



**PLANNING COMMISSION OF THE CITY OF FOWLER  
SPECIAL MEETING AGENDA  
THURSDAY, JANUARY 9, 2025  
6:30 P.M.  
CITY COUNCIL CHAMBER  
128 SOUTH 5TH STREET FOWLER, CA 93625**

In compliance with the Americans with Disabilities Act, if you need assistance or accommodations to access the City Council Chambers or participate in this meeting, please contact the Planning Secretary at (559) 834-3113 x118. Notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

Planning Commission meetings are open to the public at the physical address listed above. There are numerous ways to participate in the Planning Commission meetings: you may attend in person, you may appear by telephone as described below, or you may submit written comments via email to [maguilar@ci.fowler.ca.us](mailto:maguilar@ci.fowler.ca.us). Please include your name and reference the agenda item you are commenting on, if any. Written comments received that do not specify an agenda item will be marked for the general public comment portion of the agenda. Emails received by 8:00 am on the date of the meeting will be provided to the Planning Commission at the meeting and made part of the record of proceedings but will not be read aloud.

En cumplimiento con la Acta de Americanos con Discapacidades si necesita asistencia o adaptaciones para acceder a las Cámaras del Concejo de la Ciudad o participar en esta reunión, comuníquese con el secretario de la ciudad al (559) 834-3113 x102. También puede ponerse en contacto con el secretario si necesita servicios de traducción. La notificación al menos 48 horas antes de la reunión permitirá a la Ciudad hacer arreglos razonables para garantizar la accesibilidad.

**The telephone number and Zoom link listed below will provide access to the meeting via teleconference or video conference.**

<https://us06web.zoom.us/j/88323215753?pwd=eFpXUIRXTXJvR05PSE1sZm02a1BsZz09>

**Telephone Number: (253) 215-8782**

**Meeting ID: 883 2321 5753**

**Passcode: 418006**

**Persons accessing the meeting will have an opportunity to provide comments at appropriate times during the meeting. To speak during a public comment period, press \*9 on your phone to raise your hand or click “raise hand” in the webinar. At the appropriate time, you will be prompted to unmute yourself and asked to identify yourself when providing public comment.**

Any writing or document that is a public record and provided to a majority of the Planning Commission regarding an open session item on the agenda will be made available for public inspection at City Hall, in the City Clerk's office, during normal business hours. In addition, such writings and documents may be posted on the City's website at [www.fowlercity.org](http://www.fowlercity.org).

Resolutions and Ordinances - With respect to the approval of resolutions and ordinances, the reading of the title thereto shall be deemed a motion to waive a reading of the complete resolution or ordinance and unless there is a request by a Commissioner that the resolution or ordinance be read in full, further reading of the resolution or ordinance shall be deemed waived by unanimous consent of the Planning Commission.

1. Meeting Called to Order
2. Roll Call
3. Public Comment

*This portion of the meeting is reserved for persons desiring to address the Commission on any matter not described on this agenda. Presentations are limited to 5 minutes per person and no more than 15 minutes per topic.*

4. Planning Commission Reorganization
5. ADOPT Resolution No. 710, determining that the proposed vacation of Right-of-Way under Street Vacation No. 24-33, is in conformity with the City of Fowler 2040 General Plan and that proposed vacation does not meet the definition of a “project” pursuant to CEQA guidelines Section 15378.
6. CONSIDER Alternative Actions for Conditional Use Permit No. 24-16:
  - i. APPROVE Resolution No. 711 approving Conditional Use Permit No. 24-16 and Determining the Project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332 – In-Fill Development; or
  - ii. APPROVE Resolution No. 712 denying Conditional Use Permit No. 24-16; or
  - iii. PROVIDE staff direction to return at a subsequent meeting.

7. APPROVE Resolution No. 713, Recommending that the City Council adopt the Fowler Traffic Impact Analysis Guidelines.
8. Staff Communications
9. Commissioner Reports and Comments
10. Adjourn
11. *Next Resolution No. 714*

CERTIFICATION: I hereby certify that the foregoing agenda was posted for public review on Friday January 3, 2025.



Thomas Gaffery  
Interim City Manager



## SPECIAL PLANNING COMMISSION MEETING

ITEM NO. 5

### REPORT TO THE PLANNING COMMISSION

**DATE:** January 9, 2025

**FROM:** DAWN E. MARPLE, City Planner

**SUBJECT:** ADOPT Resolution No. 710, determining that the proposed vacation of Right-of-Way under Street Vacation No. 24-33, is in conformity with the City of Fowler 2040 General Plan and that proposed vacation does not meet the definition of a “project” pursuant to CEQA guidelines Section 15378.

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### **EXECUTIVE SUMMARY**

Staff recommends the Planning Commission adopt a resolution finding that the proposed vacation of a portion of the west side of South Golden State Boulevard right-of-way between East South Avenue and South Temperance Avenue conforms to the City of Fowler 2040 General Plan and that proposed vacation is exempt from environmental review under CEQA since the vacation does not meet the definition of a “project” pursuant to CEQA Guidelines section 15378.

### **BACKGROUND**

South Golden State Boulevard was the original U.S. Route 99, until the completion of the current State Route 99 and Interstate 5 in the 1960s. Generally, properties abutting highways and freeways relinquish direct access to these roads for safety and to ensure free-flowing traffic. Since the relocation of U.S. Route 99 away from Golden State Boulevard, these access restrictions are not as important.

The proposed abutters’ rights to be vacated is located on the west side of South Golden State Boulevard between East South Avenue and South Temperance Avenue. The property owner of APN 345-110-87 has requested that the City consider vacating this portion of the right-of-way in order to establish a driveway for direct access to Golden State Boulevard. The City has no need to limit access rights at this location to South Golden State Boulevard. The width of the proposed vacation is limited to the property’s frontage, approximately 50 feet.

The Streets and Highways Code provides that a local agency may summarily vacate an excess right-of-way of a street or highway not required for street or highway purposes. (Sts. & Hy. Code § 8334, subd. (a).) The subject right-of-way meets these conditions.

Pursuant to Government Code Section 65402, subdivision (a), prior to the City’s approval of the vacation of the right-of-way, the Planning Commission must render a determination as to

whether the proposed vacation is in conformance with the City's General Plan. The Planning Commission shall then forward a report containing that determination to the City Council. The City Council then must consider and take action upon the Planning Commission's report within forty (40) days.

### **PUBLIC NOTICE**

This item does not require a public hearing and was noticed as a part of the Planning Commission Agenda.

### **ENVIRONMENTAL REVIEW**

The Planning Commission's determination of conformity with the City of Fowler 2040 General Plan would not result in a direct physical change or reasonably foreseeable indirect physical change to the environment, nor is the Commission issuing a lease, permit, license, certificate, or other entitlement for use or making a recommendation about any such issuance. Therefore, the Commission's determination does not fall within the definition of a "project" pursuant to CEQA Guidelines Section 15378 and no further environmental review is required.

### **GENERAL PLAN CONSISTENCY**

The portion of South Golden State Boulevard right-of-way proposed for vacation of abutters' rights is designated an Expressway as identified in the Mobility (Circulation) Element of the General Plan. The City does not have driveway spacing requirements for properties abutting expressways, and the California Highway Design Manual recommends limiting driveways wider than 30 feet on expressways. Accordingly, the right-of-way vacation will not impede the City's ability to meet its general plan goals and policies. Accordingly, staff recommends that the Planning Commission determines that the vacation of right-of-way proposed under Street Vacation No. 24-33 conforms to, and is consistent with, the City of Fowler 2040 General Plan.

### **FISCAL IMPACT**

As the approval authority is the City Council, Planning Commission's recommendation does not pose any fiscal impact.

### **PROCUREMENT PROCESS**

No procurement is associated with this action.

### **CONFLICT OF INTEREST**

Staff is not aware of any conflicts of interest.

### **Attachments**

- Resolution No. 710, Exhibit A

**RESOLUTION NO. 710**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FOWLER, DETERMINING THAT VACATION OF RIGHT-OF-WAY PROPOSED UNDER STREET VACATION NO. 24-33 IS IN CONFORMANCE WITH THE CITY OF FOWLER 2040 GENERAL PLAN AND THAT VACATION OF RIGHT-OF-WAY PROPOSED UNDER STREET VACATION NO. 24-33 DOES NOT QUALIFY AS A “PROJECT” FOR PURPOSES OF ENVIRONMENTAL REVIEW UNDER CEQA.**

**WHEREAS**, Streets and Highways Code Division 9, Part 3, Chapter 4 authorizes local agencies to summarily vacate a street or highway in different circumstances, each an independent basis to affect a summary vacation of a street or highway; and

**WHEREAS**, the definition of a “street” and “highway” under the Streets and Highway Code includes relinquished abutters’ rights, easements, and rights-of-way; and

**WHEREAS**, Streets and Highways Code section 8334, subdivision (a) provides that the legislative body of a local agency may summarily vacate an excess right-of-way of a street or highway not required for street or highway purposes; and

**WHEREAS**, the owner of Assessor’s Parcel Number (APN) 345-110-87 has requested that the City vacate the relinquishment of abutters’ rights of APN 345-110-87 along its portion of the South Golden State Boulevard right-of way that it abuts as further detailed in **Exhibit A**, attached hereto and incorporated by this reference herein and

**WHEREAS**, the City of Fowler is the sole owner of the subject right-of-way and the subject right-of-way is an excess right-of-way of a street or highway not required for street or highway purposes; and

**WHEREAS**, pursuant to Government Code Section 65402, the City of Fowler Planning Commission must render a determination as to whether a proposed vacation of right-of-way is in conformance with the City’s General Plan; and

**WHEREAS**, after the Planning Commission has made its determination, it must provide a report containing its determination to the City Council. The City Council then must consider and take action upon the Planning Commission’s report within forty (40) days; and

**WHEREAS**, the relinquished abutters’ rights portion of South Golden State Boulevard proposed for vacation would not conflict with any policy of the Circulation Element of the City’s General Plan; and

**WHEREAS**, the Fowler Planning Commission considered Street Vacation No. 24-33 at a special meeting on January 9, 2025; and

**WHEREAS**, the Planning Commission considered the California Environmental Quality Act (“CEQA”) analysis outlined in the staff report and elsewhere in the Administrative Record which determined that adoption of the proposed determination of the vacation’s conformance with the City’s General Plan does not meet the definition of a “project” for purposes of environmental review under CEQA Guidelines section 15378; and

**WHEREAS**, the Planning Commission has had an opportunity to review and consider the entire administrative record relating to Street Vacation No. 24-33, which is on file with the City’s Planning Department, and reviewed and considered those portions of the administrative record determined to be necessary to make an informed decision, including, but not necessarily limited to, the staff report, the written materials submitted with the request, and the verbal and written testimony and other evidence presented during the public hearing, which are incorporated herein by this reference (“Administrative Record”).

**NOW THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE PLANNING COMMISSION FINDS AND RESOLVES AS FOLLOWS:**

1. The Planning Commission’s determination regarding Street Vacation No. 24-33 does not qualify as “project” under CEQA and is therefore exempt from further environmental review.
2. Street Vacation No. 24-33 is in conformance with the City of Fowler 2040 General Plan.
3. The City Planner is hereby directed to convey a report of this determination to the City Council of the City of Fowler.

**PASSED, APPROVED AND ADOPTED** this 9th day of January 2025, at a special meeting of the Fowler Planning Commission by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

**APPROVED:**

\_\_\_\_\_  
Craig Mellon, Chair

**ATTEST:**

\_\_\_\_\_  
Maria Aguilar, Secretary of the Planning Commission



EXHIBIT A



11/20/2024 \\EgnyteDrive\Clients\Fowler\_City-2619\2619 On-Call Planning Services\_Application Files\_Abandonment of Right-of-Way\261924033-ARW 2210 5. Golden State Blvd\GIS\Map\Abandon\_ROW\Abandon\_ROW.aprx





## SPECIAL PLANNING COMMISSION MEETING

ITEM NO 6

### REPORT TO THE PLANNING COMMISSION

**DATE:** January 9, 2025

**FROM:** DAWN E. MARPLE, City Planner

**SUBJECT:** CONSIDER Alternative Actions for Conditional Use Permit No. 24-16:

- i. APPROVE Resolution No. 711 approving Conditional Use Permit No. 24-16 and Determining the Project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332 – In-Fill Development; or
- ii. APPROVE Resolution No. 712 denying Conditional Use Permit No. 24-16; or
- iii. PROVIDE staff direction to return at a subsequent meeting.

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### **EXECUTIVE SUMMARY**

This item is to consider alternative actions for a proposed new recycling center at northwest corner of North 8<sup>th</sup> Street and West Tuolumne Avenue.

### **BACKGROUND**

The subject site is located on the northwest corner of 8<sup>th</sup> and Tuolumne Streets. The site is approximately 0.52 acres (Assessor's Parcel Number 343-020-13) and is currently developed with The Liquor Cabinet, India Express restaurant, and a single-family residence. In addition to these uses, on August 1, 2024, the Planning Commission approved the operation of a mobile food truck on the site.

City records indicate that a recycling center has previously been located on the site at least two times in the past. The first recycling center was approved via a site plan review and became an operation of public controversy due to concerns over trash, litter, loitering of non-employees, illegal recyclables, public urination, and blight. After this first operation was closed a second one was proposed and approved in 2016 via a Conditional Use Permit (CUP) issued to Esteban Aguilar, (CUP 16-01). While at the time recycling centers were allowed within the C-2 (Community Commercial) zone district via site plan review, a CUP was required due to the controversy surrounding the first operation. CUP 16-01 was ultimately approved, subject to conditions of approval. That recycling center has been closed for a number of years.

## **ANALYSIS**

Jose J. Aguilar is proposing to operate a recycling center on the site and in the same location where the two previous operations were located. The proposed recycling center would operate between the hours of 9 a.m. and 5 p.m. Monday through Saturday. The recycling operation will consist of two 20'x 8' recycling storage containers on the northwest corner of the property, as shown on the attached site plan. Two employees will manage the operation, with at least one employee always on-site during business hours. The recycling center will operate by receiving CA CRV aluminum cans, glass bottles, and plastic bottles. The recyclable materials will be stored in the two 20' x 8' recycling containers. Depending on volume, the recycled material would be transported to the Allen Company Recycling Center in Fresno for processing between 1-2 times a week. No processing of recyclable materials will occur on the proposed City of Fowler site.

The subject site where the use would be located is designated Community Commercial by the City's General Plan land use map and is zoned C-2 (Community Commercial). Recycling collection facilities are an allowed use within the C-2 zone district, subject to the approval of a major CUP (Project). The State, through the California Department of Resources Recycling and Recovery, requires that recycling centers be located within one half mile from a "convenience zone". A supermarket with gross annual sales of \$ 2,000,000 or more qualifies to be an origin point for convenience zones. The City of Fowler has one convenience zone, centered on A-Mart, located at the east corner of North 7<sup>th</sup> Street and East Tuolumne Street. The Project site is located within this convenience zone.

The proposed Project was routed to various City departments and agencies for comment. The Police Department commented on the Project, stating that it would be "adamantly opposed to the proposed location". The location of the proposed recycling center in proximity to a liquor store was described as "ill advised" by the Police Department.

