Exhibit L

CITY OF FRESNO

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

EA No. T-6234/P19-02237/P19-02239

Vesting Tentative Tract Map No. 6234/UGM
Plan Amendment/Rezone Application No. P19-02237
Annexation Application No. P19-02239

APPLICANT:
Jared Linney
Precision Civil Engineering, Inc.
1234 "O" Street
Fresno, CA 93721

PROJECT LOCATION:

Located on the northeast, northwest and southwest corners of the intersection of North Hayes and West Dakota Avenues in the County of Fresno, Fresno, California

Site Latitude: 36°47'10.2"N
Site Longitude: 119°54'03.7"W

Assessor's Parcel Number(s): 511-011-19, -20, -21, -22, -24, -25, -26, -27, -28, -31, -34, 512-050-08, -09, 512-141-13, 15, -19 and -44

Mount Diablo Base & Meridian, Township 13S, Range 19E , Section 21

Filed with: E202010000106

FILED
MAR 13 2020 TIME 10:35 am
FRESNO COUNTY CLERK
By _____ DEPUTY

FRESNO COUNTY CLERK
2220 Tulare Street, Fresno, CA 93721

PROJECT DESCRIPTION:

Precision Civil Engineering, Inc., on behalf of Edward Fanucchi, has filed Plan Amendment/Rezone Application No. P19-02237 and Annexation Application No. P19-02239 pertaining to a total ±180 acres of property; as well as, Vesting Tentative Tract Map No. 6234 pertaining to ±88 acres of property in the County of Fresno and within the City of Fresno Sphere of Influence. These properties are located on the north and south sides of West Dakota Avenue and its planned alignment between North Bryan and North Polk Avenues.

The General Plan Amendment proposes to amend the existing Low Density Residential (±1.06 acres), Medium Density Residential (±54.77 acres), Medium-High Density Residential (±9.76 acres) and Urban Neighborhood Residential (±17.26 acres) planned land use designations, as well as the existing Open Space/Neighborhood Park (±5.25 acres) planned land use designation to the Medium Density Residential (±88.1 acres) planned land use designation for those respective portions of property located within the proposed boundary of Vesting Tentative Tract Map No. 6234. This Plan Amendment will also require an amendment to Figure LU-2: Dual Designation of the Fresno General Plan to remove the Dual Designation of Urban Neighborhood Residential, which is currently assigned

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to the designated Open Space (Neighborhood Park) planned land use portion of the subject property.

The Rezone Application proposes to amend the Official Zoning Map of the City of Fresno to pre-zone the subject property from the Fresno County RR (*Rural Residential District*) to the City of Fresno RS-3/UGM (*Residential Single Family, Low Density / Urban Growth Management*), RS-5/UGM (*Residential Single Family, Medium Density / Urban Growth Management),* RM-2/UGM *(Residential Multi-Family, Urban Neighborhood Density / Urban Growth Management) and OS (Open Space / Urban Growth Management)* zone districts in accordance with the Fresno General Plan and pursuant to the proposed General Plan Amendment. In addition, the ANX *(Annexed Rural Residential Transitional Overlay*) zone district will be applied to all properties to be annexed which are not included within the limits of the proposed tentative map boundary.

The Annexation Application has been filed requesting authorization to initiate annexation proceedings for the Dakota-Hayes No. 4 Reorganization, proposing incorporation of the subject property within the City of Fresno; and, detachment from the Kings River Conservation District and North Central Fire Protection District (these actions are under the jurisdiction of the Fresno Local Area Formation Commission [LAFCO]).

Together, these applications have been filed to facilitate subdivision and development of an ±88.11 net acre portion of the subject property pursuant to Vesting Tentative Tract Map No. 6234.

Vesting Tentative Tract Map No. 6234 proposes to subdivide the ±88.11 net acre portion of the subject property located on the north and south sides of the West Dakota Avenue alignment between North Bryan and North Hayes Avenues for purposes of creating 486 single family residential lots at a density of 5.41 dwelling units per acre.

The City of Fresno has conducted an initial study of the above-described project and it has been determined to be a subsequent project that is not fully within the scope of the Master Environmental Impact Report (MEIR) prepared for the Fresno General Plan (SCH # 2012111015). Therefore, the Planning and Development Department proposes to adopt a Mitigated Negative Declaration for this project.

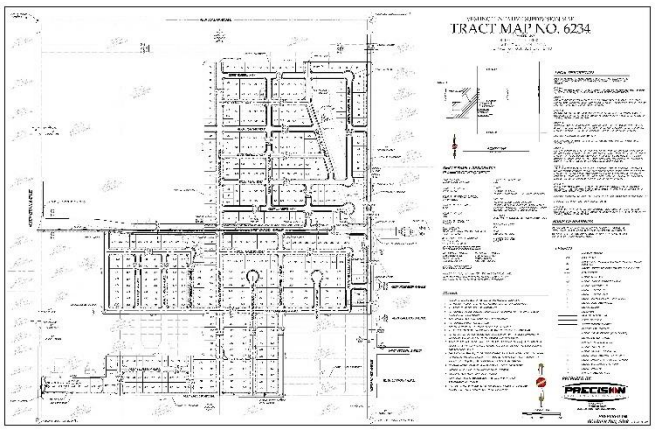
With the project specific mitigation imposed, there is no substantial evidence in the record that this project may have additional significant, direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the MEIR. After conducting a review of the adequacy of the MEIR pursuant to Public Resources Code, Section 21157.6(b)(1), the Development and Resource Management Department, as lead agency, finds that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete has become available. The project is not located on a site which is included on any of the lists enumerated under Section 65962.5 of the Government Code including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, hazardous waste disposal sites and others, and the information in the Hazardous Waste and Substances Statement required under subdivision (f) of that Section.

Additional information on the proposed project, including the MEIR proposed environmental finding of a mitigated negative declaration and the initial study may be obtained from the Planning and Development Department, Fresno City Hall, 2600 Fresno Street, 3rd Floor Fresno, Room 3043,

California 93721-3604. Please contact Chris Lang at (559) 621-8023 for more information.

ANY INTERESTED PERSON may comment on the proposed environmental finding. Comments must be in writing and must state (1) the commentor's name and address; (2) the commentor's interest in, or relationship to, the project; (3) the environmental determination being commented upon; and (4) the specific reason(s) why the proposed environmental determination should or should not be made. Any comments may be submitted at any time between the publication date of this notice and close of business on April 1, 2020. Please direct comments to Chris Lang, City of Fresno Planning and Development Department, City Hall, 2600 Fresno Street, Room 3043, Fresno, California, 93721-3604; or by email to Chris.Lang@fresno.gov.

INITIAL STUDY PREPARED BY: Chris Lang, Planner III	SUBMITTED BY:
DATE: March 13, 2020	Israel Trejo, Supervising Planner CITY OF FRESNO – PLANNING AND DEVELOPMENT DEPARTMENT



INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Tract 6234 Single-Family Residential Development / Annexation

February 2020

PREPARED FOR:

City of Fresno
Development and Resource Management Dept.
2600 Fresno Street
Fresno, CA 93721

PREPARED BY:

Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Initial Study/ Mitigated Negative Declaration

Tract 6234
Single-Family Residential Development / Annexation

Prepared for:

City of Fresno
Development and Resource Management Department
2600 Fresno Street
Fresno, CA 93721
Contact: Chris Lang
(559) 621-8277

Prepared by:

Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291
(559) 840-4414
Contact: Travis Crawford, AICP

February 2020

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Chapter 1

INTRODUCTION

INTRODUCTION

1.1 Project Summary

This document is the Initial Study / Mitigated Negative Declaration on the potential environmental effects of Plan Amendment / Rezone Application No. P19-02237 and Annexation Application No. P19-02239. The Project consists of a Plan Amendment, Rezone, Vesting Tentative Tract Map and a Planned Development that includes construction and operation of up to 486 new single-family residences on approximately 88 acres associated with Tract Map 6234 and annexation of the site and some surrounding areas into the City limits of Fresno (Project). The proposed Project is more fully described in Chapter Two – Project Description.

