

Table 2: Mitigation Monitoring Program

MITIGATION MEASURES	TIMING/ STATUS	RESPONSIBLE AGENCY	CONDITION BEFORE AND AFTER MITIGATION	
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TRAFFIC AND CIRCULATION			LOS Prior to Mitigation	LOS After Mitigation
Existing Conditions				
<i>Bullard Avenue/Cedar Avenue</i> intersection: Widen the northbound approach to accommodate three through lanes.	Existing Need/ No update	City of Fresno (1)	LOS "E"	LOS "D"
<i>Barstow Avenue/Cedar Avenue</i> intersection: Widen the eastbound approach to include dual left turn lanes.	Completed	City of Fresno (1)	LOS "E"	LOS "D"
<i>Barstow Avenue/Chestnut Avenue</i> intersection: Convert this intersection to a roundabout.	Completed	University/Developer (2)	LOS "F"	LOS "A"
<i>Barstow Avenue/Willow Avenue</i> intersection: Widen/re-stripe the eastbound approach to accommodate a left turn lane, a thru lane, and a shared thru-right lane.	Existing Need/In Design	Cities of Clovis/Fresno (1)	LOS "E"	LOS "D"
<i>Bullard Avenue/Willow Avenue</i> intersection: Widen the northbound and southbound approaches to accommodate dual left turn lanes and an additional eastbound thru lane.	Existing Need/In Design	Cities of Clovis/Fresno (1)	LOS "F"	LOS "D"
Existing Base plus Project Conditions				
In addition to mitigation measures recommended under "Existing" conditions, the following mitigation measures are recommended:				
<i>Bullard Avenue/Cedar Avenue</i> intersection: Widen the westbound approach to include dual left turn lanes.	Upon Project Completion	City of Fresno (1)	LOS "E"	LOS "D"
<i>Barstow Avenue/Woodrow Avenue</i> intersection: Widen the eastbound approach to accommodate a dedicated through lane and a dedicated right turn lane.	Upon Project Completion/Manual Control When Needed	University (2)	LOS "E"	LOS "D"

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<p><i>Shaw Avenue/Chestnut Avenue</i> intersection: Shaw Avenue/Chestnut Avenue intersection: Widen the southbound approach to include a dual left turn lane, a shared through-left lane and a dedicated right turn lane; modify the existing signal to split phasing on the northbound and southbound approaches; widen the eastbound approach to include dual left turn lanes; widen the westbound approach to include dual right turn lanes; extend left turn lanes for eastbound and westbound approaches; and add northbound shared through-left turn lane and right turn lane.</p>	Completed	University as part of Chestnut Avenue widening project (1) (2) Chestnut Avenues is located within a City of Fresno public road easement	LOS "F"	LOS "D"
<p>Shaw 168/Freeway Interchange: Add additional turn lane for the eastbound off-ramp to Shaw Avenue.</p>	Fair share agreement in place; fees paid	Department of Transportation		
<p>Shaw/41 Freeway Interchange: Incremental impact to northbound off-ramp to Shaw Avenue.</p>	Fair share agreement in place; fees paid	Department of Transportation		
<p>Year 2025 Base Conditions</p> <p>In addition to mitigation measures recommended under "existing plus Project" conditions, the following mitigation measures are recommended:</p>				
<p><i>Bullard Avenue/Cedar Avenue</i> intersection: widen the northbound approach to include dual left turn lanes; widen the southbound approach to include dual left turn lanes; widen the eastbound approach to include three through lanes; and widen the eastbound approach to include three through lanes.</p>	2025 No Update	City of Fresno, and University (1)	LOS "F"	LOS "D"
<p><i>Bullard Avenue/Chestnut Avenue</i> intersection: Widen the northbound approach to include a single through lane and a shared through-right turn lane; widen the southbound approach to accommodate dual through lanes; and widen the eastbound approach to include three through lanes.</p>	Complete	University as part of Chestnut widening project (1)	LOS "F"	LOS "D"