## **PUBLIC NOTICE**

A Notice of Public Hearing was published in *The Business Journal* on December 27, 2024, which is at least ten (10) days prior to the public hearing. It was also sent via US Mail to property owners within 300 feet of the proposed Project.

## **ENVIRONMENTAL REVIEW**

The proposed Project is categorically exempt from further environmental review pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332 (In-fill Development) as the required conditions for the CEQA exemption are met as follows:

- a) The Project is consistent with the site's General Plan land use designation of Community Commercial and the site's zoning designation of C-2.
- b) The Project is located on a parcel within the City of Fowler that is less than five acres in size, and it is substantially surrounded by urban uses.
- c) The Project site is previously developed, experiences varying levels of vehicular and pedestrian traffic due to existing operations on the site and has little to no value as habitat for special status species.

- d) Construction and operation of the Project would not result in any significant environmental impacts relating to traffic, noise, air quality, or water quality.
- e) The Project would be located on a previously developed site with access to existing public utilities and services.

As a result, the Project would not result in the potential for any significant environmental impacts to result from construction or operational activities. Further environmental analysis is not necessary under CEQA.

### **FISCAL IMPACT**

Application fees for the processing and review of the application were paid by the applicant. No other fiscal impacts are anticipated.

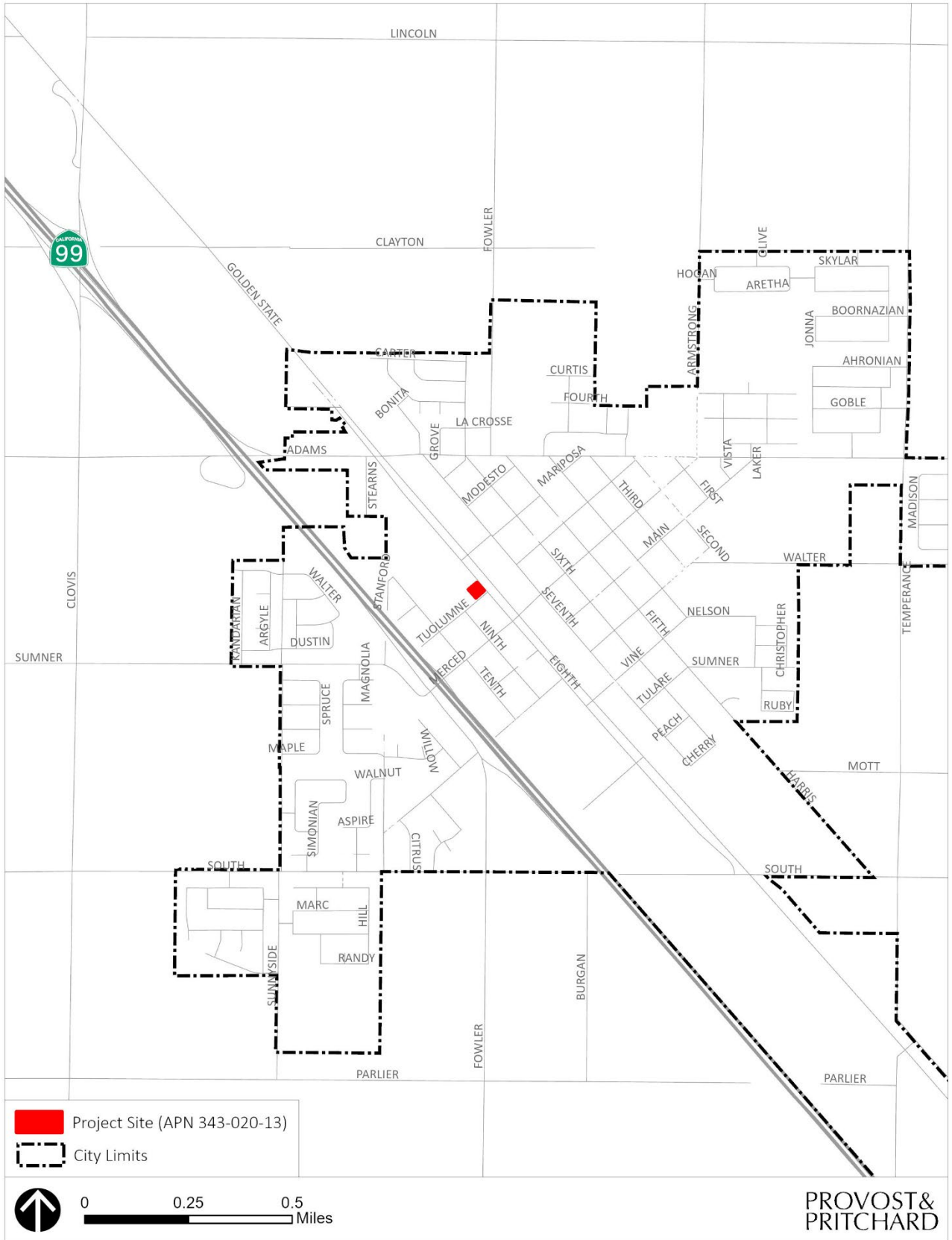
### **CONFLICT OF INTEREST**

Staff is not aware of any conflicts of interest.

### **Attachments**

- Attachment 1: Regional Vicinity Map
- Attachment 2: Aerial Map
- Attachment 3: General Plan Land Use Map
- Attachment 4: Zoning Map
- Attachment 5: Site Plan
- Attachment 6: Resolution No. 711
- Attachment 7: Resolution No. 712