The City of Fresno will act as the Lead Agency for this Project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines.*

1.2 Purpose of Initial Study

An Initial Study is a preliminary analysis which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment.This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the proposed residential development and annexation may have a significant effect upon the environment.

In some instances, this Initial Study refers to applicable environmental information from the City's Master Environmental Impact Report (MEIR) State Clearing House (SCH) No. 2012111015 that was prepared and adopted for the Fresno General Plan. Where mitigation measures or other information from the MEIR are applicable, it has been noted in this Initial Study. Although this document is not tiering off of the MEIR, there is some information in the MEIR that is applicable to the analysis. These instances are noted within the document. The General Plan MEIR and associated documents may be examined at the City of Fresno Planning and Development Department, City Hall, 2600 Fresno Street, Room 3043, Fresno, California 93721-3604.

1.3 Document Format

This IS/MND contains five chapters, and appendices. Chapter 1, Introduction, provides an overview of the Project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of Project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, Mitigation and Monitoring Program provides the list of applicable mitigation measures that must be complied with. Chapter 5, List of Preparers, provides a list of key personnel involved in the preparation of the IS/MND.

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less Than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

(1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
(2) Identify ways that environmental damage can be avoided or significantly reduced.
(3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
(4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Mitigated Negative Declaration is appropriate if it is determined that:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Chapter Three of this document has determined that the proposed Project will not result in significant environmental impacts because of mitigation imposed on the Project and/or revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

Chapter 2

PROJECT DESCRIPTION

Project Description

2.1 Project Location and Setting

The proposed Tract 6234 Residential Development and Annexation Project is located west of the corner of W. Dakota Avenue and N. Hayes Avenue, just outside the western edge of the City limits of Fresno, CA (See Figures 1 through 3). The Project consists of two components: a residential development and annexation into the City of Fresno (See Section 2.2 for the full Project Description). The residential development portion of the Project will occur on approximately 88 acres (Assessor's Parcel Numbers 512-050-08, -09, 512-141-13, -15, -19 and -44) and is proposed for annexation into the City limits of Fresno. In order to prevent the creation of an "island" or "peninsula", some of the surrounding lands currently within Fresno County are also proposed to be included in the annexation along with the residential development as shown in the Annexation Exhibit (Figure 2). There is no development associated with annexation of the surrounding lands at this time. The majority of the proposed 88-acre residential site is currently planted with vineyards. The remaining annexation lands are irrigated pasture, scattered agricultural crops, disked fields and rural residences. Surrounding land uses are as follows:

Surrounding Land Use and Zoning

Location	Existing Land Use	Roadway
North	Rural residential and open space (outside City limits)	W. Ashlan Avenue
South	Rural residential and agricultural (outside City limits)	None existing. Planned for W. Dayton Avenue
West	Rural residential (outside City limits)	N. Bryan Avenue
East	Rural residential and single-family residential (inside City limits)	N. Hayes Avenue

The proposed residential development and annexation areas are within the Sphere of Influence of the City of Fresno, but are located in Fresno County and are zoned by the County as RR (Rural Residential). See Figure 4 – Project Areas in Relation to Existing Fresno County Zoning Designations.

The City of Fresno has designated the site for urban development as Medium Density Residential (5.0 – 12 D.U./acre). There is a small north-south strip bordering the westernmost -portion of the proposed Project area that is currently designated as Low Density Residential and an additional small square area adjacent to N. Hayes Avenue that is Medium High Density Residential. A portion of land on the west side of the Project area, is designated as Open Space. An irregular-shaped portion of the site in the northern area of the site is designated Urban Neighborhood. The Applicant is proposing to change all land use within the Project area to Medium Density Residential. It should be noted that the surrounding lands included for annexation are not proposed for additional land use or zoning changes. See Figure 5 – Project Areas in Relation to Existing City of Fresno Land Use Designations.

Much of the land surrounding the Project site is in agricultural production or occupied by rural residential homes and ancillary structures. Deran Koligian Stadium, Glacier Point Middle School, and Harvest Elementary School are located east of Grantland Avenue and north of Ashlan Avenue, to the northwest of the proposed Project site. A single-family home subdivision is located adjacent to and east of the Project site, south of W. Dakota Avenue and east of N. Hayes Avenue. Similar tract homes are located northeast of the site as well.

2.2 Project Description

The proposed Project consists of two main components:

1. Proposed single-family residential development with up to 486 units on approximately 88 acres associated with Tract Map No. 6234.
2. Annexation of the 88 acres of land associated with Tract Map No. 6234 as well as annexation of approximately 160 acres of adjacent surrounding parcels into the City limits of Fresno. No development or land use changes are proposed for the 160 acres included in the annexation. The total land area associated with the annexation is approximately 284 acres.

Tract Map 6234 – Single Family Residential Development

The residential development portion of the Project will include construction of up to 486 single-family residential units, four outlots to serve as public open spaces and installation of a pedestrian trail on 88 acres. The development will be built out in phases over five years, with construction anticipated to begin near the end of 2020. The general layout of the Project is shown in Figure 3.

Site Circulation

The Project will require the extension of W. Dakota Avenue to meet N. Bryan Avenue and the streets will be required to be improved to City standards. Site access will occur from W. Dakota Avenue from the east, multiple points on N. Hayes, a future intersection of N. Bryan Avenue to W. Dakota Avenue, and from the north via a future connector street. Preliminary internal road circulation and layout are shown in Figure 3. The Project Applicant will be responsible for construction and/or fair share contributions for the roadway improvements. See Section 3.17 – Transportation / Traffic for more information.

Infrastructure

The Project will be required to tie into existing infrastructure in the area for sewer, water and storm drain. The existing pipelines for these services are located within the adjacent streets. The Project developer will be required to pay for all improvements related to obtaining these facilities to serve the Project. This includes constructing appropriately sized water mains that will provide adequate water pressure for fire flow and Project water use. The Project will require installation of sewer mains to serve the Project including any sewer easements that will be required by the City. The Project will also be responsible for constructing storm drain facilities to support the Project.

The Project is proposed to be supported by the City of Fresno's municipal water supply system (see discussion pertaining to water supply in Section 3.10 – Hydrology) and its wastewater collection system and wastewater / treatment disposal facilities. Electricity will be served by Pacific Gas and Electric, cable will be served by Comcast, and telephone will be served by AT&T. Refer to Section 3.19 – Utilities for further discussion.

The Project has been reviewed by City of Fresno Public Works and specifications pertaining to Project financial responsibilities for accessing City-provided services will be made conditions of Project approval.

Project Schedule

The Project developer intends to begin construction activities in late 2020.

Annexation

The annexation includes the proposed 88-acre residential development and an additional approximately 142 acres of surrounding land. Development is not being proposed on the additional 142 acres included in the annexation. The total land area associated with the

annexation is approximately 230 acres, all of which are currently within the Sphere of Influence of the City of Fresno. These additional lands are being included in the annexation in order to prevent the creation of an "island" or "peninsula" as shown in Figure 2. Upon annexation, any future development projects associated with the additional 142 acres will require a separate site-specific environmental evaluation by the City of Fresno.

2.3 Project Objectives

In accordance with CEQA Guidelines Section 15124(b), the following are the City of Fresno's Project objectives:

- To provide a variety of housing opportunities with a range of densities, styles, sizes and values that will be designed to satisfy existing and future demand for quality housing in the area.
- To provide a sense of community and walkability within the development through the use of street patterns, parks/open space areas, landscaping and other Project amenities.
- To create a successful and financially feasible Project by meeting the housing needs of the area.
- To provide a residential development that assists the City in meeting its General Plan and Housing Element requirements and objectives.

2.4 Entitlements

In support of the Project, the Applicant is seeking the following entitlements from the City of Fresno:

- Annexation of approximately 230 acres which includes the entirety of the residential development site (approximately 88 acres) and additional surrounding lands (approximately 142 acres).
- General Plan Amendment: Modification of existing land use designations (Low and Medium High Density Residential, Open Space and Urban Neighborhood) to Medium Density Residential land use designation (5.0 – 12.0 DU/acre), Traffic Circulation Plan, Open Space and Trail Network on the 88 acres associated with Tract Map No. 6234.

