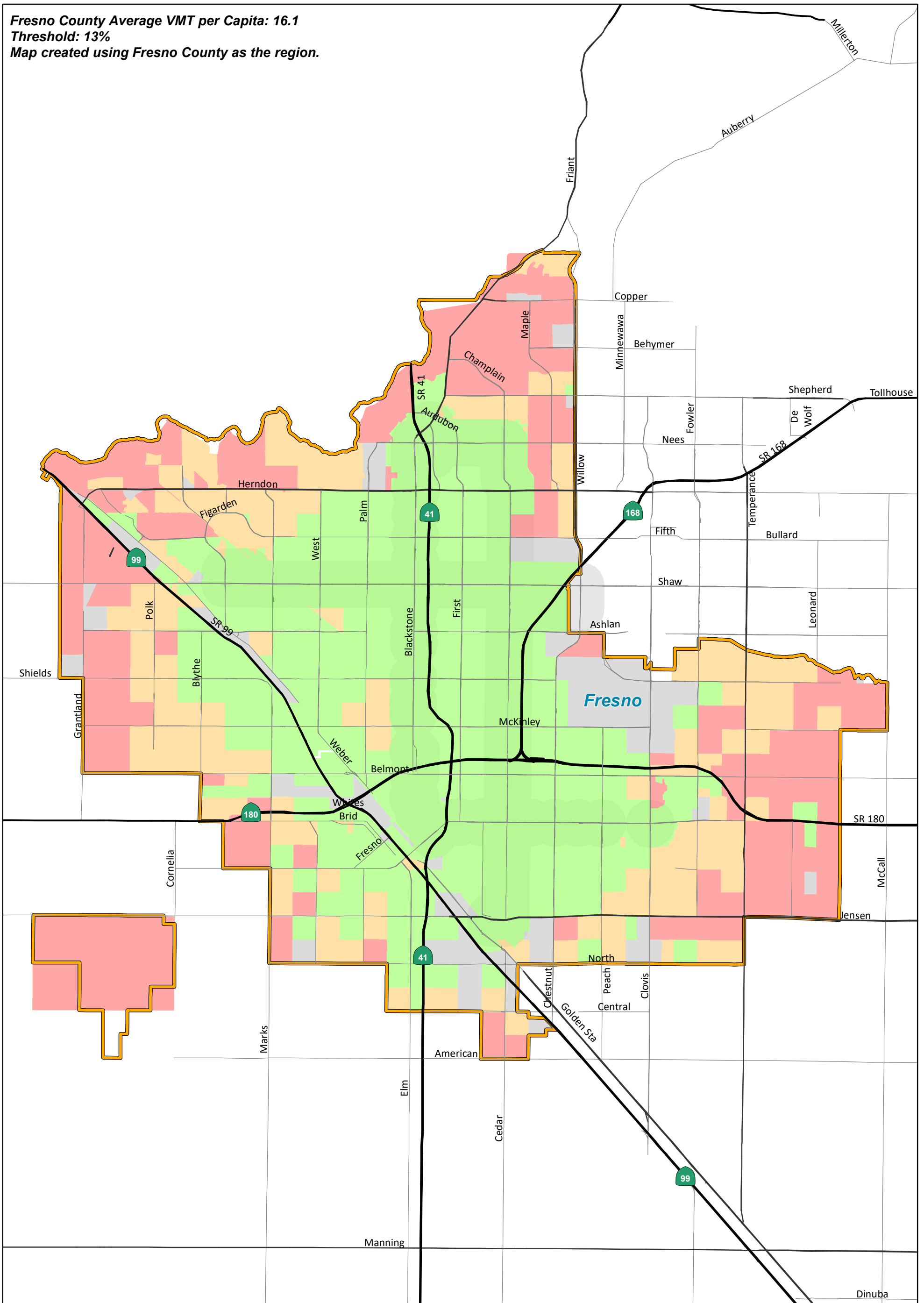
- The TA states “Residential and office projects that are located in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with VMT data, for example from a travel survey or a travel demand model, can illustrate areas that are currently below threshold VMT. Because new development in such locations would likely result in a similar level of VMT, such maps may be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.” LSA calculated VMT per capita and VMT per employee for the City of Fresno as well as the entire Fresno County. Figure 5 illustrates the comparison of these VMTs. LSA also created screening maps that residential and office projects within the city can use to screen projects. As described earlier, the City will use Fresno County as the region. Therefore, the screening maps have been created using the county as the region. Figure 6 illustrates Fresno’s VMT per capita screening map. Figure 7 illustrates the City’s VMT per employee screening map. As illustrated in Figures 6 and 7, most of the low VMT zones are in the central part of Fresno, where the City’s vision is to promote infill development. Therefore, the VMT thresholds and IDs of these zones will effectively screen out or exempt from further VMT analysis the desired development types the City wishes to see as part of the General Plan process.



Source: Fresno COG Activity Based Model

Figure 5: Average VMT per Capita (Population) and VMT per Employee for City of Fresno and Fresno County

Fresno County Average VMT per Capita: 16.1
 Threshold: 13%
 Map created using Fresno County as the region.