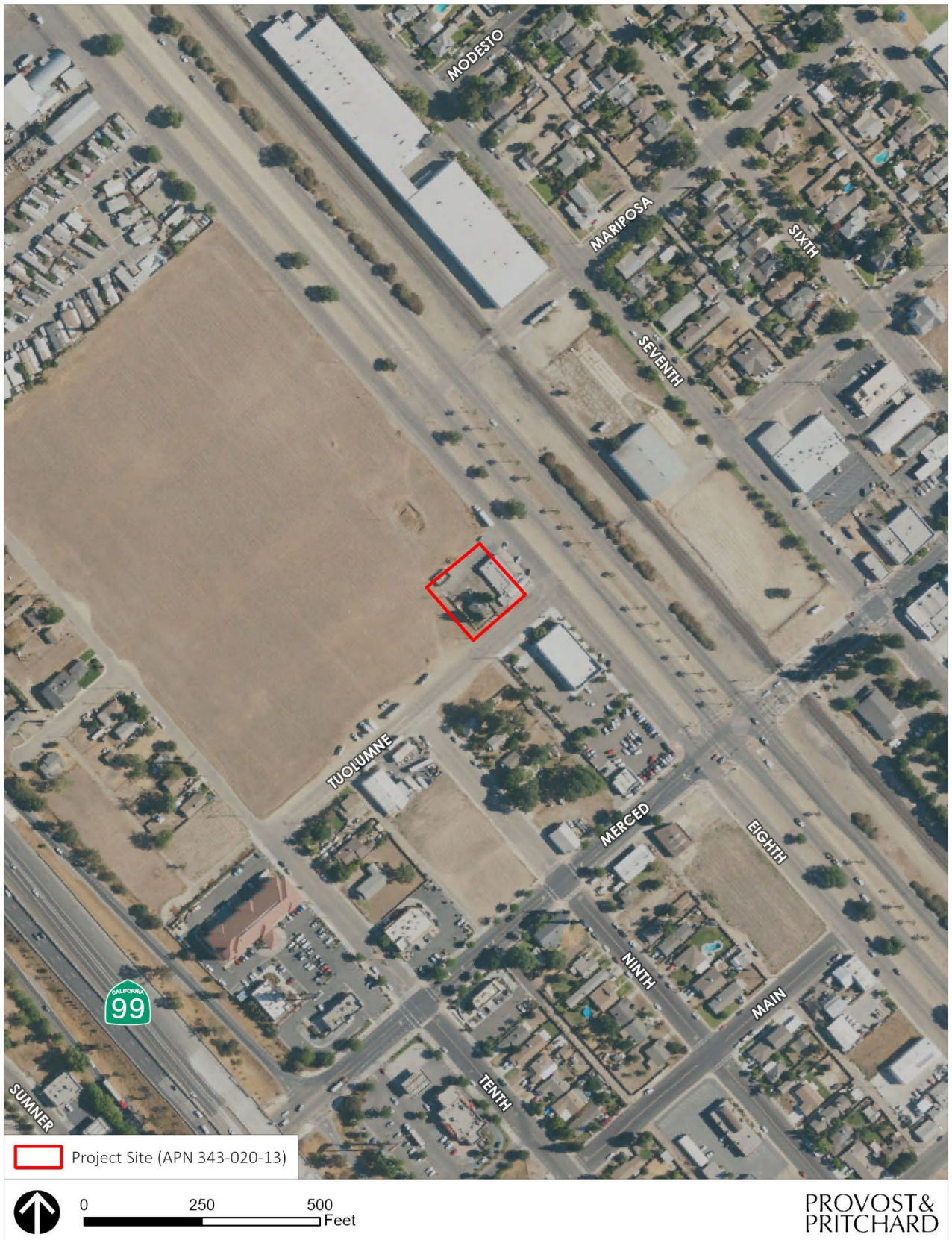
# Attachment 1: Regional Vicinity Map



PROVOST & PRITCHARD

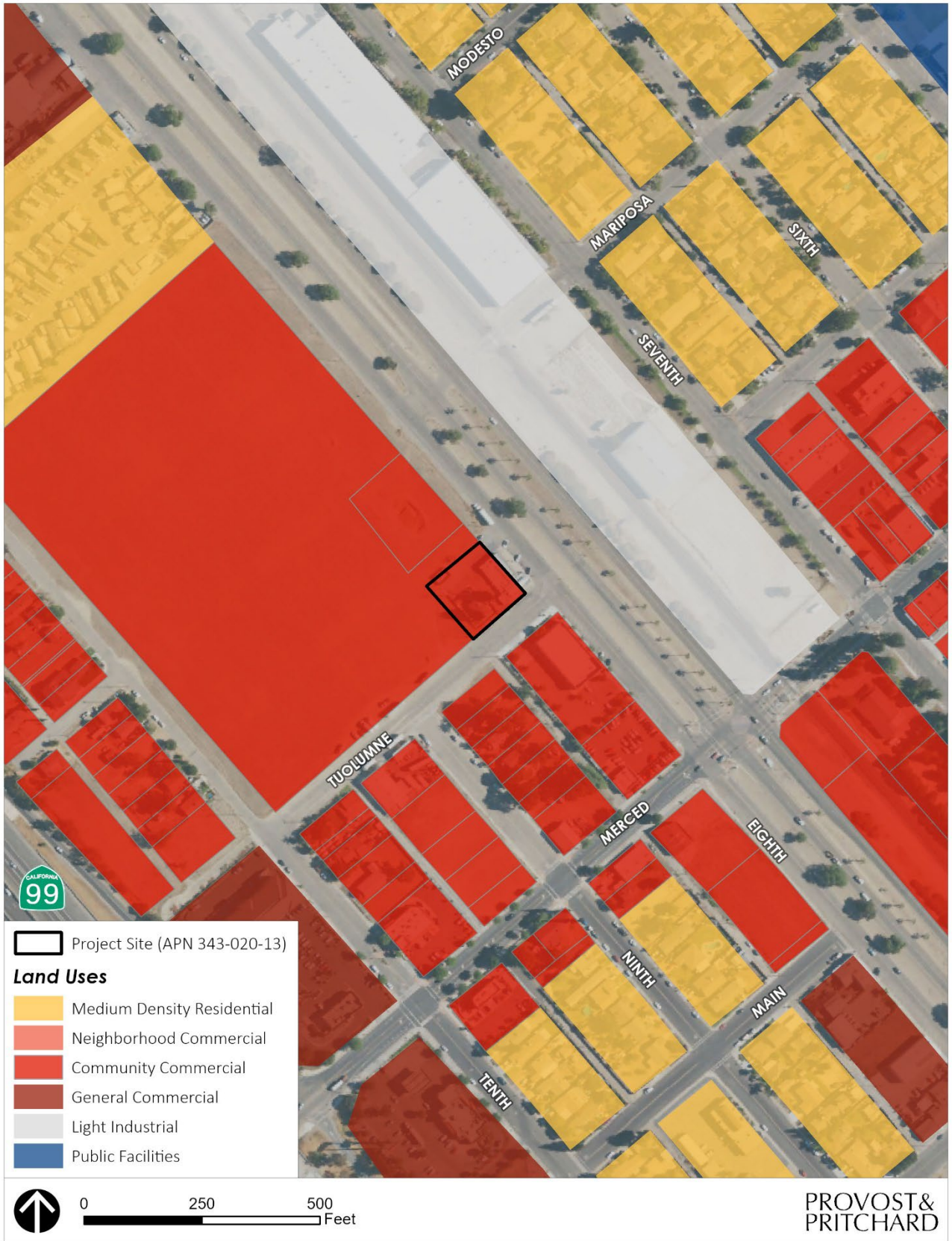


Attachment 2: Aerial Map



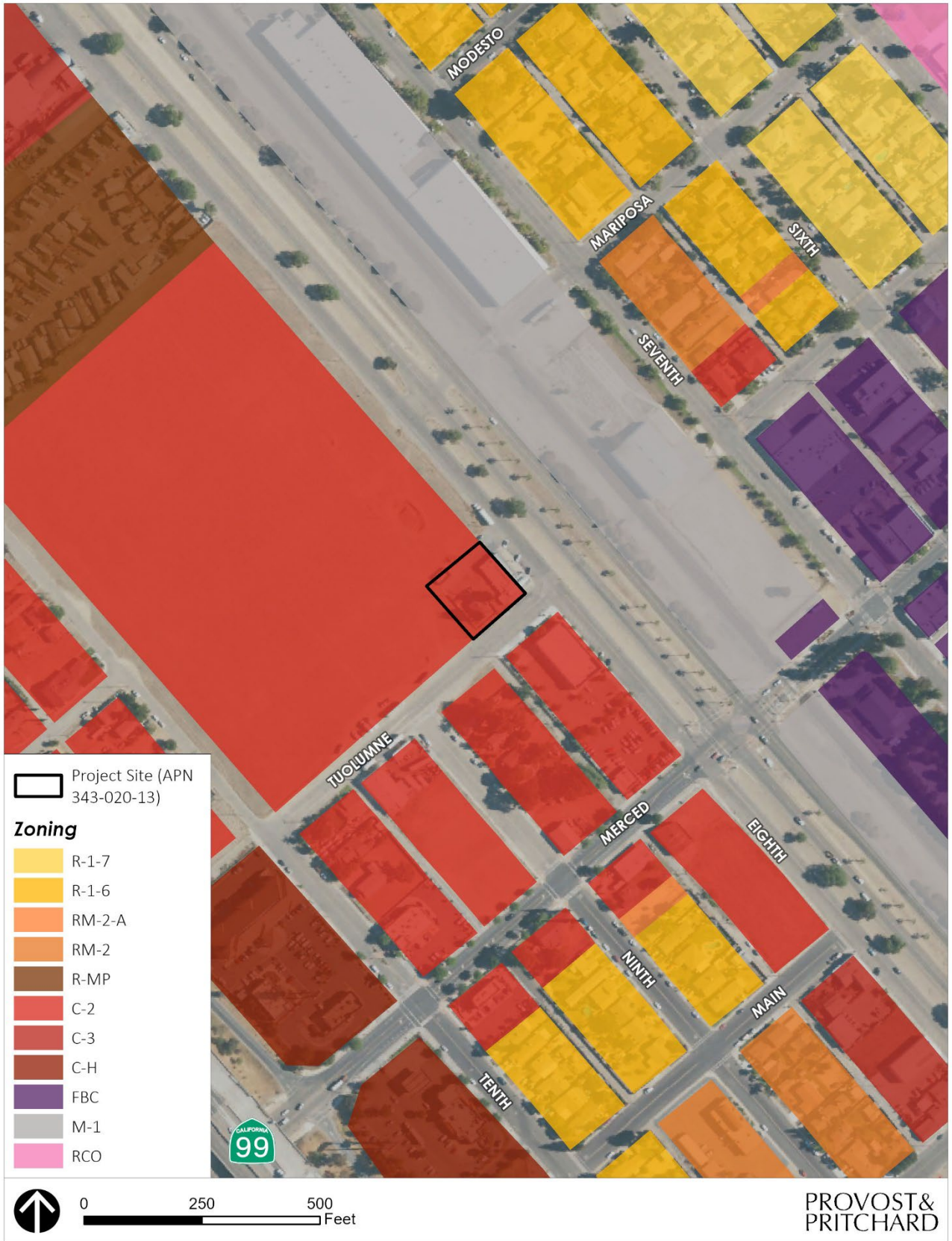


Attachment 3: General Plan Lan Use Map





# Attachment 4: Zoning Map

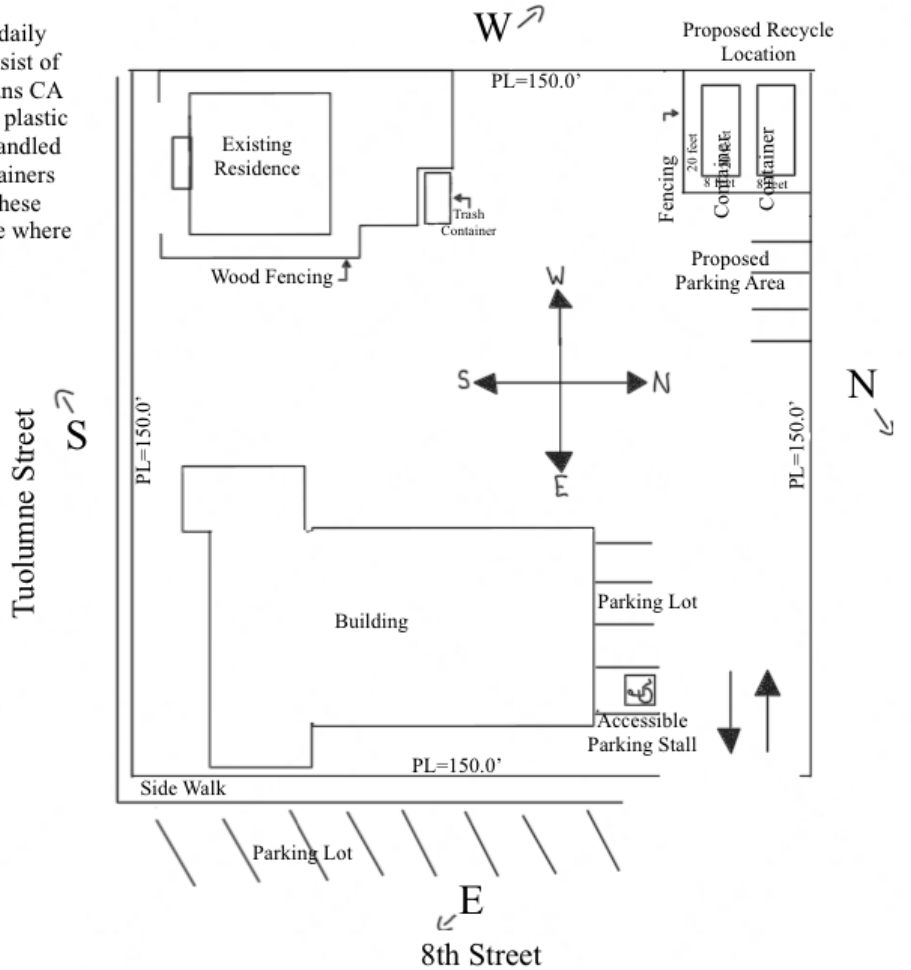




# Attachment 5: Site Plan

Proposed Business Hours:  
 Monday-Saturday (9:00 am-5:00pm)  
 Sunday (Closed)

Central Valley Recycling daily intake of materials will consist of the following: aluminum cans CA CRV, glass bottles CA CRV, plastic bottles CA CRV, all to be handled by the attendant. Two containers will serve as storage for these materials as well as the place where it will take place.



Attachment 6: Resolution No. 711

Attachment 7: Resolution No. 712

**RESOLUTION NO. 711**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FOWLER APPROVING CONDITIONAL USE PERMIT NO. 24-16 AND DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15332 – IN-FILL DEVELOPMENT.**

**WHEREAS**, Jose J. Aguilar has submitted an application to operate a recycling center (Project) at 208 North 8<sup>th</sup> Street (Project site); and

**WHEREAS**, the Project site is located on Assessor’s Parcel Number 343-020-13, a parcel of approximately 0.52 acres in size; and

**WHEREAS**, the Project site is located within the C-2 (Community Commercial) zone district and is designated as Community Commercial by the City’s General Plan land use map; and

**WHEREAS**, recycling facilities are an allowed use within the C-2 zone district subject to the approval of a conditional used permit; and

**WHEREAS**, the Project site is comprised of a commercial development, including a liquor store, and a single family residence; and

**WHEREAS**, a recycling center has previously operated on the Project site (including under Conditional Use Permit No. 16-01); and

**WHEREAS**, the City has determined that the Project is categorically exempt under the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines Section 15332, In-fill Development, and that no additional environmental analysis is required; and

**WHEREAS**, notice of the public hearing was published in the December 27, 2024, edition of *The Business Journal*, posted at City Hall and the City’s website, and sent to interested parties via email; and

**WHEREAS**, at a special meeting on January 9, 2025, at 6:30pm, the Fowler Planning Commission conducted a public hearing to consider the Project; and

**WHEREAS**, the Planning Commission reviewed the proposed Conditional Use Permit and considered the staff report, categorical exemption, and all evidence presented at the duly noticed Planning Commission public hearing on January 9, 2025, including oral and written public testimony on the Project and the Categorical Exemption; and

**WHEREAS**, the Planning Commission of the City of Fowler, based upon the entire record of proceedings, makes the following findings with regard to the Conditional Use Permit 24-16 for the Project:

1. Conditional Use Permit No. 24-16 for the Project is approved, subject to the conditions

contained in Exhibit “A.”

2. The Project is categorically exempt under the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines Section 15332, In-Fill Projects, and that no additional environmental analysis is required, based on the following findings:
  - a. The Project is consistent with the site’s General Plan land use designation of Community Commercial and the site’s zoning designation of C-2;
  - b. The Project is located on a parcel within the City of Fowler that is less than five acres in size, and it is substantially surrounded by urban uses;
  - c. The Project site is previously developed, experiences varying levels of vehicular and pedestrian traffic due to existing operations on the site, and has little to no value as habitat for special status species;
  - d. Construction and operation of the Project would not result in any significant environmental impacts relating to traffic, noise, air quality, or water quality; and
  - e. The Project would be located on a previously developed site with access to existing public utilities and services.
3. The Site for the proposed use is adequate in size and shape to accommodate the use and all yards, spaces, walls and fences, parking, loading, landscaping and other features required by the Zoning Ordinance.
4. The Site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use. No significant effects on the surrounding street system are anticipated.
5. The proposed use will not have any adverse effect upon abutting property or the use thereof.
6. The conditions established by the Planning Commission and attached to this Resolution for Conditional Use Permit 24-16 are deemed necessary to protect the public health, safety and general welfare.

**NOW THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Fowler approves Conditional Use Permit 24-16, subject to the conditions of approval in **Exhibit “A”**, attached hereto.

**PASSED, APPROVED AND ADOPTED** this 9th day of January 2025, at a Special Meeting of the Planning Commission of the City of Fowler by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

**APPROVED:**

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Craig Mellon, Chair

**ATTEST:**

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Maria Aguilar, Secretary of the Planning Commission

**EXHIBIT “A”**  
**CONDITIONS OF APPROVAL**  
**CUP NO. 24-16**

**General Conditions**

1. All conditions of approval shall be the sole financial responsibility of the Applicant/owner, except where specified in the conditions of approval listed herein or mandated by statutes.
2. The Applicant shall submit to the City of Fowler Community and Economic Development Department a check in the amount necessary to file a Notice of Exemption at the Fresno County Clerk. This amount shall equal the Fresno County filing fee in effect at the time of filing. Such check shall be made payable to the Fresno County Clerk and submitted no later than three (3) days following action on CUP No. 24-16.
3. Approval of the CUP shall be considered null and void in the event of failure by the Applicant and/or the authorized representative, engineer, or surveyor to disclose and delineate all facts and information relating to the subject property and the proposed use.
4. Development of the site shall be in substantial conformance with the plans approved by the Planning Commission and the subject conditions contained herein. Minor modifications to the approved plans necessary to meet regulatory, engineering, or similar constraints may be made at the discretion of the City Planner without amendment to the approval.
5. Any proposed signs are subject to review and approval by the City Planner by means of a separate Sign Review process.
6. It shall be the responsibility of the property owner, operator, and/or management to ensure that any required permits, inspections, and approvals from any regulatory agency be obtained from the applicable agency prior to beginning operation of the Recycling Center.
7. All conditions shall be satisfied prior to obtaining a permit from the County Department of Environmental Health. Failure to comply with all conditions of approval shall be grounds for the imposition of penalties, suspension of the permit, modification of the permit, or revocation of the permit.
8. The operator shall keep the exterior premises free of trash and debris. Graffiti shall be removed or covered within 48 hours of its discovery by the Applicant, manager, or any employee.
9. A copy of these conditions must be kept on the premises and be shown to any requesting City official. Failure to comply with all conditions of approval shall be grounds for the imposition of penalties, modification of the permit, or revocation of the permit.
10. No use shall be permitted, and no process, equipment or materials shall be used that are found by the City to be objectionable to persons living or working in the vicinity by reasons of odor, fumes, dust, smoke, cinders, dirt, refuse, water-carried waste, noise, vibration, illumination, glare, or unsightliness or to involve any hazard of fire or explosion.



11. The Project shall conform to the C-2 (Community Commercial) Zone district development standards. Any deviation from these standards shall require approval of a minor deviation or variance.
12. All contractors or sub-contractors working in the City must obtain a business license from the Finance Department at Fowler City Hall. The Applicant shall report applicable sales tax revenue to the State.
13. The Applicant shall pay all fees as required by existing ordinances and schedules. The fees to be paid shall be those in effect at the time of payment.
14. Any new mechanical and electrical equipment shall be screened from view.
15. The use shall comply with the Unlawful Noise Related Nuisances ordinance (FMC Section 5-21.601 et seq.)
16. This Conditional Use Permit shall be reviewed in one (1) year by the Planning Commission.

**Specific Recycling Center Conditions:**

17. The use shall be limited to a collection facility for aluminum can, plastic and glass bottles. No scrap metal, batteries, or other material may be accepted. Any change in the operation and additional services provided shall require review by the Planning Department and may require an amendment to the CUP.
18. The facility shall be operated only in conjunction with an existing commercial use that in compliance with the zoning, building and fire codes of the City and that is located in a convenience zone as defined under the California Beverage Container Recycling and Litter Reduction Act.
19. The facility shall be operated in accordance with the following:
  - a. Attendants shall enforce no shopping carts, no loitering, and ensure all customers follow the rules.
  - b. Attendants shall communicate with the Fowler Police Department to help with persons, including the homeless, that may loiter around the facility when closed.
  - c. Hours of Operation shall be 9:00 am to 5:00 pm Monday through Saturday.
  - d. Any bagged products or trash shall not be kept outside the facility.
  - e. The operator shall ensure that there are no residual liquids from CRV containers prior to placing them in transferring and weighing areas.
  - f. The operator shall patrol the area to prevent the loitering of persons during business hours.

- g. The operator shall secure the premises with appropriate security lighting.
- h. Regular sweeping of the work area shall be conducted. No caps, labels, bottles, tabs, containers, bags, boxes, or other general trash and debris shall be allowed in the area at the end of the work day.
- i. The operator shall control odors generated by the facility and prevent the migration of odors off-site to the maximum extent possible. Upon the receipt of an odor complaint, the facility operator shall conduct an odor investigation and shall correct identified problems.
- j. The facility shall only use durable waterproof and rustproof collection receptacles of sufficient capacity to accommodate the materials collected and the collection schedule. The receptacles shall be covered and secured when the attendant is not present.
- k. All recyclable materials shall be stored in collection receptacles at all times, and shall not be left outside of the collection receptacles when attendant is not present.
- l. Materials shall be removed from the facility at least every three days. Materials may be collected and transported from the facility and collection receptacles may be delivered only during business hours.
- m. The facility shall be clearly marked to identify the name and telephone number of the facility operator and the hours of operation and shall display a notice stating that no material shall be left outside.
- n. Permanent screen fencing shall be required in order to screen the operation from the public street. Fencing shall be six feet in height and shall be chain link fencing with brown or redwood slats.

### **Parking and Loading**

- 20. All on-site parking stalls shall be striped to current City standards.
- 21. All parking areas shall have adequate ingress and egress to and from a street or alley. Sufficient room for turning and maneuvering vehicles shall be provided on the site, pursuant to current City standards.
- 22. Entrances and exits to parking lots and other parking facilities shall be provided only at locations approved by the City.
- 23. All restriping and the construction of any new parking stalls shall be reviewed and approved by the City Engineer prior to construction and the acquisition of building permits.

## **Engineering Conditions**

### **General:**

24. All proposals of the Applicant shall be conditions of approval, except as further modified below, and subject to modifications to conform to applicable City Standards.
25. The Applicant shall pay all fees as required by existing ordinances and schedules. The fees to be paid shall be those in effect at the time of payment.
26. Unlevel, hazardous, or non-ADA-compliant concrete walkways along the building frontage shall be replaced (if applicable). New sidewalk installed shall be constructed to meet the adopted City Standards (ST-3).

### **Circulation:**

27. The Applicant shall pay the Regional Traffic Mitigation Fee to the Fresno Council of Governments.
28. The parking lot shall be paved with asphalt or concrete, shall be properly lit and landscaped and shall comply with the Fowler Improvement Standards.
29. Drive aisles shall be kept unobstructed at all times. Vehicles shall not block driveways.

### **Water/Sewer:**

30. A site plan clearly depicting all existing and proposed water connections and valves shall be submitted to the Community and Economic Development Department.
31. The Applicant shall provide and install water meters and appropriate backflow devices (where required by City ordinances and standards). Existing water meters in conflict with improvements or in a non-standard location shall be relocated as directed by the Public Works Director.