The remaining acreage associated with the annexation will retain their existing land use designations.

- Rezoning: All portions of the Project site currently zoned as RS-3 (Residential Single-Family, Low Density), RM-1 (Residential Multi-Family, Medium High Density), OS (Open Space), and RM-2 (Residential Multi-Family, Urban Neighborhood) will be re-zoned RS-5 (Residential Single-Family, Medium Density) on the 88 acres associated with Tract Map No. 6234. The remaining acreage associated with the annexation will retain their existing zoning designations.
- Vesting Tentative Subdivision Map – Tract Map No. 6234.
- Community Facilities District for maintenance of the public green spaces.
- Grading and building permits.

2.5 Other Required Approvals

Other public agencies whose approval or consultation is required (e.g., permits, financing approval, participation agreements):

- Fresno County
- Fresno County Local Agency Formation Commission (LAFCO) for annexation
- Fresno Metropolitan Flood Control District
- Fresno Irrigation District
- North Central Fire Protection District (Detachment)
- Kings River Conservation District (Detachment)
- Regional Water Quality Control Board
- Fresno Irrigation District
- Compliance with other federal, state and local requirements such as the San Joaquin Valley Air Pollution Control District for a dust control plan and the Regional Water Quality Control Board for a Stormwater Pollution Prevention Plan.

Figure 1
Regional Map

Figure 2
Site Aerial Vicinity Map Showing Proposed Residential Project and Proposed Annexation Areas