LEGEND

City with Sphere of Influence

VMT per Capita

- No Population
- Less than 14.0
- 14.0 - 18.2
- Greater than 18.2

FIGURE 6

Fresno County Average VMT per Employee: 25.6
Threshold: 13%
Map created using Fresno County as the region.

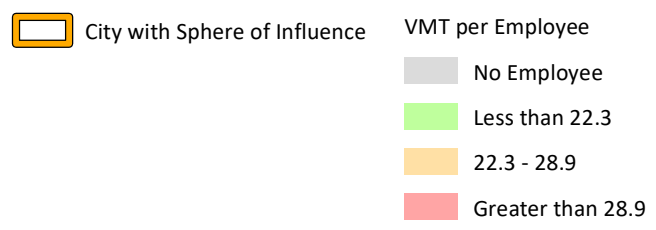
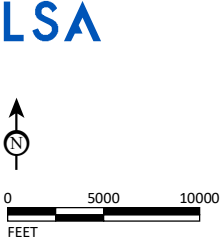
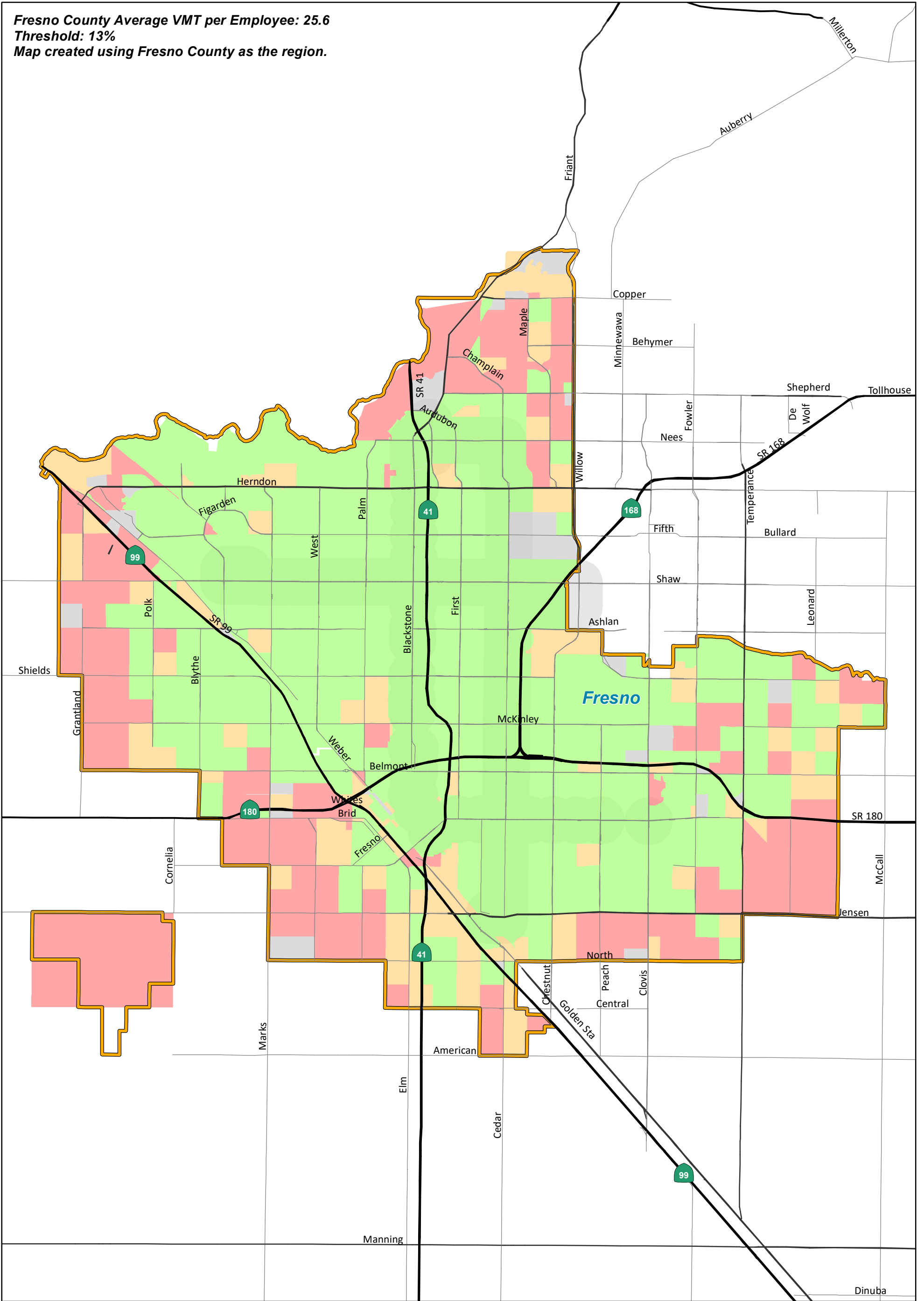


FIGURE 7

CEQA Guidelines for Vehicle Miles Traveled Thresholds
 City of Fresno - Existing VMT per Employee

SOURCE: Fresno COG Activity Based Travel Demand Model (2019)
 R:\FCG1901 FresnoCOG VMT\GIS\VMT_Maps_04-20-2020\fig6_Fresno_EMP.mxd (4/28/2020)