### **Fire Department Conditions:**

32. A site plan is required to ensure the placement does not obstruct fire access lanes or egress pathways.
33. The applicant shall install fire extinguishers in accordance with City Codes in visible locations approved by the Fire Department. All employees shall have training and knowledge of their operation.

### **Other**

34. Approval of this Project is for the benefit of the Applicant. The submittal of applications by Applicant for this Project was a voluntary act on the part of the Applicant not required by the City. Therefore, as a condition of approval of this Project, the Applicant agrees to defend, indemnify and hold harmless the City of Fowler and its agents, officers, consultants, independent contractors and employees ("City") from any and all claims, actions or proceedings against the City to attack, set aside, void, or annul an approval by the City concerning the Project, including any challenges to associated environmental

review, and for any and all costs, attorneys fees, and damages arising therefrom (collectively "Claim").

The City shall promptly notify the Applicant of any Claim and the City shall cooperate fully in the defense. If the City fails to promptly notify the Applicant of any Claim or if the City fails to cooperate fully in the defense, the Applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

Nothing in this condition shall obligate the City to defend any Claim and the City shall not be required to pay or perform any settlement arising from any such Claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any Claim, and if the City does decide to independently defend a Claim, the Applicant shall be responsible for City's attorneys' fees, expenses of litigation and costs for that independent defense, including the costs of preparing any required administrative record. Should the City decide to independently defend any Claim, the Applicant shall not be required to pay or perform any settlement arising from any such Claim unless the Applicant approves the settlement.

**RESOLUTION NO. 712**

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FOWLER,  
DENYING CONDITIONAL USE PERMIT NO. 24-16.**

**WHEREAS**, Jose J. Aguilar has submitted an application to operate a recycling center (Project) at 208 North 8<sup>th</sup> Street (Project site); and

**WHEREAS**, the Project site is located on Assessor's Parcel Number 343-020-13, a parcel of approximately 0.52 acres in size; and

**WHEREAS**, the Project site is located within the C-2 (Community Commercial) zone district and is designated as Community Commercial by the City's General Plan land use map; and

**WHEREAS**, recycling facilities are an allowed use within the C-2 zone district subject to the approval of a conditional use permit; and

**WHEREAS**, the Project site is comprised of a commercial development, including a liquor store, and a single family residence; and

**WHEREAS**, a recycling center has previously operated on the Project site (including under Conditional Use Permit No. 16-01) and has subsequently been closed each of the previous two times; and

**WHEREAS**, under previous operations of the same use, the site has become a location of public controversy due to concerns over trash, litter, loitering by non-employees, illegal recyclables, public urination, and blight; and

**WHEREAS**, the Police Department responded to requests for comment on the proposal, stating that the Police Department is adamantly opposed to the use in the proposed location, primarily due to the proximity to the liquor store on site; and

**WHEREAS**, notice of the public hearing was published in the December 27, 2024, edition of *The Business Journal*, posted at City Hall and the City's website, and sent to interested parties via email; and

**WHEREAS**, at a special meeting on January 9, 2025, at 6:30pm, the Fowler Planning Commission conducted a public hearing to consider the Project; and

**WHEREAS**, the Planning Commission has reviewed and considered the staff report, and all evidence presented at the Planning Commission's special meeting on January 9, 2025, including oral and written public testimony on the Project ("Administrative Record"), and which is herein incorporated by this reference; and

**WHEREAS**, the Fowler Planning Commission makes the following findings pursuant to Fowler Municipal Code Section 9.35.070, with evidence contained in the record:

1. That the proposed design and location of the proposed use is consistent with the adopted General Plan and any applicable specific plan.
2. That the site for the proposed use is adequate in size and shape to accommodate such use and all yards, spaces, walls and fences, parking, loading, landscaping and other features required by Zoning Ordinance.
3. That the site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use, consistent with the mobility goals of the City.

**WHEREAS**, the Fowler Planning Commission makes the following findings pursuant to Fowler Municipal Code Section 9.35.070, with evidence contained in the record:

4. That it is reasonably foreseeable that the proposed use will have significant adverse effects on abutting property or the permitted uses thereof.
5. That it is reasonably foreseeable that the proposed use could have significant adverse effects on the public health, safety, and general welfare, regardless of conditions imposed on the use.

**NOW THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Fowler:

1. Does not approve the request sought under Conditional Use Permit No. 24-16, which would allow a recycling center on Assessor’s Parcel Number 343-020-13.

**PASSED, APPROVED AND ADOPTED** this 9th day of January 2025, at a Special Meeting of the Planning Commission of the City of Fowler by the following vote:

AYES:  
 NOES:  
 ABSTAIN:  
 ABSENT:

**APPROVED:**

\_\_\_\_\_  
 Craig Mellon, Chair

**ATTEST:**

\_\_\_\_\_  
 Maria Aguilar, Secretary of the Planning Commission



## SPECIAL PLANNING COMMISSION MEETING

ITEM NO. 7

### REPORT TO THE PLANNING COMMISSION

**DATE:** January 9, 2025

**FROM:** DAWN E. MARPLE, City Planner

**SUBJECT:** APPROVE Resolution No. 713, Recommending that the City Council adopt the Fowler Traffic Impact Analysis Guidelines.

---

### **EXECUTIVE SUMMARY**

Staff recommend the Planning Commission adopt Resolution No. 713, recommending that City Council adopt the City of Fowler Traffic Impact Analysis Guidelines.

### **BACKGROUND**

Historically, the City of Fowler has required development proponents who submit projects that would generate over 100 peak hour trips to submit a traffic impact analysis (“TIA”). The TIA would be used by the City to determine whether existing street intersections or segments would need to be improved with traffic controls to keep traffic consistent with the delay standards identified in the City’s General Plan. This has never been a formally adopted policy, however the imposition of such a requirement is consistent with the requirements of other jurisdictions in the area.

Adopting the City of Fowler TIA Guidelines (“Guidelines”) would ensure that these analyses of traffic impacts are developed consistently and with less subjectivity. Establishing these standards would remove the uncertainty in the time and cost of preparing and reviewing the analyses of traffic impacts.

The proposed Guidelines also seek to modify the existing threshold of significance adopted by the City in 2021 with regards to Vehicle Miles Traveled (“VMT”). Currently, the City formally uses the VMT maps prepared by Fresno COG to determine whether or not a project’s impact would be less than significant, or require varying amounts of mitigation. With adoption of the 2040 Fowler General Plan however, the General Plan Program Environmental Impact Report (“EIR”) found that VMT would result in a less than significant impact, so long as development is consistent with the assumptions of the City’s General Plan. City staff would like to formalize this standard in the Guidelines.

### **PUBLIC NOTICE**

This item does not require a public hearing and was noticed as a part of the Planning Commission Agenda.



## **ENVIRONMENTAL REVIEW**

A “project” for purposes of CEQA is defined as an action that has the “potential for resulting in a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.” (Cal. Code Regs., tit. 14, § 15378, subd. (a).) Adoption of the Guidelines does not approve or endorse any physical activity by the City or by any other entity; does not enact or amend a zoning ordinance or a general plan or any element thereof; does not result in support to any entity via contract, grant, subsidy, loan, or other form of assistance; and does not result in issuance to any entity of any lease, permit, license, certificate, or other entitlement for use. (*Id.*) Furthermore, there are no indirect physical changes in the environment that are reasonably foreseeable from the adoption of the Guidelines. Accordingly, adoption of the Guidelines does not qualify as a “project” for purposes of CEQA review, and is exempt pursuant to the “common sense” exemption. (Cal. Code Regs., tit. 14, § 15061, subd. (b)(3).)

## **GENERAL PLAN CONSISTENCY**

The Fowler Traffic Impact Analysis Guidelines were prepared to be consistent with the following action item and policy of the General Plan:

### General Plan Action Item MOB-4a

Prepare guidelines for the evaluation of vehicle miles traveled. The guidelines should include significance criteria for evaluating impacts, thresholds of applicability for discretionary projects, and guidance on analyzing transportation impacts.

### General Plan Policy MOB-5

Encourage a Level of Service (LOS) "C" throughout the local circulation network. LOS "D" may be allowed during peak hours at intersections of major streets, at State Route 99 interchanges, and along street segments where additional improvements are not feasible. LOS "D" may also be allowed along streets with the potential for a high level of pedestrian and bicyclist activity. LOS "E" may be permitted during peak hour use of certain road intersections and segments where pedestrian and bicycle activity is prioritized.

## **FISCAL IMPACT**

Planning Commission’s recommendation would have no fiscal impact. The guidelines would be implemented through requirements imposed on development applicants. Review of traffic impact analyses would be conducted by the City Engineer through existing contracts and funded through development application fees.

## **PROCUREMENT PROCESS**

No procurement is associated with this action.

## **CONFLICT OF INTEREST**

Staff is not aware of any conflicts of interest.

## Attachments

- Resolution No. 713, Exhibit A

## RESOLUTION NO. 713

### A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF FOWLER, COUNTY OF FRESNO, STATE OF CALIFORNIA RECOMMENDING THE FOWLER CITY COUNCIL ADOPT THE FOWLER TRAFFIC IMPACT ANALYSIS GUIDELINES

**WHEREAS**, on September 27, 2013, the Governor of the State of California signed Senate Bill 743, which included the addition of section 21099 to the Public Resources Code, calling for the development and adoption of criteria for determining the significance of traffic impacts and consideration of vehicle miles traveled (“VMT”) as the metric; and

**WHEREAS**, on December 28, 2018, the California Office of Administrative Law issued a Notice of Approval of Regulatory Action, approving the California Natural Resources Agency’s amendments and updates to the California Environmental Quality Act (“CEQA”) Guidelines (2018 CEQA Amendments); and

**WHEREAS**, CEQA Guidelines section 15064.3, subdivision (b)(4) authorizes a lead agency to choose the most appropriate methodology to evaluate a project’s VMT impacts and section 15064.3, subdivision (c) states that the provisions of section 15064.3 shall apply statewide as of July 1, 2020; and

**WHEREAS**, CEQA Guidelines Appendix G, section XVII pertaining to transportation impacts requires the lead agency to determine if a project would have a significant impact with respect to VMT; and

**WHEREAS**, CEQA Guidelines section 15064.7, subdivision (a) defines a threshold of significance as “an identifiable quantitative, qualitative, or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant”; and

**WHEREAS**, CEQA Guidelines section 15064.7, subdivision (b) states that “[t]hresholds of significance to be adopted for general use as part of the lead agency’s environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and supported by substantial evidence;” and

**WHEREAS**, in order to facilitate orderly development within the City of Fowler and implement a threshold of significance that is relevant to the City’s development patterns and established based upon data unique to the region, and in order to ensure consistency in significance determinations for projects within the City, the City has elected to adopt a citywide threshold of significance to measure VMT, attached hereto as **Exhibit A** (the “Guidelines”); and

**WHEREAS**, the City prepared a Program Environmental Impact Report for the 2040 General Plan, which found that implementation of the General Plan would result in a less than significant impact to VMT; and

**WHEREAS**, the proposed Guidelines were developed through a public review process as required by CEQA Guidelines Section 15064.7, subdivision (b); and

**WHEREAS**, the proposed Guidelines were drafted to comply with the requirements of CEQA Guidelines sections 15064.3 and 15064.7 including the identification of substantial evidence supporting the proposed VMT thresholds; and

**WHEREAS**, substantial evidence has been provided to support adoption of such thresholds; and

**WHEREAS**, the Guidelines would allow the City to implement General Plan Policy MOB-5, which encourages a Level of Service of “C” to “E”, depending on the hour, street type and the potential for pedestrian and bicyclist activity; and

**WHEREAS**, the Fowler Planning Commission has reviewed the Guidelines and determined that, in consideration of the conditions existing within the City, the thresholds established in the Guidelines and the bases upon which they were determined are appropriate for use by the City; and

**WHEREAS**, on January 9, 2025, the Fowler Planning Commission was presented with the Guidelines, held a public meeting to consider the Guidelines, and received both oral testimony and written information regarding the Guidelines; and

**WHEREAS**, the Planning Commission considered the California Environmental Quality Act (“CEQA”) analysis outlined in the staff report and elsewhere in the Administrative Record which determined that adoption of the proposed Guidelines does not meet the definition of a “project” for purposes of environmental review under CEQA; and

**WHEREAS**, the Planning Commission has had an opportunity to review and consider the entire administrative record relating to the Guidelines, which is on file with the City’s Planning Department, and reviewed and considered those portions of the administrative record determined to be necessary to make an informed decision, including, but not necessarily limited to, the staff report, the written materials submitted with the request, and the verbal and written testimony and other evidence presented during the public hearing, which are incorporated herein by this reference (“Administrative Record”).

**NOW THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Fowler, based upon the entire Administrative Record of the proceedings, hereby resolves and finds as follows: recommends to the City Council:

1. Adoption of the Guidelines does not qualify as “project” for purposes of environmental review under CEQA and is therefore exempt pursuant to the “common sense” exemption under CEQA Guidelines section 15061, subdivision (b)(3).
2. The Guidelines were prepared consistent with the requirements of CEQA Guidelines sections 15064.3 and 15064.7, and the Guidelines contain substantial evidence necessary to support adoption of the thresholds of significance for vehicle miles traveled for general use as part of the City’s environmental review process for the purpose of assessing the transportation impacts for projects within the City of Fowler’s jurisdiction.
3. Adoption of the Guidelines is in the best interest of the City of Fowler.
4. The Planning Commission hereby recommends that the City Council adopt the Fowler Traffic Impact Analysis Guidelines, attached hereto as **Exhibit A**.

**PASSED, APPROVED AND ADOPTED** this 9th day of January 2025, at a special meeting of the Fowler Planning Commission by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

**APPROVED:**

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Craig Mellon, Chair

**ATTEST:**

---

Maria Aguilar, Secretary of the Planning Commission

CITY OF FOWLER

# TRAFFIC IMPACT ANALYSIS GUIDELINES

JANUARY 2025

**PREPARED BY:**

PROVOST & PRITCHARD CONSULTING GROUP  
400 E. MAIN ST, STE 300, VISALIA, CALIFORNIA 93291

**PROVOST &  
PRITCHARD**

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## ABBREVIATIONS

ADT	Average Daily Trips
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Fowler
EIR	Environmental Impact Report
FAR	Floor Area Ratio
Fresno COG	Fresno Council of Governments
GHG	Greenhouse Gas
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HQTA	High Quality Transit Area
LOS	Level of Service
MRTD	Minimum Required Throat Depth
MUTCD	Manual on Uniform Traffic Control Devices
OPR	Governor’s Office of Planning and Research
RTP	Regional Transportation Plan
SB	Senate Bill
SCS	Sustainable Communities Strategy
SOV	Single Occupant Vehicle
TAZ	Transportation Analysis Zone
TDM	Transportation Demand Management
TIA	Traffic Impact Analysis
TIS	Traffic Impact Study
VMT	Vehicle Miles Traveled

# 1 INTRODUCTION

The Transportation Impact Analysis Guidelines document provides guidance to City of Fowler (City) staff, applicants, and consultants on the requirements to evaluate transportation impacts for projects in the City for the purpose of determining impacts under the California Environmental Quality Act (CEQA). The guidelines are intended to:

- *promote conformance with applicable City and State regulations;*
- *provide evaluation consistent with CEQA;*
- *ensure consistency in preparation of studies by applicants and consultants; and*
- *provide predictability in content for City staff and the public in reviewing studies.*

While intended to be comprehensive, not all aspects of every transportation analysis can be addressed within this framework. City staff reserve the right to use judgement to request exemptions and/or to modify requirements for specific projects at the time of the review application.