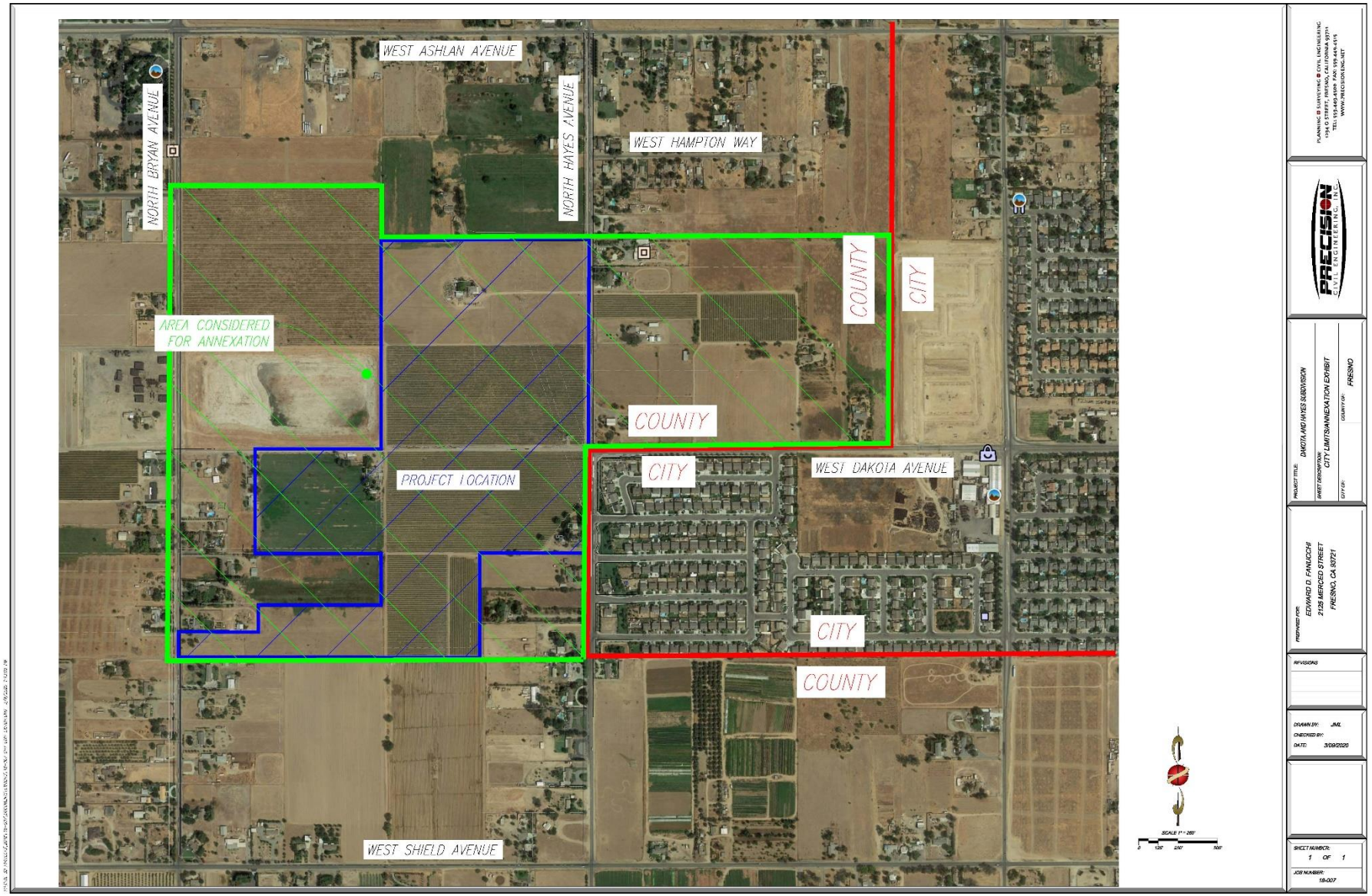


Figure 3
Tract Map No. 6234

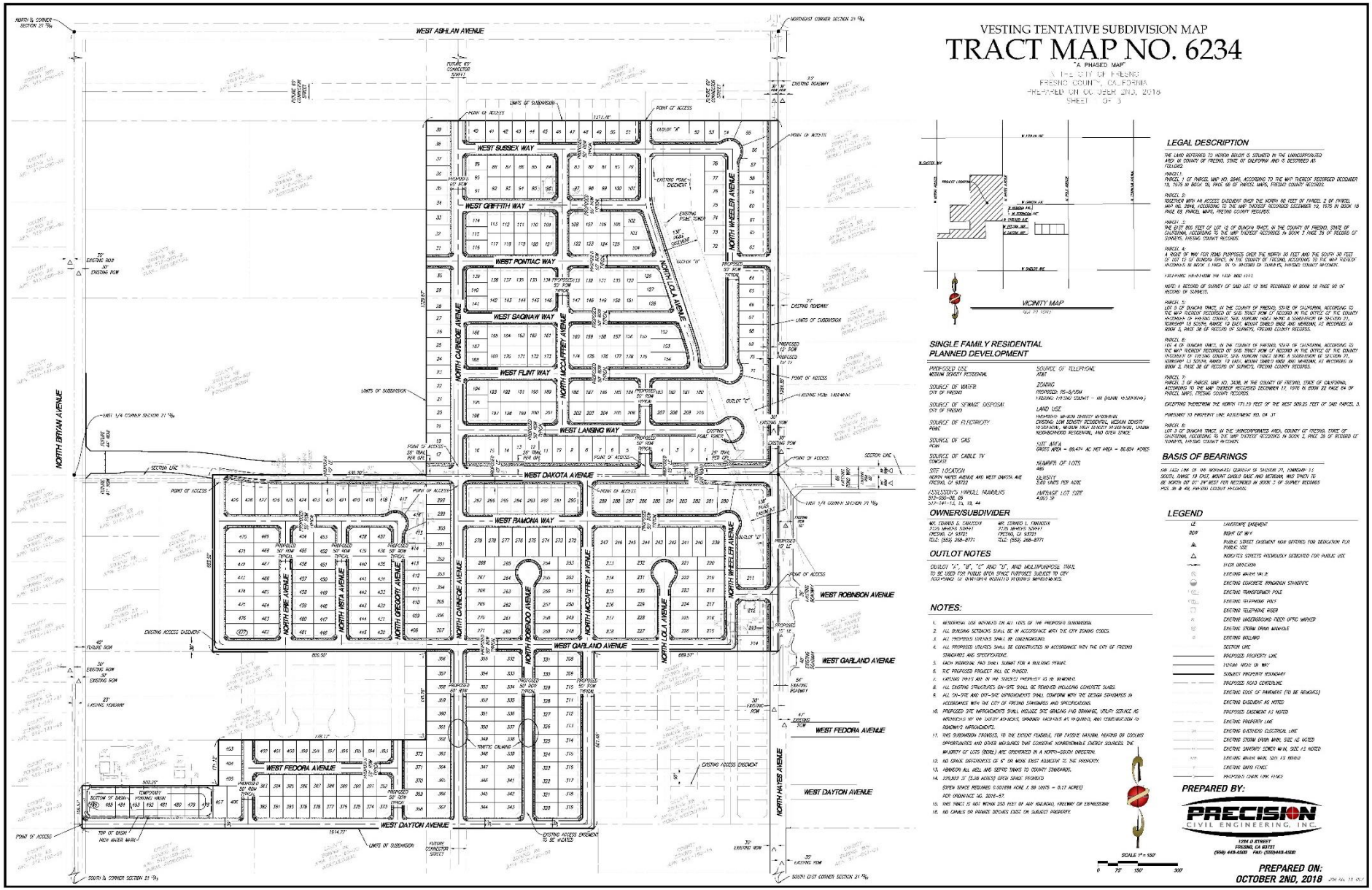


Figure 4
Project Areas in Relation to Existing Fresno County Zoning Designations

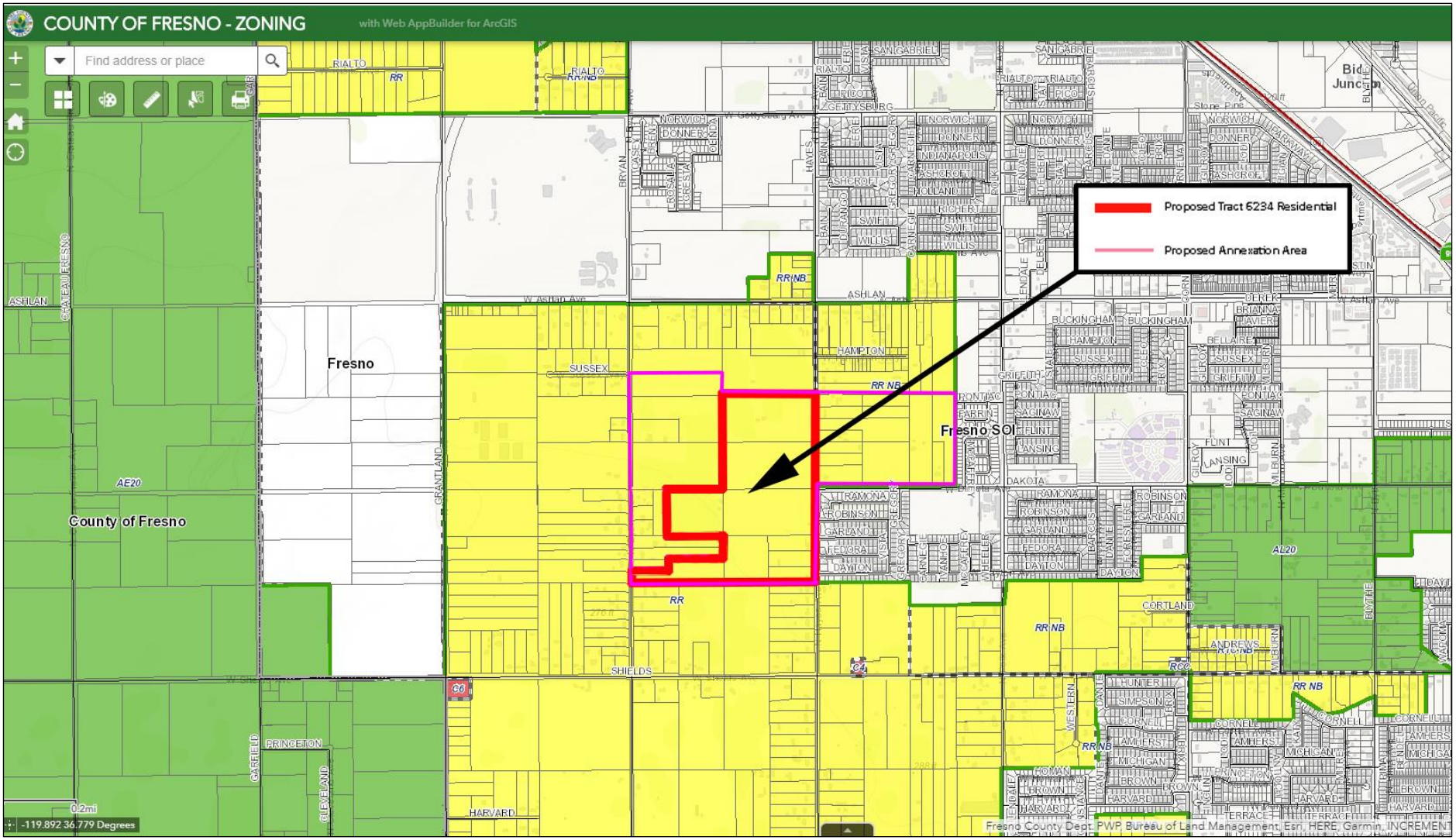
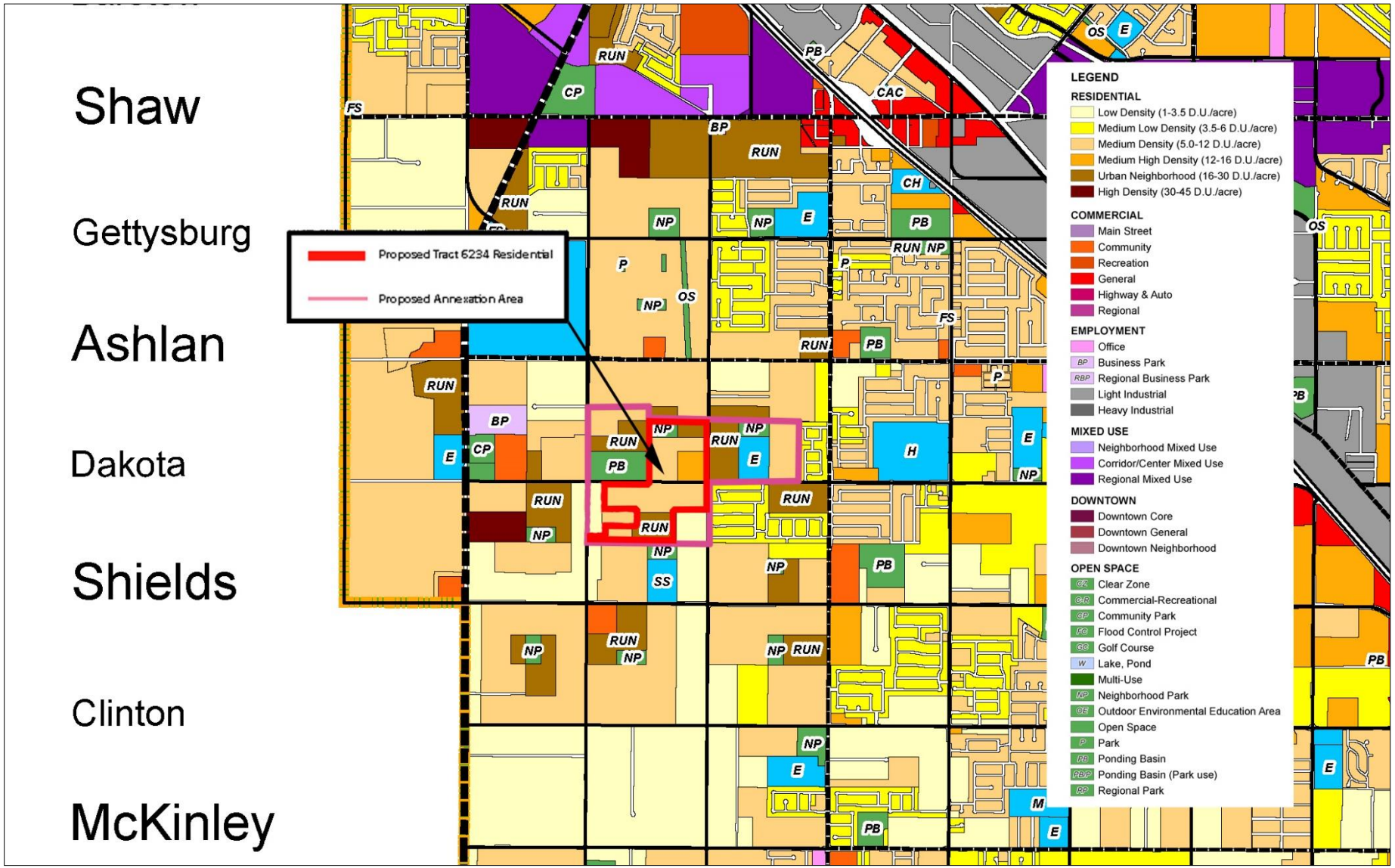