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<i>Barstow Avenue/Cedar Avenue</i> intersection: Widen the northbound approach to include dual left turn lanes; widen the southbound approach to include dual left turn lanes and dual left turn lanes; and widen the westbound approach to include two through lanes and a dedicated right turn lane.	2025	City of Fresno and University (1)	LOS "F"	LOS "D"
<i>Barstow Avenue/Maple Avenue</i> intersection: Install a traffic signal subject to university design and Campus Master Plan requirements.	2025/ Manual Traffic Control When Needed	University (2)	LOS "F"	LOS "C"
<i>Barstow Avenue/Woodrow Avenue</i> intersection: Install a roundabout.	2025	University (2)	LOS "F"	LOS "C"
<i>Shaw Avenue/Maple Avenue</i> intersection: Widen the eastbound approach to dual left turn lanes.	2025	City of Fresno (1)	LOS "E"	LOS "D"
<i>Gettysburg Avenue/Woodrow Avenue</i> intersection: Install a traffic signal.	2025	City of Fresno (1)	LOS "E/F"	LOS "B"
<i>Shaw Avenue/Willow Avenue</i> intersection: Widen the northbound and southbound approaches to accommodate dual left turning movements.	2025	Cities of Clovis/Fresno (1)	LOS "E"	LOS "D"
Year 2025 Base plus Project Conditions				
In addition to the mitigation measures recommended under "Year 2025 Base", the following mitigation measures are recommended:				
<i>Bullard Avenue/Chestnut Avenue</i> intersection: Widen the eastbound approach to include two thru lanes.	Completed as part of Chestnut Widening Project	University (1)	LOS "F"	LOS "D"
<i>Shaw Avenue/Chestnut Avenue</i> intersection: Widen the southbound approach to include dual left turn lanes, a shared left-through lane, and a dedicated right turn lane; widen the	2025	City of Fresno (1)	LOS "F"	LOS "D"

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eastbound approach to include dual left turn lanes.				
<i>Barstow Avenue/Maple Avenue</i> intersection: Install a traffic signal subject to university design and Campus Master Plan requirements. "	2025/Manual Control Traffic When Needed	University (2)	LOS "F"	LOS "C"
<i>Shaw Avenue/Maple Avenue</i> intersection: Widen the eastbound approach to dual left turn lanes. "	2025	City of Fresno (1)	LOS "E"	LOS "D"
<i>Gettysburg Avenue/Woodrow Avenue</i> intersection: Install a traffic signal.	2025	City of Fresno (1)	LOS "E/F"	LOS "B"
<i>Chestnut Avenue and Matoian Way</i> : Install roundabout."	Complete	University (1)	LOS "D"	LOS "A"
<i>Barstow Avenue/Willow Avenue</i> intersection: Widen the southbound approach to accommodate dual left turn lanes and an additional thru lane.	Complete	Cities of Clovis/Fresno (1)	LOS "F"	LOS "D"
<i>Bullard Avenue/Willow Avenue</i> intersection: Widen the eastbound approach to accommodate a left turn lane, three thru lanes, and a right turn lane; widen the westbound approach to accommodate a left turn lane, two thru lanes, and a right turn lane. "	2025	Cities of Clovis/Fresno (1)	LOS "F"	LOS "D"
Special Event Conditions				
Prior to relocation of the remaining parking in Overflow East lot to other lots, the University will update the Save Mart Center Traffic Operations Plan approved November 3, 2003 to reflect the relocation of parking to the lots west of Chestnut Avenue as described in the Campus Parking Plan. The update shall be prepared in coordination with the Transportation Management Committee consisting of the University, the Cities of Fresno and Clovis, Caltrans, and the California	2012	University/Transportation Management Committee		

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Highway Patrol. In the interim, event specific Traffic Management Plans that reflect the planned parking locations will continue to be prepared by the University Police Department in coordination with local law enforcement agencies and the Highway Patrol to minimize event traffic impacts.			
AIR QUALITY			
<p>Construction – Related Mitigation Measures</p> <p>1. Compliance with Regulation VIII under the San Joaquin Valley Air District for all construction sites will constitute sufficient mitigation to reduce PM₁₀ impacts to a level considered less-than significant.</p> <p>The following mitigation measures from the GAMAQI are required to be implemented at all construction sites:</p> <p>2. All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.</p> <p>3. All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.</p> <p>4. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut & fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.</p> <p>5. When materials are transported off-site, all material</p>	<p>During Construction</p> <p>During Construction</p> <p>During Construction</p> <p>During Construction</p> <p>During</p>	<p>Developer/SJVAPCD</p> <p>Developer/SJVAPCD</p> <p>Developer/SJVAPCD</p> <p>Developer/SJVAPCD</p> <p>Developer/SJVAPCD</p>	

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<p>shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.</p>	Construction			
<p>6. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.</p>	During Construction	Developer/SJVAPCD		
<p>7. Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.</p>	During Construction	Developer/SJVAPCD		
<p>8. Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.</p>	During Construction	Developer/SJVAPCD		
<p>Additional enhanced control measures are desirable where feasible and include:</p>				
<p>9. Traffic speeds on unpaved roads shall be limited to 15 mph.</p>	During Construction	Developer/SJVAPCD		
<p>10. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.</p>	During Construction	Developer/SJVAPCD		
<p>Additional mitigation measures should be considered for reducing emissions from construction emissions. The District's GAMAQI suggests the following measures:</p>				
<p>11. Use of alternative fueled or catalyst equipped diesel</p>	During	Developer/SJVAPCD		