## 1.1 OVERVIEW OF GUIDELINES

**Section 1: Introduction** summarizes the requirements for transportation analysis.

**Section 2: CEQA Analysis Requirements** describes the analysis to meet State of California guidelines, in particular analysis of vehicle-miles of travel (VMT).

**Section 3: Traffic Impact Study** lists the requirements for transportation evaluation relative to City of Fowler policies.

**Section 4: Level of Environmental Review** summarizes the environmental documentation that may be appropriate for various types of projects.

## 1.2 TRANSPORTATION IMPACT REQUIREMENTS

The Transportation Impact Analysis Guidelines specifically address the requirements of California Senate Bill 743 (SB 743) which mandates specific types of CEQA analysis of transportation projects, effective July 1, 2020.

### 1.2.1 SB 743 REQUIREMENTS

Prior to implementation of SB 743, CEQA transportation analyses of individual projects typically determined impacts on the circulation system in terms of roadway delay (i.e., congestion) and/or capacity usage at specific locations, such as street intersections or freeway segments. Senate Bill 743, signed into law in September 2013, requires changes to the guidelines for CEQA transportation analysis. The changes include the elimination of auto delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining transportation impacts. An unintended side effect of LOS was, as the transportation infrastructure became saturated with traffic, especially in built-up areas, the ability to mitigate congestion impacts became infeasible, and therefore an EIR would be required for projects in such areas. The purpose of SB 743, consequently, is to promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

Under SB 743, a project's effect on automobile delay shall not constitute a significant environmental impact under CEQA. Therefore, LOS and other similar vehicle delay or capacity metrics may no longer serve as transportation impact metrics for CEQA analysis. The California Office of Planning and Research (OPR) updated the CEQA Guidelines and provided a technical advisory (December 2018), which recommends vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts under CEQA. The California Natural Resources Agency certified and adopted the CEQA Guidelines including the Guidelines section implementing SB 743. The changes have been approved by the Office of the Administrative Law and took effect on July 1, 2020.

### 1.2.2 LOCAL REQUIREMENTS

Revisions to CEQA transportation analysis requirements do not preclude the application of local general plan policies, municipal and zoning codes, conditions of approval, or any other planning requirements through the City's planning approval processes to ensure adequate operation of the transportation system in terms of transportation congestion measures related to vehicular delay and roadway capacity. As such, the City continues to apply congestion-related transportation impact analysis and conditions or requirements for land development projects through planning approval processes outside of the CEQA Guidelines in order to continue implementing General Plan policies. The City's adopted 2023 General Plan Circulation Element includes LOS standards. In order to ensure that a project is consistent with the General Plan policy, a LOS analysis may be required at the request of the City Engineer to determine necessary roadway infrastructure improvements and capacity. Any improvements necessary to ensure LOS standards are met may be required as part of the project entitlement. These requirements are discussed in Section 3, Traffic Impact Study.

## 1.3 TRANSPORTATION IMPACT ANALYSIS REPORT

This document provides guidance for the two types of analysis that normally comprise a Transportation Impact Analysis (TIA) report:

1. *CEQA Analysis*
2. *Traffic Impact Study/Traffic Impact Study (TISTIS)*

Not all projects will require all components of a CEQA analysis and a TIS. For example, a project could meet the screening criteria for being located in a high-quality transit area and be exempt from the preparation of a detailed CEQA VMT analysis. Such a project may only be required to provide a TIS. Conversely, a project may require a VMT analysis, but not necessarily require a TIS. Thus, the final scope of the Transportation Impact Analysis would need to be determined by the City.

### 1.3.1 CEQA ANALYSIS

A CEQA analysis of transportation impacts consists of evaluation measures including conflicts with circulation policies, VMT, hazards, and emergency access. The quantitative methodology, significance thresholds, and mitigation measures for conducting the transportation analysis in accordance with the requirements of SB 743 are primarily based on VMT metrics. The CEQA analysis is part of the environmental review process and must meet CEQA requirements.

### 1.3.2 TRAFFIC IMPACT STUDY (TIS)

The City can require that local non-CEQA analysis address traffic operations, safety issues and needed project design features related to a proposed land use project, as well as analyze site access and internal circulation. The TIS may be used to assess transportation impacts in relation to the City's policies in the General Plan and other planning documents.

## 2 CEQA ANALYSIS REQUIREMENTS

This section discusses the requirements for conducting analyses for projects under environmental review, consistent with requirements from SB 743. Under CEQA, a lead agency has the authority to determine its own significance thresholds and methodologies for technical analysis, taking into account its own development patterns, policy goals and context. (Cal. Code Regs., tit. 14, § 15064.7, subd. (b).) Lead agencies can make their own specific decisions regarding methodology and thresholds, presuming their choices are supported by substantial evidence.

The CEQA Appendix G Environmental Checklist Form identifies the following four impact types for transportation:

- a) *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*
- b) *Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*
- c) *Would the project substantially increase hazards due to a geometric feature or incompatible uses?*
- d) *Would the project result in inadequate emergency access?*

Consistent with State CEQA Guidelines section 15064.3, the City of Fowler has adopted thresholds of significance to determine when a project will have a significant transportation impact based on VMT. The City has developed screening criteria to streamline the analysis for projects that meet certain criteria, referred to as Project Screening, as further described below in **Section 2.1.1**.

## **2.1 LAND USE PROJECTS**

This section provides information for analyzing individual land use projects, including the process to aid in deciding if a detailed VMT analysis is needed for a land use project.

### **2.1.1 PROJECT SCREENING**

A project will require a detailed VMT analysis unless it meets at least one of the City's five screening criteria:

- 1. *Consistent with the General Plan*
- 2. *Small projects*
- 3. *Provision of affordable housing*
- 4. *Local-serving retail*
- 5. *Project located in a High-Quality Transit Area (HQTA)*
- 6. *Project located in low VMT area*

#### **2.1.1.1 RESIDENTIAL AND OFFICE PROJECTS CONSISTENT WITH THE GENERAL PLAN**

The City conducted a VMT analysis of the General Plan at a 2042 horizon date, and found that Citywide residential and office (or employment-generating) VMT impacts would be less than significant. Therefore these projects that develop consistent with these General Plan assumptions would have a less than significant impact.

#### **2.1.1.2 SMALL PROJECTS**

The Fresno County SB 743 Implementation Regional Guidelines prepared by the Fresno Council of Governments (Fresno COG) found that projects that generate or attract fewer than 500 average daily (Weekday, Saturday, and Sunday) vehicle trips are presumed to cause a less-than-significant VMT impact.

#### **2.1.1.3 AFFORDABLE HOUSING**

Affordable housing is designated as housing for sale or for rent below market rate. Residential projects in high quality transit areas with a high proportion of affordable housing are presumed to have a less-than-significant transportation impact. Projects can only be screened out if they are located in an area supported by a quality walking and biking network with nearby retail and employment opportunities. If a project contains less than 100 percent affordable housing, the portion that is affordable should be screened out of a detailed VMT analysis.

#### **2.1.1.4 LOCALLY-SERVING RETAIL**

Projects that are local-serving retail with 50,000 square feet gross floor area or less are presumed to have a less-than-significant impact. This applies to the entirety of a retail project; for a mixed-use project, this screening criteria should be applied to the retail/commercial component separately to determine if that portion of the project screens out of a detailed VMT analysis.

The determination of local-serving retail is based on location, the characteristics of the project and the vicinity of the site, as well as the envisioned goods and services the retail development would provide.

Generally, local-serving retail primarily provides goods and services that most people need on a regular basis and be located close to where people live. Groceries, medicines, fast food and casual restaurants, fitness and beauty services are typical goods and services provided by local-serving retail centers.

The City may require a project applicant to provide a market analysis to demonstrate that the project meets the characteristics of a local-serving retail development based on the goods and services provided relative to the geographic location, the customer base, and other nearby retail uses.

#### **2.1.1.5 PUBLIC SERVICES**

Public services (e.g., police, fire stations, public utilities, neighborhood parks<sup>1</sup>) do not generally generate substantial amounts of trips and VMT. Instead, these land uses are often built to support other nearby land uses (e.g., office and residential). Therefore, these land uses can be presumed to have less than significant impacts on VMT. However, this presumption would not apply if the project is proposed to be sited in a location that requires employees or visitors to travel substantial distances and may require a detailed VMT analysis.

#### **2.1.1.6 LOW VMT AREAS**

Residential and employment projects that are proposed in areas that generate VMT below adopted City thresholds are presumed to have a less than significant VMT impact and thus can be screened out. The City provides screening maps based on transportation analysis zones (TAZs) and results from the travel model maintained by the Fresno Council of Governments (Fresno COG). The following types of projects may be screened out of detailed VMT analysis using these criteria:

- *Residential projects proposed in TAZs with total daily resident-based VMT per capita that is thirteen percent (13%) less than the existing average baseline level for Fresno County.*
- *Office or the employment portions of other non-residential uses with total daily employee-based VMT per employee that is thirteen percent (13%) less than the existing average baseline level for Fresno County.*

The TAZs that fall into these categories are shown in green in the maps provided in [Appendix A](#). This exhibit will be updated on an ongoing basis. Contact the City Engineer for the up-to-date version.

#### **2.1.1.7 HIGH-QUALITY TRANSIT AREA**

Projects that are located in a high-quality transit area (HQTA) would not require a detailed VMT analysis. However, this presumption does not apply if the project:

- *has a floor area ratio (FAR) of less than 0.75;*
- *includes substantially more parking for use by residents, customers, or employees of the project than required by the Zoning Ordinance such that it discourages use of alternative modes (transit, biking, walking) by promoting auto ownership and making driving very convenient;*
- *is inconsistent with the applicable Fresno COG Sustainable Communities Strategy (SCS), as determined by the City; or*
- *replaces affordable residential units with a smaller number of moderate- or high-income residential units.*

As of December 2024, there are no HQTAs in the City of Fowler Sphere of Influence.

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<sup>1</sup> For the purpose of conducting VMT analyses, neighborhood parks are defined as typically including playground equipment, playfields, and picnic facilities; ranging in size of up to 30 acres; and serving as social and recreational focal points for neighborhoods.

### 2.1.1.8 INCONSISTENCY WITH RTP/SCS

If a proposed project is inconsistent with the adopted Fresno COG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the City will evaluate whether that inconsistency may result in a significant impact on transportation. Therefore, projects that are inconsistent with the RTP/SCS would not qualify for screening out of a detailed VMT analysis.

### 2.1.2 THRESHOLDS OF SIGNIFICANCE

For projects which do not meet any of the screening criteria, the City of Fowler has adopted VMT thresholds for land use development based on a review of long-range plans and policies for the City and for the metropolitan planning organization for the region, Fresno COG. Fresno COG has set a goal to reduce greenhouse gas (GHG) emissions by thirteen percent (13%) per capita by 2035 as a target for the Fresno region.<sup>2</sup> The intent of SB 743 is to bring CEQA transportation analyses into closer alignment with other statewide policies regarding GHG, complete streets, and smart growth. Therefore, using a threshold of thirteen percent (13%) below average VMT for residential and office projects is consistent with established regional GHG emission goals.

The OPR technical advisory recommends comparing a project's estimated VMT per capita or VMT per employee to average values on a regional or citywide basis. For retail projects, total VMT within the area affected by the project is measured.

The significance thresholds and specific VMT metrics used to indicate a significant transportation impact are described below:

- *Residential Land Uses*
  - *A proposed project exceeding a level of thirteen percent (13%) below existing average VMT per capita in Fresno County.*
  - *Regional Average: 16.1 VMT/capita*
  - *Impact Threshold: 14.0 VMT/capita*
- *Office Land Uses*
  - *A proposed project exceeding a level of thirteen percent (13%) below existing average VMT per employee in Fresno County.*
  - *Regional Average: 25.6 VMT/employee*
  - *Impact Threshold: 22.3 VMT/employee*
- *Retail Land Uses*
  - *A net increase in total VMT. The total VMT for the region without and with the project is calculated. The difference between the two scenarios is the net change in total VMT that is attributable to the project.*
- *Other Land Uses*
  - *The City will make a determination of the applicable thresholds on a case-by-case basis based on the land use type, project description, and setting. Research and development, medical offices, assisted living, and industrial projects may be evaluated similar to office projects using the VMT per employee metric. Projects such as religious institutions, regional parks, hotels, private schools and medical offices may be evaluated using the net VMT criteria similar to retail projects.*
  - *Generally, projects that generate more employee traffic than customer traffic would be treated as an office land use, whereas the inverse would be treated as a retail use.*
- *Mixed-Use Projects*

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<sup>2</sup> SB 375 Greenhouse Emission Reduction Target for the Fresno County Region, Fresno Council of Governments, April 25, 2017.

- Evaluate each component of a mixed-use project independently and apply the significance threshold for each land use type. Alternatively, the evaluation would apply only to the project's dominant use
- Residential and Office Uses Consistent with the General Plan
  - The Program Environmental Impact Report prepared for the 2040 General Plan indicated that Citywide VMT would not result in a significant impact. Therefore, residential and office (or employment-generating) uses that develop consistent with the development assumptions of the General Plan would result in a less than significant impact.

### 2.1.3 METHODOLOGY

Projects that do not meet the screening criteria must include a detailed evaluation of the VMT generated by the project.

#### 2.1.3.1 REGIONAL AVERAGE VMT

Regional average VMT per capita and VMT per employee values are determined using the Fresno COG travel model. The travel model is a set of mathematical procedures and equations that represent the variety of transportation choices that people make, and how those choices result in trips on the transportation network. The Fresno COG travel model is an activity-based model that simulates the County's population, based on detailed Census data, and models the daily activity patterns of each simulated individual along with resulting travel demand. The OPR guidelines recommend using an activity or tour-based approach for VMT whenever possible.

The daily activity patterns in the travel model are based on a statistical analysis of a household travel survey, where a representative sample of households were asked to track all daily activities and trips by all members of their household. A simulated travel tour might consist of, for example, travel from the home to the gym to work to supermarket to home in a typical weekday. The travel model was calibrated to these surveyed travel patterns, and also validated by its ability to replicate counted traffic volumes, transit ridership, and total Fresno County VMT from the Highway Performance Measurement System (HPMS) which is based on traffic counts.

The VMT per capita includes all trips made by residents, including their trips while away from home, but does not include trips visiting residences (e.g., trips made by delivery vans). The regional average VMT per capita is calculated by summing the vehicle mileage (excluding trips made by transit, bicycle or walking) for all trips made by Fresno County residents, and dividing by the county population.

The VMT per employee includes trips made by employees to and from their workplaces, including trips to and from points other than the employees' homes, but does not include visitors to the employment sites. The regional average VMT per employee is calculated by summing the vehicle mileage (excluding trips made by transit, bicycle or walking) for all trips made by Fresno County employees, and dividing by the total number of employees in the county.