Figure 5
Project Areas in Relation to Existing City of Fresno Land Use Designations



Chapter 3

IMPACT ANALYSIS

Initial Study Checklist

3.1 Environmental Checklist Form

Project title: Tract 6234 Single-Family Residential Development / Annexation

Lead agency name and address:

City of Fresno
Planning and Development Department 2600 Fresno
Street, Room 3065
Fresno, CA 93721

Contact person and phone number:

Chris Lang

City of Fresno
(559) 621-8277

Project location:

The proposed Tract 6234 Residential Development and Annexation Project is located west of the corner of W. Dakota Avenue and N. Hayes Avenue, just outside the western edge of the City limits of Fresno, CA (See Figures 1 through 3 in Chapter Two). The Project consists of two components: a residential development and annexation into the City of Fresno. The residential development portion of the Project will occur on approximately 88 acres (Assessor's Parcel Numbers 512-050-08, -09, 512-141-13, -15, -19 and -44) and is proposed for annexation into the City limits of Fresno. An additional 160 acres of surrounding land (within the City's Sphere of Influence) will also be included in the annexation, although no development is proposed for the 160 acres.

Project sponsor's name/address:

Edward D. Fanucchi and Edward L. Fanucchi

2125 Merced Street
Fresno, CA 93721

General plan designation:

The Project site is outside of the Fresno City limits, but is currently designated by the City of Fresno General Plan as Low Density Residential (1-3.5 D.U./acre), Medium Density Residential (5.0 – 12 D.U./acre), Medium High Density Residential (12-16 D.U./acre), Open Space and Urban Neighborhood (16-30 D.U./acre).

Zoning:

RS-3 (Residential Single-Family, Low Density), RS-5 (Medium Density Residential), RM-1 (Residential Multi-Family, Medium High Density), OS (Open Space), and RM-2 (Residential Multi-Family, Urban Neighborhood).

Description of project:

See Chapter Two – Project Description. The proposed Project consists of two main components:

1. Proposed single-family residential development with up to 486 units on 88 acres associated with Tract Map No. 6234.
2. Annexation of the 88 acres of land associated with Tract Map No. 6234 as well as annexation of approximately 160 acres of adjacent surrounding parcels into the City limits of Fresno. The total land area associated with the annexation is approximately 248 acres.

Surrounding land uses/setting:

The site is currently planted primarily in vineyards. Rural residential homes are located on the north end of the property and just south of a detention basin, operated by the Fresno Metropolitan Flood Control District. Much of the land surrounding the Project site is in agricultural production or occupied by rural residential homes and ancillary structures. The previously mentioned detention basin lies to the northwest. Deran Koligian Stadium, Glacier Point Middle School, and Harvest Elementary School are located east of Grantland Avenue and north of Ashlan Avenue, further to the northwest of the proposed Project site. A single-family home subdivision is located adjacent to and east of the Project site, south of W. Dakota Avenue and east of N. Hayes Avenue. Similar tract homes are located northeast of the site as well.

California Native American Tribal Consultation:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun or is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In accordance with Assembly Bill (AB) 52 and Senate Bill (SB) 18, potentially affected Tribes were formally notified of this Project on August 2, 2019, and were given the opportunity to request consultation on the Project. The City contacted the Native American Heritage Commission, requesting a contact list of applicable Native American Tribes, which was provided to the City. The City provided letters to the listed Tribes, notifying them of the Project and requesting

consultation, if desired. The City did not receive any responses from the tribes contacted. Refer to Section XVIII – Tribal Cultural Resources for more information.

Other public agencies whose approval or consultation is required (e.g., permits, financing approval, participation agreements):

- Fresno County
- Fresno County Local Agency Formation Commission (LAFCO)
- Fresno Metropolitan Flood Control District
- North Central Fire Protection District
- Kings River Conservation District
- Regional Water Quality Control Board
- Fresno Irrigation District
- Compliance with other federal, state and local requirements such as the San Joaquin Valley Air Pollution Control District for a dust control plan and the Regional Water Quality Control Board for a Stormwater Pollution Prevention Plan.

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	

3.3 Determination

Based on this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze

only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

for

Will Tackett, Planning Manager
City of Fresno

3/13/20
Date

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

AFFECTED ENVIRONMENT

The Project site is located west of the Fresno City limits in a developing area that consists of scattered rural residential housing, active farmland, school facilities and some commercial land uses. The majority of the Project site is planted with vineyards and is generally flat with unobstructed views of the surrounding agricultural lands, rural residential and single-family tract homes nearby. Neither the Project site nor any of the surrounding land uses contains features typically associated with scenic vistas (e.g. ridgelines, peaks, overlooks). Therefore, little opportunity exists for Project development to obscure views of scenic vistas that may be located within the immediate area of the Project site.

RESPONSES

a. Have a substantial adverse effect on a scenic vista?
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. A scenic vista is defined as a viewpoint that provides expansive views of highly valued landscape for the benefit of the general public. The Sierra Nevada Mountains are the only natural and visual resource in the Project area. Views of these distant mountains are afforded only during clear conditions due to poor air quality in the valley. Distant views of the Sierra Nevada Mountains would largely be unaffected by the development of the Project because of the nature of the Project, distance and limited visibility of these features. The City of Fresno does not identify views of these features as required to be "protected."

The Project site is within a developing area just outside of Fresno City limits. There are no scenic vistas or other protected scenic resources on or near the site. Visual character of the site is addressed further in Response C. below. In addition, there are no designated scenic highways near the proposed site.

Therefore, the Project has a ***less than significant impact*** on scenic vistas or designated scenic resources or highways.

Mitigation Measures: None are required.

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?

Less Than Significant Impact. Implementation of the proposed Project will alter the visual character of the Project site from mostly in-use agricultural land to residential development. Although this land use conversion could be perceived by some as a negative aesthetic impact in comparison with the Project site's current pastoral appearance, based upon the subjective nature of aesthetics, the City does not anticipate that the development of the proposed Project with residences will create a visually degraded character or quality to the Project site or to the properties near and around the Project site.

Upon approval and annexation, the Project design will be subject to the City's Design Guidelines adopted for the City's General Plan which apply to site layout, building design, landscaping, interior street design, lighting, parking and signage. Detailed architectural plans, color palettes and

building materials as well as landscaping plans will be submitted by the Project developer to the City of Fresno Planning and Development Department. The plans shall be required prior to issuance of any building permits.

Landscaping easements will run along the frontage of the development and additional landscaping design will accompany the aforementioned open spaces and bicycle/pedestrian use trail. The improvements such as those proposed by the Project are typical of large City urban areas and are generally expected from residents of the City. These improvements would not substantially degrade the visual character of the area and would not diminish the visual quality of the area, as they would be consistent with the existing visual setting and development patterns in the area. The Project itself is not visually imposing against the scale of the existing development and nature of the surrounding area.