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construction equipment.	Construction		
12. Minimize idling time (e.g., 10 minute maximum).	During Construction	Developer/SJVAPCD	
13. Limit the hours of operation of heavy-duty equipment and/or the amount of equipment in use.	During Construction	Developer/SJVAPCD	
14. Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set).	During Construction	Developer/SJVAPCD	
15. Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways.	During Construction	Developer/SJVAPCD	
16. Implement activity management (e.g. rescheduling activities to reduce short-term impacts).	During Construction	Developer/SJVAPCD	
17. A heavily vegetated, no spray buffer zone will be implemented between the project and adjacent agricultural lands to the north. The width of this buffer zone will be determined based on the chemicals used for spraying and the frequency of application.	During Construction	Developer/SJVAPCD	
Long-Term Emissions			
Mitigation measures should be used to reduce long-term project emissions to SJVAPCD Standards. Infrastructure based mitigation measures applicable to this project as recommended in the GAMAQI include:			
18. Provide transit enhancing infrastructure including: transit shelters, benches, street lighting and route signs.	During Construction	Developer/SJVAPCD	
19. Increased attention shall be focused on Smart Growth including pedestrian-oriented and transit-oriented	During Construction	Developer/SJVAPCD	

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<p>development (TOD). The TOD concept involves a mixed-use community within a typical 2,000-foot walking distance of a transit stop and core commercial area. The design, configuration and mix of uses emphasize a pedestrian-oriented environment and reinforce the use of alternative modes of transportation. TOD designs can help to reduce the number of auto trips and vehicle miles traveled by creating opportunities to walk and bike, while enhancing the area’s quality of life and protecting affordable housing goals.</p> <p>20. Provide pedestrian enhancing infrastructure that includes: sidewalks and pedestrian paths, direct pedestrian connections, street trees to shade sidewalks and pedestrian safety design/infrastructure.</p> <p>21. Provide bicycle enhancing infrastructure that includes bike paths connecting to a bikeway system.</p>	<p>During Construction</p> <p>During Construction</p>	<p>Developer/SJVAPCD</p> <p>Developer/SJVAPCD</p>		
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NOISE				
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<p>1. Hours of construction shall be limited to 7:00 am to 7:00 pm, Monday through Saturday.</p> <p>2. The applicant shall follow the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC) concerning interior noise exposure for multi-family housing, hotels and motels.</p> <p>3. Mechanical ventilation or air conditioning shall be provided for all residential units so that windows and doors may remain closed for the required acoustical insulation. The fresh air inlet duct shall be of sound</p>	<p>During Construction</p> <p>During Construction</p> <p>During Construction</p>	<p>Developer/University</p> <p>Developer/University</p> <p>Developer/University</p>		
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PUBLIC FACILITIES AND SERVICES			
1. Water service to the project will be provided by the City of Fresno. City water mains will be upgraded within Chestnut Avenue and looped in order to provide service to the Campus Pointe Project.	During Construction	Developer	
1. The sewer main to be installed for the proposed Campus Pointe Project shall connect to the campus sewer system at or near an existing connection to the City of Fresno Wastewater Collection System.	During Construction	Developer	
2. In consultation with the City of Fresno, incorporate into the design of the sewer system serving the Campus Pointe Project, connection to the existing sewer located in E. Dakota Avenue west of the intersection with N. Chestnut Avenue. As an alternative, connect to the existing 15-inch in Maple Avenue at Shaw Avenue which would include replacement/upgrading capacity downstream from Dakota Avenue.	During Construction	Developer	
AESTHETICS			
The developer shall ensure that the following measures are incorporated in the design of the project:			
1. The developer shall incorporate landscape, wall treatment, signage, and architectural standards for the development of residential, commercial, and office mixed uses.	During Construction/On-going	Developer	
2. A minimum 20-foot landscaped area shall parallel the northerly side of Shaw Avenue.	During Construction	Developer	
3. Project entries along Chestnut Avenue shall incorporate special entry features, such as extensive landscaping and low profile entry signs.	During Construction	Developer	

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1. The configuration of exterior light fixtures shall emphasize close spacing and lower intensity light directed downward, away from off-site receptors, in order to minimize the effects of light and glare on adjacent areas.	During Construction	Developer		
CULTURAL RESOURCES				
1. Should unanticipated cultural resource remains be encountered during construction or land modification activities, work must stop, and the appropriate Lead Agency shall be contacted immediately to determine appropriate measures to mitigate adverse impacts to the discovered resources. Cultural resource remains may include artifacts, shell, bone, altered soils, features, foundations, trash pits and privies, etc.	During Construction	Developer		
2. If human remains are discovered during land modification activities, then the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. These procedures require notification of the County Coroner. If the County Coroner determines that the discovered remains are those of Native American ancestry, then the Native American Heritage Commission must be notified by telephone within 24 hours. Sections 5097.94 and 5097.98 of the Public Resources Code, describe the procedures to be followed after the notification of the Native American Heritage Commission.	During Construction	Developer		

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