#### 2.1.3.2 VMT PER CAPITA/EMPLOYEE

For residential or employment land uses where VMT per capita or VMT per employee are used to determine impacts, the following analysis methods are available:

- The VMT per capita or VMT per employee may be looked up using the latest screening maps ([Appendix A](#)) and the TAZ (or TAZs) containing the project site.
- If the value for the TAZ is zero or significantly different compared to the values in surrounding TAZs due to a lack of land use data in the existing condition for the project TAZ, the City may allow the VMT per capita or VMT per employee to be based on an average of surrounding adjacent TAZs.



- *If a proposed project affects the balance of residential and non-residential land uses in an area and is a relatively large project, it is recommended that the Fresno COG model be rerun to include the proposed project, and that the VMT per capita and VMT per employee be recalculated.*

### **2.1.3.3 TRUCK VMT**

SB 743 does not apply to goods movement (i.e., trucks). Section 15064.3 of the CEQA Guidelines states that VMT for transportation impacts refers to "... the amount and distance of automobile travel...". Therefore, the VMT associated with trucks and the movement of goods is not required to be analyzed and mitigated for the evaluation of transportation impacts under CEQA. Projects that generate a substantial amount of truck traffic also generate automobile trips, and project-related automobile trips would be subject to VMT analysis and mitigation. The VMT for all vehicles, including heavy trucks related to a project, will still be calculated as input for air quality, GHG, noise and energy impact analyses to be evaluated in non-transportation parts of the environmental analysis. The TIS requires an evaluation of truck traffic in terms of roadway and intersection operations, as discussed in **Section 3**.

### **2.1.4 REDEVELOPMENT PROJECTS**

If a redevelopment project replaces active land uses and results in a net decrease in overall VMT, it may be presumed that the project would result in a less-than-significant impact.

If a project replaces existing active uses and leads to a net overall increase in VMT compared to the previous uses, then the thresholds for the new land uses should apply. If net VMT increases, then the appropriate VMT metrics and thresholds should be applied. For example, if a residential project replaces an office use resulting in a net increase in VMT, then the project's VMT per capita should be compared with the thresholds for residential projects. If the project is a mixed-use project, then the recommended approach for analyzing mixed-use projects should be applied to analyze each individual use.

### **2.1.5 LAND USE PLANS**

For land use plans such as specific plans, community plans, and general plan updates, consistent with OPR's recommendations, the City requires comparing the applicable VMT thresholds (such as VMT per capita and/or VMT per employee) described in **Section 2.1.3** under existing conditions with the applicable VMT metrics for the expected horizon year for the land use plan. If there is a net increase in the applicable VMT metrics under horizon year conditions, then the project will have a significant impact.

### **2.1.6 CUMULATIVE IMPACTS**

State CEQA Guidelines section 15064(h)(1) reads, "when assessing whether a cumulative effect requires an Environmental Impact Report (EIR), the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable."

Generally, an analysis of cumulative impacts falls under two categories, and are described below:

1. *VMT per capita or per employee*
2. *Total VMT*

#### **2.1.6.1 VMT PER CAPITA/EMPLOYEE**

For land uses evaluated under an efficiency metric (VMT per capita for residential or VMT per employee for office/employment), if a project falls below the threshold, it would also result in less-than-significant cumulative impacts. In other words, a project that falls below an efficiency-based threshold would have no cumulative impact distinct from the project impact.

#### **2.1.6.2 TOTAL VMT**

For land uses evaluated using total VMT (e.g., retail, hotels, etc.), when absolute VMT metrics (such as total VMT recommended for retail and transportation projects) are used, a cumulative VMT impact analysis may be appropriate. Projects must demonstrate consistency with the General Plan to address cumulative impacts. A determination for consistency with the General Plan or RTP/SCS would be made by the City Engineer and based on factors such as density, design and consistency with the City's General Plan goals

and policies. Inconsistencies may be identified if the proposed land use quantities are beyond the designation for the project site in the General Plan or RTP/SCS, in which case the project may result in higher VMT compared to the applicable plan.

If a project is consistent with the General Plan or RTP/SCS, it will be considered as part of the cumulative condition to meet the General Plan's long-range transportation goals, and therefore will result in a less-than-significant cumulative impact. If a project is not consistent with the General Plan, a cumulative impact analysis will be required to determine if the project would result in a net increase in VMT.

### 2.1.7 MITIGATION

If a project would result in significant impacts, CEQA requires feasible mitigation measures to be implemented to reduce or mitigate an impact. Mitigation, according to CEQA Guidelines section 15370, includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action*
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation*
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment*
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action*
- (e) Compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements*

For VMT impacts, a combination of measures from several VMT reduction strategies may be implemented: project characteristics, multimodal improvements, parking, and Transportation Demand Management (TDM). VMT is reduced by implementing strategies that reduce the number of automobile trips generated by the project, shift more trips from automobile to non-automobile modes, and/or reduce the distances that people drive. Generally, these reductions can best be achieved by the implementation of TDM strategies.

TDM strategies are designed to change travel behavior in order to reduce the demand for vehicle travel and increase the overall efficiency of a local or regional transportation system. This is accomplished by encouraging mode shifts away from the Single Occupant Vehicle (SOV) and auto trips away from peak periods. TDM strategies typically involve some form of incentives for employers and residents in order to reduce driving and encourage transit, walking, biking, and carpooling. These incentives can include, but are not limited to, supplying transit passes, rideshare programs, parking cash out, and guaranteed ride home programs. The implementation of TDM measures outcomes include increased transit use and non-motorized travel, reduced VMT, reduced roadway congestion, and reduced parking demand.

Measures to reduce VMT have been documented by several sources. Sources most commonly referenced include the California Air Resources Board (CARB) list of transportation and land use strategies for reducing greenhouse gas emissions;<sup>3</sup> the California Pollution Control Officers Association (CAPCOA) report on quantifying greenhouse gas mitigation measures;<sup>4</sup> and the San Diego Association of Governments (SANDAG) Mobility Management VMT Reduction Calculator Tool – Design Document<sup>5</sup>. The City recommends the use of these sources to select and apply mitigation measures and appropriate VMT reductions. The project applicant will be required to provide evidence for identifying specific values for

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<sup>3</sup> <https://ww3.arb.ca.gov/cc/sb375/policies/policies.htm>

<sup>4</sup> California Pollution Control Officers Association, Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, 2021.

<sup>5</sup> [https://www.icommutesd.com/docs/default-source/planning/vmt-reduction-calculator-tool\\_final.xlsx?sfvrsn=4b21b67b\\_4](https://www.icommutesd.com/docs/default-source/planning/vmt-reduction-calculator-tool_final.xlsx?sfvrsn=4b21b67b_4)

mitigations to demonstrate the quantification in reduction of VMT to a level that would be less than significant.

Projects for which impacts are determined to be significant are required to propose a list of VMT reduction measures and document the associated percentage of VMT reduction supported by substantial evidence. Project VMT is calculated by applying the percentage in reduction. Project VMT is then compared to the threshold of significance to evaluate the project's CEQA transportation impact. The City will review and approve the proposed mitigation and the calculated percentage in VMT reduction.

VMT mitigation fees, mitigation banks, and mitigation exchange programs are potential future methods for handling mitigation. Cities have been exploring the establishment of programs such as mitigation banking and VMT exchanges. VMT exchange banks allow program-level mitigation to take place for projects located in high-VMT areas where mitigation at the project level alone may not be effective. A considerable amount of effort is needed to set up these types of fee programs, which are implemented in advance and independent of the environmental review for a specific land development project. As a first step, the City will need to identify mitigation strategies that are feasible for the City or individual projects to implement. This can include determining the physical feasibility of infrastructure projects or determining the implementation feasibility of programs that would contribute to development of regional pedestrian, bicycle/scooter, and transit projects and possibly TDM actions aimed at changing travel behavior.

## 2.2 TRANSPORTATION INFRASTRUCTURE PROJECTS

This section provides information for analyzing transportation projects on roads within the City's jurisdiction.

### 2.2.1 THRESHOLD FOR DETAILED VMT ANALYSIS

The City requires an analysis of transportation projects if they are expected to increase VMT, primarily projects that encourage the use of single-occupancy automobile such as the addition of through travel lanes. However, transportation projects that have already been specifically analyzed in a citywide plan (such as a General Plan update) may be exempt from a detailed VMT analysis. This exemption may be granted if the necessary VMT analysis and potential mitigations have already been calculated and identified at the plan level. Conversely, projects that would likely not lead to an increase in vehicle travel and which promote use of transit and active transportation, should not require a VMT analysis. Project types that would likely not lead to a substantial or measurable increase in vehicle travel and generally should not require a VMT analysis include:

- *road rehabilitation*
- *safety projects*
- *auxiliary lanes less than one (1) mile in length*
- *turning lanes*
- *conversion to managed or transit lanes*
- *road diets*
- *removal or relocation of parking spaces*
- *addition of non-motorized, transit, and active transportation facilities*

This approach is consistent with the intent of SB 743 in that it streamlines VMT-reducing projects and thoroughly assesses and mitigates, as appropriate, projects that have the potential to increase VMT.

### 2.2.2 THRESHOLDS OF SIGNIFICANCE

Transportation projects that have already been included and evaluated in the General Plan or the RTP/SCS are presumed to have a less than significant impact.

For projects that have not been included in the General Plan, RTP/SCS, or are modifications and replacements, any growth in VMT attributable to the transportation project could result in a significant impact. For example, a transportation project that replaces a project included in the General Plan and

would generate less VMT compared to the project included in the General Plan would have a less than significant impact. Projects not included in the General Plan or RTP/SCS would have a significant impact if they cause a net increase in VMT.

### 2.2.3 METHODOLOGY AND TOOLS

For transportation projects (e.g., those that increase vehicular throughput or are not included in a citywide plan) that require a detailed VMT analysis, the City should require analysis using the most current travel demand model (i.e., Fresno COG model) to estimate changes to citywide VMT due to rerouted trips. To capture long-term effects, an induced demand assessment using the following formula should be required:

$$[\% \text{ increase in lane miles}] \times [\text{existing VMT}] \times [\text{elasticity}] = [\text{VMT resulting from project}]$$

The City requires total VMT in the city as the appropriate VMT metric, with the impact threshold being any increase in total VMT. The analysis shall be performed for the long-range horizon year, normally 20 years from project completion. This approach would discourage induced demand impacts by requiring that a baseline level of VMT in the city not be exceeded.

### 2.2.4 MITIGATION

Mitigation measures for transportation projects generally seek to reduce VMT by discouraging single-passenger automobile travel or through the funding of TDM measures. The following potential mitigation measures for transportation projects are listed as examples for consideration:

- *Tolling new lanes to encourage carpooling and fund transit improvements*
- *Converting existing general-purpose lanes to HOV or HOT lanes*
- *Implementing or funding off-site travel demand management*
- *Implementing Intelligent Transportation Systems (ITS) strategies to improve passenger throughput on existing lanes*

The City may pursue other mitigation measures supported by substantial evidence.

## 3 TRAFFIC IMPACT STUDY

### 3.1 PURPOSE

A traffic impact study (TIS) may be required for land use projects, in addition to the CEQA analysis, to evaluate the effects of a development project on the circulation network, primarily on local access and circulation in the proximity of a project site. The TIS ensures that the project provides safe connections for cyclists, pedestrians, and transit users. This analysis is required to address operational and safety potential issues for all transportation modes, and to identify improvements needed with project implementation and consistent with City policies.

These guidelines are provided to establish general procedures and requirements for the preparation of TISs associated with development within the city of Fowler. The City recognizes that every development project and analysis context is unique. Therefore, emphasis is placed on the term “guidelines,” and not every aspect of the guideline is necessarily applicable to all projects. These guidelines are intended as a checklist for analysis preparers to ensure common analysis items are not overlooked. They are not intended to be prescriptive to the point of eliminating professional judgment.

#### 3.1.1 TIS PREPARATION THRESHOLD

Unless waived by the City Engineer, a TIS will be required by the City to adequately assess the impacts of development projects on the existing and/or planned street system when any of the following thresholds are met:

1. *Traffic generated by the project is expected to be greater than 100 vehicle trips during any peak hour.*
2. *The project includes a General Plan Amendment (GPA) which changes the use to a designation that has a potential to generate a higher number of vehicle trips than the existing, or originally planned land use designation.*
3. *Traffic generated by the project will substantially affect an intersection or roadway segment already identified as operating at an unacceptable level of service.*
4. *The project will substantially change the offsite transportation system or connection to it, as determined by the City Engineer.*

A TIS requires updating when three or more years with no activity have passed since the preparation of the analysis. After three years with no activity, a TIS is considered antiquated and irrelevant. An exception is made for tentative maps, where the TIS shall expire with the expiration of the tentative map. For cases in which a master TIS was prepared for a large development, the specific phases will generally not require supplemental analyses if the master TIS analyzed the large development in phases and the specific phases are consistent with the master TIS.

### 3.2 STUDY AREA

The intersections and roadway segments to be covered by the TIS will be determined on a case-by-case basis and shall be sufficient in size to include existing and planned streets and intersections that may be impacted by the proposed development. The scope of the TIS, including the study area, proposed trip distribution, and trip generation, shall be reviewed and approved by the City Engineer or their designee prior to preparation of the study.

The following guidelines determine the extents of the study area for a TIS:

- *Pedestrian, bicycle and transit facilities within a half-mile distance from the project site boundary*
- *All intersections of major streets that would provide direct access to the project*
- *All signalized intersections within one-half mile of the project site boundary where the project would add 50 or more peak hour trips, and signalized intersections beyond one-half mile where the project would add 100 or more peak hour trips*
- *All unsignalized intersections within one-half mile of the project site boundary where the project would add more than 50 peak hour trips*

Traffic impact studies shall provide sufficient qualitative detail regarding existing pedestrian, bicycle, and transit facilities. This could include identification of deficient facilities, existing and planned bicycle facilities, and existing and planned transit routes and facilities.

### **3.2.1 COORDINATION WITH CALTRANS**

The TIS and/or City staff shall consult with the State of California Department of Transportation (Caltrans) to determine traffic impacts on Caltrans' State facilities, when such projects are within one half-mile of or when they are anticipated to put significant demand on such facilities. This consultation should include a request to Caltrans for their concurrence with the scope of analysis for Caltrans' State facilities, or a recommendation from Caltrans for specific modifications to the scope. This analysis must follow the most current Caltrans guidance to analyze transportation impacts from development projects on the State highway system. The consultation should also include a review of recommendations to reduce any impacts to Caltrans' State facilities.

### **3.2.2 COORDINATION WITH OTHER AGENCIES (COUNTY OF FRESNO AND/OR CITY OF SELMA)**

The TIS preparer and/or City staff shall consult with the County of Fresno and/or City of Selma to determine the levels of significance with regard to traffic impacts on County or Selma roadway facilities, when such projects are within one half-mile of or when they are anticipated to put significant demand on such facilities. Correspondence with the neighboring agencies shall be provided to the City Engineering Department.

If a consultant is performing work in an adjacent agency and is analyzing circulation and transportation facilities and infrastructure within one mile of the City of Fowler sphere of influence, the City of Fowler City Engineer should be contacted for review of the scope of work, as well as receive a completed document for comment.