Therefore, the Project would have ***less than significant impacts*** on the visual character of the area.

Mitigation Measures: None are required.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact With Mitigation. The Project site currently has minimal on-site sources of lighting consistent with rural residential homes (i.e. porch lights, landscaping lighting, minimal vehicle lights etc.). The Project will introduce new lighting that will be typical of residential tract developments, such as streetlights and an increase in residential and vehicle lights. Additional night lighting sources on the Project site, especially any unshielded light, could result in spillover light that could impact surrounding adjacent residential uses. This would create new sources of light that could potentially have a significant impact on nighttime light levels in the area. During the entitlement process, staff will ensure that lights are located in areas that will minimize light sources to the neighboring properties. Further, Mitigation Measures AES-1 through AES-3 from the General Plan MEIR require lighting systems to be shielded to direct light to ground surfaces and orient light away from adjacent properties. In addition, AES – 5 requires use of non-reflective building materials to reduce glare impacts.

In addition, a condition of approval will require that lighting, where provided for public streets, shall be hooded and so arranged and controlled so as not to cause a nuisance either to traffic or to the living environment. The amount of light shall be provided according to the standards of the Department of Public Works. As a result, the Project will implement the necessary mitigation measures and will have a ***less than significant impact*** on aesthetics.

Mitigation Measures: General Plan MEIR Mitigation Measures AES – 1, AES – 2, AES – 3 and AES – 5. See attached MEIR Mitigation Measure Monitoring Checklist.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The City of Fresno is located in Fresno County, which is a nationally-leading agricultural producer. The City's General Plan contains several policies intended to protect agricultural resources. The approximately 88-acre Project site is primarily planted in vineyards and has historically been used for agricultural purposes. There is no forest land or Timberland Production within the Project site, or in the near vicinity.

RESPONSES

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d. Result in the loss of forest land or conversion of forest land to non-forest use?

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Less Than Significant Impact. The Project will result in the loss of approximately 88 acres of active agricultural areas that will be converted to residential housing. However, the site is within the City's Sphere of Influence boundary and has been pre-designated for residential use by the City of Fresno and the City's General Plan has designated the site for urban development. There are no Williamson Act parcels on the site. According to the California Department of Conservation, Division of Land Resource Protection's Farmland Mapping and Monitoring Program, the Project site is classified as primarily Farmland of Statewide Importance and Unique Farmland, with smaller portions of Prime Farmland and Semi-agricultural and Rural Commercial Land as well.

The EIR for the City of Fresno General Plan found the conversion of applicable agricultural land, including the Project site, to urban uses to be a significant and unavoidable impact. As part of adopting the City General Plan, the Fresno City Council adopted findings of fact and a statement of overriding considerations that indicated urban development within the City's Sphere of Influence was of greater

benefit to the community than preserving agricultural land within City limits. Upon annexation, this greater benefit would be applied to the proposed Project site as well. Although conversion of the Project area to urban uses would reflect the land use assumptions contained in the City of Fresno General Plan (i.e. conversion from farmland to urban uses), farmland is an important resource to the region. As such, Mitigation Measure AG – 1 is included to reduce potential conflicts between urban and agricultural uses (See Project Specific Mitigation Measure Monitoring Checklist). This measure includes a Right-to-Farm Covenant and will help ensure that agricultural operations in the area can be maintained. Because the loss of farmland was already considered by the City's General Plan Master EIR and because the Project does not result in impacts beyond what was evaluated in the Master EIR, the impact is considered to be ***less than significant***. However, as previously mentioned, Mitigation Measure AG-1 will reduce conflicts between urban and agricultural uses.

The proposed Project does not conflict with any forest land or Timberland Production or result in any loss of forest land. The proposed Project does not include any changes which will affect any forest lands. Therefore, the Project has ***no impact*** on forest resources.

Mitigation Measures: AG – 1 (reduce conflicts between urban and agricultural uses). See attached Project Specific Mitigation Measure Monitoring Checklist.

AG – 1: In order to reduce potential conflicts between urban and agricultural uses, the following measures shall be implemented:

- Potential residents shall be notified about possible exposure to agricultural chemicals at the time of purchase / lease of property within the development.
- A Right-to-Farm Covenant shall be recorded on each tract map or be made a condition of each tract map to protect continued agricultural practices in the area.
- Potential residents shall be informed of the Right-to-Farm Covenant at the time of purchase / lease of property within the development.

III. AIR QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people)?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The climate of the City of Fresno and the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the Federal Clean Air Act as either "attainment", "non-

attainment", or "extreme non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O3, a State and Federal non-attainment area for PM2.5, a State non-attainment area for PM10, and Federal and State attainment area for CO, SO2, NO2, and Pb.

Standards and attainment status for listed pollutants in the Air District can be found in Table 3.3-1. Note that both state and federal standards are presented.

Table 3.3-1
Standards and Attainment Status for Listed Pollutants in the Air District

Pollutant	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
Lead	1.5 µg/m3 (calendar quarter) 0.15 µg/m3 (rolling 3-month avg)	1.5 µg/m3 (30-day avg)
Particulate Matter (PM10)	150 µg/m3 (24-hr avg)	20 µg/m3 (annual avg) 50 µg/m3 (24-hr avg)
Particulate Matter (PM2.5)	15 µg/m3 (annual avg)	35 µg/m3 (24-hr avg) 12 µg/m3 (annual avg)

µg/m3 = micrograms per cubic meter

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off- road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California's GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations (including vehicle and off-road equipment use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. The GHG mitigation measures were developed and adopted by the California Air Pollution Control Officers Association (CAPCOA).

In addition to the above-mentioned factors, the CalEEMod computer model evaluates the following emissions: ozone precursors (Reactive Organic Gases (ROG)) and NOX; CO, SOX, both regulated categories of particulate matter, and the greenhouse gas carbon dioxide (CO2). The model incorporates geographically-customized data on local vehicles, weather, and SJVAPCD Rules.

RESPONSES

a. Conflict with or obstruct implementation of the applicable air quality plan?

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

c. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed Project lies within the San Joaquin Valley Air Basin (SJVAB). At the Federal level, the SJVAB is designated as extreme nonattainment for the 8-hour ozone standard, attainment for PM_{10} and CO, and nonattainment fort $PM_{2.5}$. At the State level, the SJVAB is designated as nonattainment for the 8-hour ozone, PM_{10}, and $PM_{2.5}$ standards. Although the Federal 1-hour ozone standard was revoked in 2005, areas must still attain this standard, and the SJVAPCD recently requested an EPA finding that the SJVAB has attained the standard based on 2011-2013 data[1].

[1] San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 28. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed February 2020.

To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

- Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004);
- 2007 Ozone Plan for attainment of the 8-hour ozone standard;
- 2007 PM_{10} Maintenance Plan and Request for Redesignation; and
- 2008 $PM_{2.5}$ Plan.

Because of the region's non-attainment status for ozone, $PM_{2.5}$, and PM_{10}, if the Project-generated emissions of either of the ozone precursor pollutants (ROG or NOx), PM_{10}, or $PM_{2.5}$ were to exceed the SJVAPCD's significance thresholds, then the Project uses would be considered to conflict with the attainment plans. In addition, because the Project uses will result in a change in land use and corresponding increases in vehicle miles traveled, they may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

The annual significance thresholds to be used for the Project for construction and operational emissions are as follows[2]:

- 10 tons per year ROG;
- 10 tons per year NOx;
- 15 tons per year PM_{10}; and
- 15 tons per year $PM_{2.5}$.

The Project will result in both construction emissions and operational emissions as described below.The estimated annual construction and operational emissions are shown below. The California Emissions Estimator (CalEEMod), Version 2016.3.2, was used to estimate construction and operational (vehicle trips) emissions resulting from the proposed Project.

Short-Term (Construction) Emissions

Site preparation and Project construction would involve excavation, grading, hauling, and various activities needed to construct the Project. During construction, the Project could generate pollutants such as hydrocarbons, oxides of nitrogen, carbon monoxide, and suspended PM. A major source of PM would be windblown dust generated during construction activities. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Vehicles leaving the site could deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and

[2] San Joaquin Valley Air Control District – Air Quality Threshold of Significance – Criteria Pollutants. http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf. Accessed February 2020.

magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, the silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction site. Table 3.3-2 presents the construction emissions associated with the Project. The Project is expected to be built-out / phased over approximately 5 years.

Table 3.3-2
Proposed Project Construction Emissions

Year	Emissions (tons per year)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Construction 2020	0.10	1.03	0.64	0.15	0.09
Construction 2021	0.94	2.11	2.01	0.17	0.12
Construction 2022	1.07	3.48	3.34	0.31	0.21
Construction 2023	1.05	3.19	3.33	0.28	0.19
Construction 2024	1.03	3.01	3.33	0.27	0.18
Construction 2025	1.01	2.75	3.28	0.25	0.16
Grand Total for All Years of Construction	**5.21**	**15.56**	**15.92**	**1.42**	**0.96**
Highest Construction Emissions in Any Year	***1.07***	***3.48***	***3.34***	***0.01***	***0.31***
Significance threshold (tons/year)	10	10	100	15	15
Exceed threshold—significant impact?	No	No	No	No	No

Notes:
PM_{10} and $PM_{2.5}$ emissions are from the mitigated output to reflect compliance with Regulation VIII—Fugitive PM_{10} Prohibitions.
ROG = reactive organic gases NO_X = nitrogen oxides PM_{10} and $PM_{2.5}$ = particulate matter
Calculations use unrounded numbers.
Source: CalEEMod output (Appendix A).

Operational Emissions

Operational emissions would primarily be generated from vehicles traveling to and from the residential homes. According to the Trip Generation Analysis (see Appendix F, Traffic Impact Analysis) prepared for the Project, the proposed residential development will generate approximately 4,502 trips per day. There are no substantial stationary emission generators associated with the Project.

The modeling is based on the 486 single family residential units, and associated Project trip generation (see Traffic section of this document for additional Project trip generation information). Modeling results are provided in Table 3.3-3 and the CalEEMod output files are provided in Appendix A.

Table 3.3-3
Proposed Project Operation Emissions

Phase and Year	Emissions (tons per year)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
Phase 1 2020	1.10	1.25	4.14	0.01	0.95
Phase 2 2021	1.07	1.17	3.85	0.01	0.95
Phase 3 2022	1.05	1.01	3.60	0.01	0.95
Phase 4 2024	1.03	0.95	3.39	0.01	0.95
Phase 5 2025	1.03	0.92	3.24	0.01	0.96
Total Project Emissions	**5.28**	**5.29**	**18.22**	**0.05**	**4.76**
Significance threshold	10	10	100	15	15
Exceed threshold—significant impact?	No	No	No	No	No

Notes:
ROG = reactive organic gases NO_X = nitrogen oxides PM_{10} and $PM_{2.5}$ = particulate matter
Area source emissions include emissions from natural gas, landscape, and painting.
Source: CalEEMod output (Appendix A).

As demonstrated in Tables 3.3-2 and 3.3-3, estimated construction and operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NOx, PM_{10}, and $PM_{2.5}$ in any given year or at full buildout. As a result, the Project uses would not conflict with emissions inventories contained in regional air quality attainment plans, and would not result in a significant contribution to the region's air quality non-attainment status[3].

Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. The SJVAPCD provides screening criteria to determine when to quantify local CO concentrations based on impacts to the level of service (LOS) of roadways in the Project vicinity.

As further discussed in the Transportation/Traffic checklist evaluation, the Project would generate substantial traffic (more than 1,000 trips per day), but would not significantly reduce the level of service on local roadways with the proper mitigation measures implemented. Therefore, the Project would not significantly contribute to an exceedance that would exceed state or federal CO standards. Additionally, as the estimated construction and operational emissions are below SJVAPCD thresholds, any cumulative considerable increase in criteria pollutants would be less than significant.

As described above, the Project will not occur at a scale or scope with potential to contribute substantially or cumulatively to existing or projected air quality violations, impacts, or increases of

[3] San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 65. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed February 2020.

criteria pollutants for which the San Joaquin Valley region is under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). The proposed Project will comply with all applicable air quality plans. Therefore, no violations of air quality standards will occur and no net increase of pollutants will occur, thus the impact is ***less than significant.***

Mitigation Measures: None are required.

d. Result in other emissions (such as those leading to odors or adversely affecting a substantial number of people?

Less Than Significant Impact. During construction, the various diesel-powered vehicles and equipment in use on-site could create localized odors. Equipment exhaust and construction activities (such as paving) would result in odor emissions from the proposed Project. The construction contractor will utilize typical construction techniques and the odors would be typical of most construction sites. These odors would be temporary in nature, would dissipate quickly rapidly once construction activities cease, and are not likely to be noticeable for extended periods of time beyond the Project site. In addition, once the Project is operational, there would be no significant source of odors from the Project. Therefore, the impact is ***less than significant.***

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The Project site is primarily planted in vineyards and is subject to ongoing disturbance by intensive agricultural activities. The remaining land (non-vineyard) consists of rural residential development, irrigated pasture and disked fields. The immediate surrounding vicinity consists of land developed with residences and agriculture.

The proposed Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Like most of California, Fresno and the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

The Project site is located just outside the western edge of the City of Fresno, within Section 21, Township 13 S, Range 19 E, Mount Diablo Base and Meridian. Historically, vegetation communities in the vicinity of the proposed Project site likely consisted of a mosaic of Oak Woodland or Oak Savannah, Great Valley Mixed Riparian, Freshwater Marsh or Alkali Sink, and Valley Grassland. Current native and nonnative colonizing plant species include Canadian horseweed (*Erigon canadensis*), Menzie's fiddleneck (*Amsinckia menziesii*), miner's lettuce (*Claytonia* sp.) and many more. Lands in the vicinity of the proposed Project site are currently dominated by rural residential and agriculture uses.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.

Over the years, the Fresno area has been substantially disturbed by agricultural and residential activities, with lands within the City itself having primarily been converted to urban development.

RESPONSES

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact With Mitigation. A Biological Resource Evaluation Report was prepared by Colibri Ecological Consulting for the Project in November 2019 (Appendix B). The results of the desktop review, site survey and biological report are summarized herein. Nine species listed as threatened or endangered under the FESA were found on the USFWS species list for the Project site. However, none of those species are expected to occur in the Project site or surrounding areas because of lack of habitat, the Project site being outside the current range of the species, and/or the presence of disturbance would otherwise preclude their occurrence. Searching the CNDDB records for special-status species within the Herdon 7.5-minute USGS topographic quad and eight surrounding quads produced 175 records of 46 species. After thorough investigation, none of the species on record are expected to occur in the Project site or surrounding areas, due to a lack of habitat or lack of records from within 5 miles.

During the field survey, 58 plant species (17 native and 41 nonnative), one reptile species and 19 bird species (or diagnostic signs of them) were observed. For a complete list of species, see Appendix B (Biological Evaluation). Although no special status plant or animal species were observed, three special-status wildlife species have a possibility of occurring on or near the Project site—pallid bat, Swainson's hawk and American badger. Disturbance from construction activities have the potential to result in injury or mortality to American badger. Incidental loss of fertile eggs, nestlings, or young, or nest abandonment may occur for Swainson's hawk. Additionally, construction disturbance may contribute to maternal colony abandonment for pallid bat. All of these inadvertent outcomes would constitute a significant impact. Several mitigation measures are required to ensure that impacts remain ***less than significant***. These include the provision for pre-construction surveys and additional protection measures.