## **3.3 LEVELS OF SERVICE**

According to General Plan Policy MOB-5, all city intersections and roadway segments are encouraged to operate at a LOS of C or better. LOS D may be allowed during peak hours at intersections of major streets, at State Route 99 interchanges, and along street segments where additional improvements are not feasible. LOS D may also be allowed along streets with the potential for a high level of pedestrian and bicyclist activity. LOS E may be permitted during peak hour use of certain road intersections and segments where pedestrian and bicycle activity is prioritized.

### **3.3.1 METHODOLOGY**

The LOS shall be based on average delay for signalized and unsignalized intersections and service volume tables (such as those prepared by the Florida Department of Transportation) for roadway segments. Average delay for study intersections shall be summarized in a table. The traffic analysis methodologies for the facility types indicated below will be accepted without prior consultation.

### **3.3.1.1 SIGNALIZED INTERSECTIONS**

Analysis of signalized intersections shall use the most current edition of the Highway Capacity Manual (HCM) using Synchro, Highway Capacity Software (HCS), or other software approved by the City Traffic Engineer.

The procedures in the HCM do not explicitly address operations of closely spaced signalized intersections. Under such conditions, several unique characteristics must be considered, including spill-back potential from the downstream intersection to the upstream intersection, effects of downstream queues on upstream saturation flow rate, and unusual platoon dispersion or compression between intersections. An example of such closely spaced operations is signalized ramp terminals at urban interchanges. Queue intersections between closely spaced intersections may seriously distort the procedures in the HCM. In this case, simulation of the study area may be necessary, as determined by the City Engineer.

### **3.3.1.2 UNSIGNALIZED INTERSECTIONS**

Analysis of unsignalized intersections shall use the most current edition of the HCM and Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) using Synchro, HCS, or other software approved by the City Engineer.

### **3.3.1.3 SIGNAL WARRANTS**

If signalization is the recommended mitigation for a failed intersection, analysis of signal warrants shall apply the current MUTCD Signal Warrants. At a minimum, Warrants 1 (Eight-Hour Vehicular Volume), 2 (Four-Hour Vehicular Volume), 3 (Peak Hour), and 7 (Crash Experience) shall be analyzed. Additional signal warrants may be on a site-by-site basis (for example, Warrant 9 (Intersection Near a Grade Crossing) when a project is near railroad tracks.

### **3.3.1.4 ROUNDABOUTS**

The SIDRA software may be used for the analysis of individual roundabouts. However, the SIDRA software does not account for the chaining of two roundabouts and the queues associated between the roundabouts. Simulation with proper assumptions is the only way to ensure this analysis is performed correctly. The consultant shall discuss methodology with City staff prior to performing the work for roundabout analysis. The consultant will need a conceptual design of the roundabout for the analysis. The analysis should reflect United States and Fowler driver behavior.

### **3.3.1.5 LOS ANALYSIS DEFAULT VALUES**

While the City does not officially advocate the use of any software, Synchro is the software used by City staff. The analysis shall use the latest published version of the HCM. The LOS analysis at study intersections shall be conducted using the following default values as applicable:

- *Use of signal timing plans, if available. If not available, then:*
  - *Minimum split time for protected left-turn phase shall not be less than 12 seconds.*
  - *Minimum pedestrian times should be satisfied on all phases with pedestrian phase for signals modeled as coordinated signals.*
  - *If existing cycle lengths are available, they should be utilized. In instances where existing cycle lengths are not available, LOS calculations should be conducted using the natural cycle lengths. The cycle lengths should remain constant for comparison purposes, unless the project is changing the character of the intersection and it is noted in the report.*
  - *In instances where signalized intersections are coordinated, coordinated cycle lengths should be determined based on the natural cycle lengths of the coordinated signals and shall be used for evaluation purposes.*
  - *Minimum All-Red time(s) shall equal 1.0 seconds (2.0 seconds when dual left turn lanes are used).*
  - *Minimum Yellow time shall equal 3.5 seconds, or greater based on the approach speeds (3.0 seconds for left turn phases).*



- *Where existing traffic volumes are collected and peak hour factors are available, then LOS calculations for Existing Condition scenarios and the Near-Term scenarios should use available counted peak hour factors, provided that the traffic counts are included in the Appendix. For all Cumulative scenarios and Existing Conditions where peak hour factors are not available, default factors per the HCM shall be used and shall be consistent throughout the Cumulative scenarios and peak hours.*
- *Existing storage lengths shall be entered as input data.*
- *All assumptions and defaults used shall have proper citation and justification for their use in the TIS.*

### 3.4 TRAFFIC ANALYSIS SCENARIOS

Intersection LOS analysis and calculation worksheets, as well as figures showing turning volumes and lane configurations, shall be included in the report for the following traffic scenarios:

- Existing Conditions – Current year traffic volumes and peak hour LOS analysis*
- Existing plus Project Conditions – Trip generation and trip distribution added to the previous scenario and LOS analysis*
- Near-Term Analysis (Existing plus Approved and Pending Projects plus Proposed Project Conditions) – Trip generation and trip distribution for Approved and Pending projects added to the previous scenario and LOS analysis*
- Future-Year Conditions without Project – Long-Range conditions (20 years from existing conditions and/or consistent with the horizon year available from the Fresno COG model)*
- Cumulative Long-Range Conditions with Project – Project traffic added to the previous scenario*
- If any phasing is to take place, then such phasing may be studied at its appropriate build out year in addition to the above scenarios.*

If a required mitigation is already included in the City’s Capital Improvement Program, the development is not responsible for fair-share contribution. If applicable, these intersections shall be identified in the TIS. Dependent on the timing of the mitigation, the development may be conditioned with its construction and eligible for reimbursement.

#### 3.4.1 CUMULATIVE TRAFFIC VOLUMES

Cumulative Long-Range Conditions traffic volumes shall be projected based on the method documented by the Fresno COG model steering committee using procedures such as the increment method. The methodology for developing the forecasts shall be clearly documented in the report. Information from Fresno COG model runs shall be included in the Appendix.

The following scenarios shall be requested from the Fresno COG model to perform this forecasting correctly:

- *Cumulative Long-Range No Project Model Run (Cumulative Conditions Model); and*
- *Near-Term Model Run for Development Phases, if necessary.*

Cumulative Long-Range Project SelectZone FRATAR<sup>6</sup> Model Run may be required in instances where...

In order to correctly use the model to forecast Cumulative volumes, consultants should contact Fresno COG staff and/or review the Fresno COG webpage.

Consultants should work with Fresno COG staff or approved consultants to prepare a model scope of work request for a basic TIS, and if the analysis is more involved, it may need additional information. The

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<sup>6</sup> FRATAR factoring method to ensure that the model represents Project daily and peak hour trips consistent with independent trip generation estimates.



minimum will include reviewing the existing land uses assumed in the model; potentially splitting the TAZs as necessary to more accurately reflect driveways and land uses; and reviewing roadway circulation in the model near the project site. If the consultant is not familiar with the Fresno COG model and the assumptions and information that went into validating the model, the consultant is encouraged to schedule time with the Fresno COG staff to become an expert on the model as the information provided from the model is the basis for the analysis. The consultant will be accountable for the information provided by Fresno COG. The consultant should also provide, in the Appendix, the request for modeling services and the response provided by Fresno COG or modeling consultant when the data is returned. An email response from staff is sufficient.

All assumptions shall have proper citation and justification for their use in the TIS.

### 3.5 TRAFFIC COUNTS

Traffic counts should be collected and included in the Appendix. Available existing counts can be used if they are less than twelve (12) months old and the traffic volumes have not been significantly changed due to more recent development in the vicinity. The City Engineer or their designee shall approve all requests to use other available traffic counts.

Common rules for conducting traffic counts include, but are not limited to, the following:

- *Peak hour turning movement volumes shall be conducted on Tuesdays, Wednesdays, or Thursdays during weeks not containing a holiday. Counts shall be conducted in favorable weather conditions.*
- *Counts shall be collected when schools and colleges are in session, but not during the first two weeks that the schools and colleges are in session. Counts collected when schools and colleges are not in session shall be approved by the City Engineer, including a methodology for adding historical school traffic volumes into the analysis.*
- *Counts shall be collected during AM (7:00 a.m. to 9:00 a.m.) and PM (4:00 p.m. to 6:00 p.m.) peak periods, unless otherwise specified (such as midday or weekend peak periods).*
- *Counts should include the peak hour factor calculation.*
- *A qualified traffic analyst shall observe each study intersection during peak hours of analysis and document their observations such as lane utilization, delay, queue lengths in the field, adjacent intersection queues affecting study intersection capacity, etc.*

### 3.6 TRIP GENERATION

Trip generation should be based on one or more of the following:

- *Institute of Transportation Engineers (ITE) Trip Generation Manual (most current edition)*
  - *Rates should be calculated using the average weight or weighted average formula when applicable.*
  - *Special consideration should be given for ITE rates based on old data or a small sample and may require additional data collection to determine the appropriate trip generation.*
- *New rates should be generated using community examples for uses not updated or included in the ITE Trip Generation Manual.*
- *Unless justified and approved by the City Engineer, no pass-by trip reductions or internal trip capture are allowed.*
- *All assumptions shall have proper citation and justification for their use in the TIS.*

Projected daily trips, AM and PM peak hour trips for the approved, pending and proposed project shall be summarized in a table. Trip generation rates, factors and source, as well as the totals for the inbound and outbound trips shall also be provided in a table. Projects that intend to amend the General Plan shall also

include the assumed trip generation rate of the existing land use. Trip generation should be summarized in a table form similar to the one below:

Land Use	Size	Daily		A.M. Peak Hour			P.M. Peak Hour		
		Rate	Trips	Rate In/Out	Trips In/Out	Trip Total	Rate In/Out	Trips In/Out	Trip Total
Total									

Land Uses in the General Plan were analyzed with the densities and intensities as follows:

Land Use	Density	FAR
Low Density Residential	2.88	-
Medium Low Density Residential	4.40	-
Medium Density Residential	6.48	-
Medium High Density Residential	10.80	-
High Density Residential	17.44	-
Neighborhood Commercial	-	0.2
Community Commercial	17.44	0.2
General Commercial	-	0.2
Light Industrial	-	0.3
Heavy Industrial	-	0.3
Parks/Open Space	-	0.025
Public Facilities	-	0.1

### 3.7 TRIP DISTRIBUTION

Trip distribution shall be based on existing travel patterns, locations of complimentary land uses, and/or information derived from the Fresno COG travel model such as a “select zone” analysis.

A figure illustrating the percentage of peak hour traffic going to and from various destinations along the transportation network shall be provided. A figure illustrating peak hour project-only trips at the driveways, study intersections, and roadway segments shall be provided based on the trip distribution. If the trip distribution is different between Existing, Near-Term, and Cumulative conditions, then a figure needs to be provided for each different trip distribution with supporting discussion and justification.

The travel model should be used for a general trip distribution to and from the north, south, east, and west directions; however, the project trips should be manually distributed to the driveways, intersections, and roadway segments. The travel model should not be relied upon to distribute project trips to specific intersection and driveway turn movements.

### 3.8 APPROVED AND PENDING PROJECTS

Approved and pending projects located within the vicinity of the project (i.e., developments generating vehicle trips that would impact study intersections and/or roadway segments) or as determined by the City Engineer, that can reasonably be expected to be in place by the project's build out year must be included in the analysis. Related projects shall include all approved, pending, or constructed projects that are not

occupied at the time of the existing traffic counts. A list of approved and pending projects shall be requested from the City Engineer and indicated in the TIS.

A table summarizing the approved and pending projects with their locations, and trip generation shall be provided. If conditional use permit/parcel map/tract numbers are available, then they should be provided in the table. Pending projects are defined as those projects that have been accepted for processing by the City of Fowler Planning and Development Department.

Capital Improvement Projects (CIP) should be identified and documented with funding source and anticipated completion year. City Engineering staff should be contacted for information on CIP projects near a given project.

### **3.9 SITE ACCESS AND CIRCULATION**

If the City Engineer determines that on-site conditions could result in sub-standard delays on the adjacent roadways due to excessive queues to or from the site, site access and circulation analysis shall be conducted, and recommendations shall be included in the TIS to address safe and acceptable traffic operations. A figure illustrating the proposed site plan with proposed primary access points should be provided. Discussion on the location and distance of the access points from nearby intersections shall also be provided. The proposed site plan shall illustrate access points and peak hour project-only trips at the access points. For projects that are anticipated to generate truck traffic, truck operations shall also be evaluated to ensure adequacy of site design to satisfy truck loading demand on-site and within the vicinity of the project site, and to ensure that traffic operations on roadways and intersection are satisfactory.

The TIS should calculate anticipated queues and minimum required throat depth (MRTD) at the project access points and summarize these in a table. The analysis should also evaluate the proposed site plan for sight distance and other unsafe traffic conditions and provide recommendations to mitigate them.

The TIS shall also conceptually address safe pedestrian paths of travel from:

- *residential developments to school sites;*
- *public streets to commercial and residential areas; and*
- *nearby bus stops to project sites.*

### **3.10 QUEUEING AT STUDY INTERSECTIONS**

Queuing analysis for study intersections shall be conducted and documented in the TIS based on the LOS calculations. Recommendations for queues under existing conditions or projected to exceed the available storage shall be provided. Recommendations such as, but not limited to, extending existing storage and adding exclusive turn lanes and innovative techniques shall be considered and recommended.

### **3.11 TRAFFIC OPERATIONS THRESHOLDS**

For study signalized intersections, a traffic operations issue is identified if the addition of the traffic generated from the proposed project results in any one of the following:

- *Triggers a signalized intersection operating at acceptable LOS to operate at unacceptable levels of service*
- *Increases the average delay for a study signalized intersection that is already operating at unacceptable LOS*

Unsignalized intersections should maintain a Level of Service no worse than LOS C. Unsignalized intersections may include all-way stop, or two-way stop controlled. The delay for unsignalized intersections should be computed as follows:

- *All-way stop-controlled – use average delay*
- *Two-way stop-controlled – use worst approach delay*

Improvements to unsignalized intersections may include a change of traffic control, including yield control, traffic circle/roundabout, or a traffic signal. The CA MUTCD states that if one or more of the criteria for signal warrants is met, an engineering study is required to evaluate other factors to determine if an intersection must be signalized. When analyzed, the peak hour and 8-hour traffic signal warrants should be used to determine if a traffic signal is recommended to improve the adverse effects identified at an unsignalized intersection. Additionally, if a project is near a school or a downtown area with substantial pedestrian activity, then the City may require additional warrants to be evaluated such as pedestrian, accident history, etc. The City reserves the right to determine if a warranted signal will be installed.

### 3.12 FAIR-SHARE CONTRIBUTION

For any intersections requiring mitigation, the project's fair-share contribution percentage shall be calculated per Caltrans Guide for the Preparation of Traffic Impact Studies. The Project's fair shares are calculated utilizing the formula below:

$$\text{Project Fair Share \%} = \frac{\text{Project Traffic}}{\text{Future Year Volumes} - \text{Existing Traffic Volumes}}$$

It is required that the Project contribute its equitable fair share for the future improvements necessary to maintain an acceptable LOS. However, fair share contributions should only be made for those facilities or portion thereof currently not funded by the responsible agencies roadway impact fee program(s), as appropriate.

Traffic Impact Studies are not required to provide construction costs for the recommended mitigation measures, only the fair-share percentages.

### 3.13 ANALYSIS DISCUSSION

The TIS shall be provided as an electronic PDF copy to the City Engineer, according to the report format presented in [Appendix B](#). The TIS should discuss conclusions regarding the transportation issues caused by the proposed project on the roadway system. If the traffic generated by this and other projects requires improvements that are not covered by current impact fees, then the project's fair share percentage shall be calculated using peak-hour volumes and provided in the TIS.

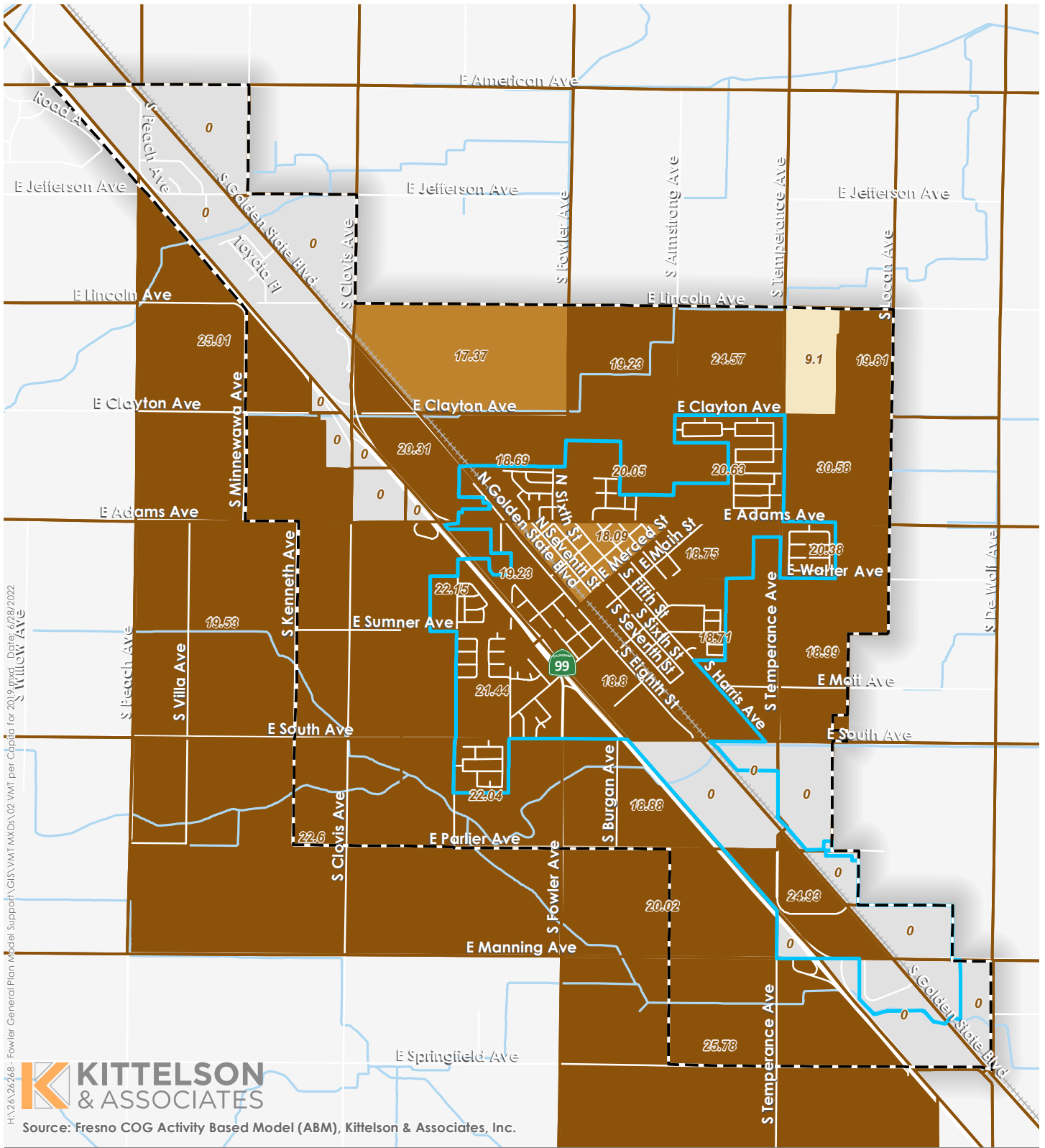
For all recommendations to increase the number of travel lanes on a street or at an intersection as an improvement, the TIS must clearly identify the impacts associated with such a change, such as whether or not additional right of way will be required and whether it is feasible to acquire the right of way based on the level of development of the adjacent land and buildings, if any. All improvements should be reviewed in the field to make sure that they can be accommodated. If they cannot be accommodated or are not feasible, those findings need to be included in the TIS.

The TIS should discuss other possible adverse impacts on traffic. Examples of such impacts include:

- *the limited visibility of access points on curved roadways*
- *the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project*
- *the impact of increased traffic volumes on local residential streets*
- *the need for road realignment to improve sight distance*

Projects which propose to amend the City's General Plan Land Use and substantially increase potential traffic generation must provide an analysis of the project at current planned land use versus proposed land use in the build out condition for the project area, including future cumulative conditions. The purpose of such analysis is to provide decision makers with the understanding of the planned circulation network's ability to accommodate additional traffic generation caused by the proposed General Plan Land Use amendments.

## Appendix A: Low VMT Areas



**2019 VMT per Capita by TAZ**

- No Data
- Less than 13% Below Regional Average
- 13% Below to Regional Average
- Regional Average to 13% Above
- More than 13% above Regional Average

**VMT Per Capita Regional Average = 16.1**

- Sphere of Influence
- Fowler City Limits

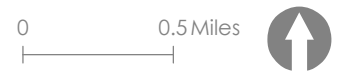
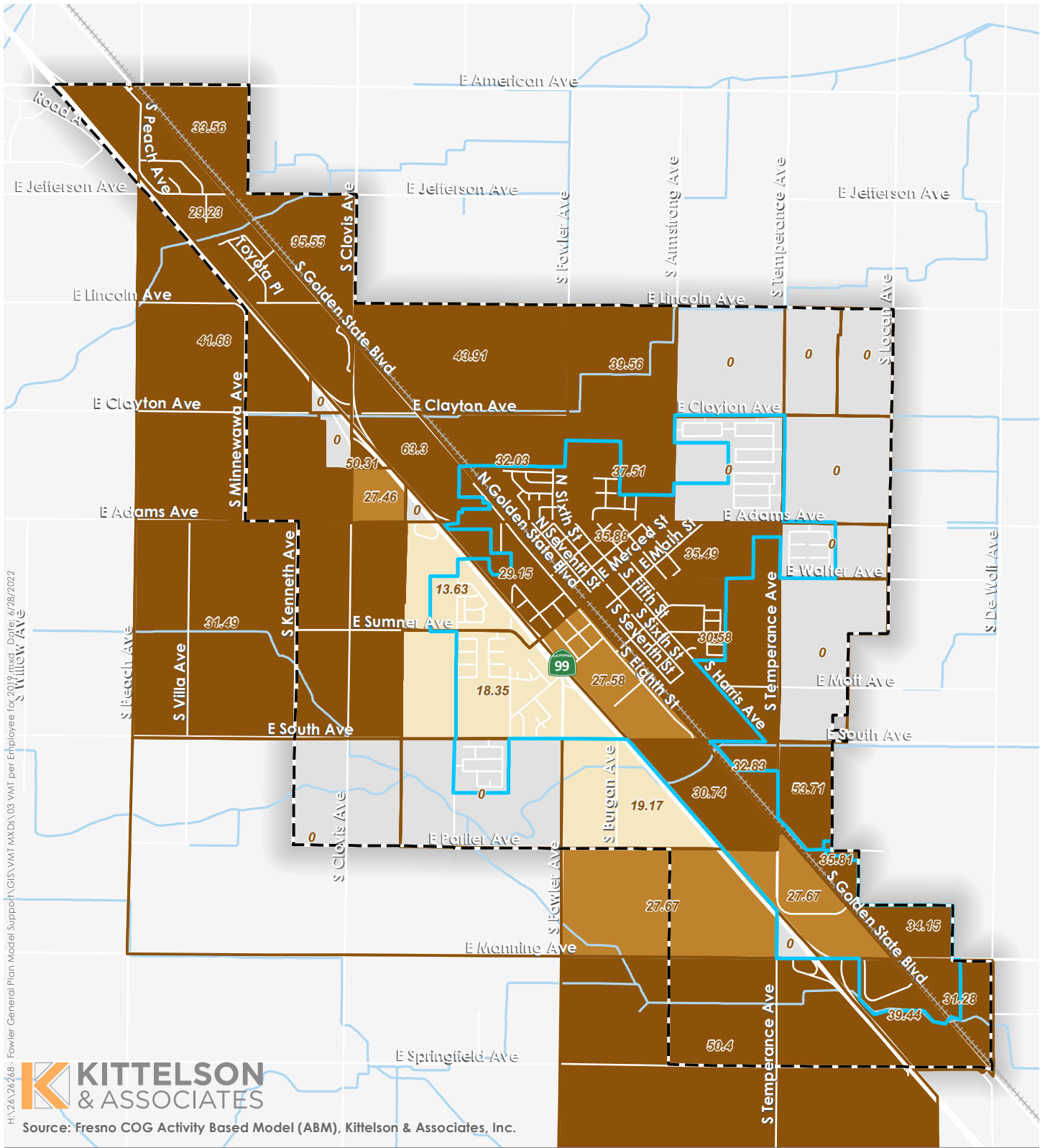


Figure 2

**VMT per Capita for 2019  
Fowler, California**



**2019 VMT per Employee by TAZ**

- No Data
- Less than 13% Below Regional Average
- 13% Below to Regional Average
- Regional Average to 13% Above
- More than 13% above Regional Average

**VMT Per Employee Regional Average = 25.6**

- Sphere of Influence
- Fowler City Limits



Figure 3

**VMT per Employee for 2019  
Fowler, California**



## Appendix B: TIS Report Format

1. *Cover Page*
  - *Project Address*
  - *Project Name (if applicable)*
  - *Client Name*
  - *Preparation Date (MM/DD/YYYY)*
  - *Consultant Contact Information*
    - *Name*
    - *Phone Number*
  - *Entitlement Number*
  - *Stamp and/or signature of qualified engineer or authorized owner/principal of firm stating the study was prepared and reviewed under their supervision and direction.*
2. *Table of Contents*
3. *List of Figures*
4. *List of Tables*
5. *Executive Summary*
  - *Provide summary of the TIS, project location and size, intersections analyzed, study scenarios, impacts, mitigation and recommendations in a figure and table.*
  - *Methodology used to analyze the impacts does not need to be included in the executive summary. Document results of LOS analysis, intersections and roadway segments*
  - *Provide summary of site access and circulation. Results of LOS analysis should be summarized in a table form as follows for both existing and cumulative scenarios:*

	Existing		Existing plus Project		Existing plus Approved and Pending Projects plus Project	
	Delay	LOS	Delay	LOS	Delay	LOS
Intersection						

6. *Introduction*
  - *Provide description of the project, location, size and proposed primary access. A vicinity map showing the site location and the study area relative to other transportation systems along with study intersections and roadway segments should be provided. Document study intersections, roadway segments and study scenarios providing brief explanation on each study scenarios.*
7. *Methodology*
  - *Describe the methodology used to analyze the impacts of the study and the thresholds for determining an impact.*
8. *Existing Conditions*
  - *Provide a description of existing streets and roadways within the project site (if any) and in the surrounding area. Include information on the roadway classifications (per the applicable Circulation Element<sup>7</sup>), the number of lanes, posted speed limits, divided/undivided and bike lanes.*
  - *Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including major highways and freeways. Local streets affected by the project should also be shown. Each*

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<sup>7</sup> Where a street is located outside City limits, but in the City’s Sphere of Influence, the City’s street classification shall be used. In all other instances, the street classification adopted by the respective jurisdiction shall be used.

*report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. A figure illustrating the peak hour traffic volumes, lane configurations, and traffic control at the study intersections and roadway segments should be provided.*

- *All assumed roadways and intersections or any other transportation circulation improvements must be identified and discussed. The discussion should include the scope and the status of the assumed improvements including the construction schedule and financing plan.*
- *Any transit facilities within 1,320 feet of the project or study intersections/roadways segments, including the service provider(s), routes, frequency and location/amenities of existing bus stops should be provided. Existing and planned bicycle and pedestrian facilities adjacent to the project site, utilized by the project, connected to by the project, or impacted by the project should be identified and described in detail.*
- *Results of LOS analysis should be summarized in table (in a format illustrated above) and discussed. If any of the study intersections or roadway segments are operating at unacceptable levels, mitigation measures should be identified.*

9. *Project Description*

- *A description of the project, including factors which quantify traffic generators, e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. Provide site plan including access, project-only trips at the access points, circulation, parking, and loading as applicable.*

10. *Trip Generation and Trip Distribution*

- *Provide trip generation and trip distribution. Provide any relevant information, discussion if applicable.*

11. *Existing plus Project Conditions*

- *This scenario is required by CEQA to show the impacts of the proposed project on the existing conditions. It should include a project description, trip generation and distribution, level of service analysis, and appropriate tables, figures, and recommendations/mitigation as described below.*

12. *Level of Service Analysis*

- *Provide a figure illustrating peak hour traffic volumes at the study intersections and roadway segments for Existing plus Proposed Project Conditions. Results of LOS analysis should be summarized in table and discussed. If any of the study intersections or roadway segments are projected to operate at unacceptable levels, mitigation measures should be identified.*

13. *Site Access and Circulation*

- *Provide site access and circulation analysis and discussion as per the "SITE ACCESS AND CIRCULATION" Section of this document. Provide a figure showing on site and circulation recommendations.*

14. *Near Term Analysis (Existing plus Approved and Pending Projects plus Project Conditions)*

- *Approved and pending projects located within the vicinity of project, (projects that would impact study intersections and/or roadway segments or as determined by Traffic Engineering Manager), that can reasonably be expected to be in place by the project's construction year along with the trip generation should be summarized in a table. A figure illustrating the Existing plus Approved and Pending Projects Plus Proposed Project peak hour traffic volumes should be provided.*
- *Results of LOS analysis should be summarized in table and discussed. If any of the study intersections or roadway segments are projected to operate at unacceptable levels, mitigation measures should be identified.*

15. *Cumulative 20-Year and Cumulative 20-Year plus Project Conditions*

- *Provide similar information for both scenarios as above referenced scenarios. Please discuss in detail how the traffic volume forecasts were developed using the Fresno COG model. This information should be easy to follow and reproducible by a peer consultant.*
- 16. *Queuing*
  - *Discuss and provide recommendations to mitigate unacceptable queues at study intersections under appropriate scenarios as applicable.*
- 17. *Signal Warrants*
  - *Provide signal warrants analysis and discuss results of the analysis under appropriate scenarios as applicable.*
- 18. *Conclusion*
- 19. *Mitigations & Recommendations*
  - *Provide objective recommendations in a table or figure and discuss the timing and funding of recommendations.*
- 20. *Appendix*
  - *Traffic Counts*
  - *Fresno COG Model Runs and Turning Movement Forecast Outputs*
  - *Signal Warrants*
  - *References and Bibliography*
  - *Level Service Calculation Sheets*