No active nesting sites had been found during the field survey. However, the Project site may provide seasonal foraging and nesting habitat for a variety of migratory birds that are protected by the Migratory Bird Treaty Act. These species include but are not limited to, mourning dove (*Zenaida macroura*), red-tailed hawk (*Buteo jamaicensis*), Swainson's hawk (*Buteo swainsoni*), and California scrub jay (*Aphelocoma californica*). Mitigation measures would ensure that impacts to active nesting sites remain ***less than significant***.

Mitigation Measures: BIO – 1 (Protect nesting Swainson's hawk), BIO – 2 (Protect American Badger), BIO – 3 (Protect pallid bat), and BIO – 4 (Protect nesting birds). See attached Project Specific Mitigation Measure Monitoring Checklist.

BIO-1: Protect nesting Swainson's hawk.

1. To the extent practicable, construction activities shall be scheduled to avoid Swainson's

hawk nesting season, which extends from March through August.

2. If it is not possible to schedule work between September and February, a qualified biologist shall conduct a survey for active Swainson's hawk nests within 0.5 miles of the Project site no more than 14 days prior to the start of construction. If an active nest is found within 0.5 miles, and the qualified biologist determines that Project activities would disrupt nesting, a construction-free buffer or limited operating period shall be implemented in consultation with the CDFW.

BIO-2: Protect American Badger.

1. To protect American badger, a qualified biologist shall conduct a pre-construction survey in suitable land cover on and within 50 feet of the Project site no more than 14 days prior to the start of construction. If American badger activity (dens, digging, or direct observation) is detected, the qualified biologist shall establish an exclusion zone of 50 feet between any active dens and the work area. Exclusion fencing shall be installed around the work area to prevent American badgers from entering. If a 50-ft exclusion zone cannot be established, a site-specific plan to minimize the potential for Project activities to affect the survival or reproductive success of American badger shall be developed by the qualified biologist and implemented in consultation with the CDFW.

BIO-3: Protect pallid bat.

1. To the extent practicable, construction shall be scheduled to avoid the pallid bat pupping season, which extends from April through July.
2. If it is not possible to schedule work between August and March, a qualified biologist shall conduct a survey for active pallid bat maternal colonies in large trees on the Project site no more than 14 days prior to the start of construction. If an active colony is found, and the qualified biologist determines that the Project activities would disrupt breeding, a construction-free buffer or limited operating period shall be implemented in consultation with the CDFW.

BIO-4: Protect nesting birds.

1. To the extent practicable, construction shall be scheduled to avoid the nesting season, which extends from February through August.
2. If it is not possible to schedule construction between September and January, a pre-construction clearance survey for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. A

pre-construction survey shall be conducted no more than 14 days prior to the start of construction activities. During this survey, the qualified biologist shall inspect all potential nest substrates in and immediately adjacent to the impact areas, including within 250 feet in the case of raptor nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer to be established around the nest. If work cannot proceed without disturbing the nesting birds, work may need to be halted or redirected to other areas until nesting and fledging are completed or the nest has failed for non-construction related reasons.

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. The Proposed Project site is located in a highly disturbed agricultural area that is primarily surrounded by residential and agricultural land. The site is not located within an established fish or wildlife migratory corridor. Therefore, ***less than significant impacts*** to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites would occur as a result of this Project.

Mitigation Measures: None are required.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The United States Army Corps of Engineers (USACE) regulates the dredge and fill of "Waters of the U.S." through Section 404 of the Clean Water Act (CWA). The proposed Project site is primarily planted in vineyards and there are no jurisdictional waters or wetlands on the site that would be impacted by the proposed Project. As identified in the Biological Assessment (Appendix B) no wetlands occur along or at the terminus of either canal, either on site or downstream of the Project site.

Therefore, no impacts would occur on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means as a result of this Proposed Project. As such, there would be ***no impacts*** associated with the proposed improvements.

Mitigation Measures: None are required.

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The Proposed Project site is located in a highly disturbed agricultural area that is primarily surrounded by residential and agricultural land. The site is not located within an established fish or wildlife migratory corridor. Therefore, ***no impacts*** to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites would occur as a result of this Project.

Mitigation Measures: None are required.

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant. The City's General Plan Parks, Open Space and Schools Element contains several objectives and policies pertaining to the protection of biological resources. Most of the policies pertain to general long-term protection and preservation of biological resources including providing buffers for natural areas, implementing habitat restoration where applicable, protection/enhancement of the San Joaquin River area, and other similar policies. Since the Project is located in a highly disturbed area with minimal biological resources and does not include significant impacts to protected plant or animal species, the Project does not conflict with any adopted policies pertaining to biological resources. Therefore, there is a ***less than significant impact.***

Mitigation Measures: None are required.

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is not subject to any adopted habitat conservation plan, natural community conservation plan or other conservation plan, as there are no adopted plans. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

AFFECTED ENVIRONMENT

The Project site is composed of vineyards, disked fields, irrigated pasture and rural residential homes. It is subject to ongoing disturbance by intensive agricultural activities. The immediate vicinity consists of land developed with residences and agriculture.

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

The proposed Project site is located in the San Joaquin Valley, which has been occupied by Native American groups for thousands of years. There is evidence of human habitation in the San Joaquin Valley dating to 11,000 years ago, although only a few archaeological sites of this antiquity have been identified at the present time. Native American groups that inhabited the San Joaquin Valley during ethnographic times were known as the Yokuts, a group of 40-50 recognizable tribes of the Pennution

linguistic family. The City of Fresno lies at the intersection of where ethnographers generally recognize three cultural- geographical divisions of Yokuts: Foothills, Northern Valley, and Southern Valley. The Foothill Yokuts included about 15 named tribes, representing the eastern third of the 40 to 50 recorded Yokuts tribes. Upon contact with the Europeans, which first occurred in the late 1700s, the numbers of Yokuts rapidly diminished. Their home of the valley floor was readily accessible to encroachment by settlers. The early pioneers were followed in rapid succession by the farmers with the plow and by fences, roads, railroads, and flourishing cities. By the 1910 census, a total of 533 Yokuts were counted in the state.

The Project site and its immediate vicinity consists of intensely disturbed lands (agriculture, residential development, commercial/industrial facilities, schools, and public areas such as roadways, etc.).

RESPONSES

a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c. Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation. To assist in the assessment of cultural/historical resources associated with the 88-acre residential development, an intensive Cultural Resource Inventory and Evaluation Report (Report) was prepared for the proposed Project in February 2020 by Applied EarthWorks, Inc. (Æ). Refer to Appendix C for the Report. Æ conducted a cultural resource inventory and California Register of Historic Resources (CRHR) evaluation to determine whether the Project will potentially impact significant cultural resources (i.e., historical resources) within the 88-acre Project area. The inventory included a records search at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System to identify previously recorded cultural resources and prior studies in the area; archival research; a search of the Native American Heritage Commission's (NAHC) Sacred Lands File and communication with local Native American tribes and individuals; a pedestrian survey of the Project area; and a CRHR eligibility evaluation of three historic-era built environment resources that lie within the Project area.

The records search conducted by the SSJVIC revealed that no previous cultural resource investigations

have been conducted in the Project area, although there have been five investigations within a 0.5-mile radius surrounding the Project area. The SSJVIC also reported that there are no previously recorded cultural resources within the Project area or surrounding 0.5-mile radius.

A search of the NAHC's Sacred Lands File did not indicate the presence of sacred resources in the immediate Project area. The NAHC supplied a list of 13 individuals and tribal representative with ancestral ties to the Project area. Æ's outreach to those on the list resulted in the Traditional Choinumni Tribe expressing concern over the possibility of discovering deeply buried prehistoric deposits during construction. They recommended a cultural resource monitor be present during ground-disturbing activities extending below 3 feet. The requirement for a cultural monitor has been included as a Project mitigation measure.

Æ's pedestrian survey did not identify any archaeological resources; however, it did identify five historic-era built environment resources in the Project area including three historic era farm/house structures and two historic era transmission lines. All cultural resources observed were documented on California Department of Parks and Recreation cultural resource record forms and evaluated for historical significance (i.e., eligibility for listing in the CRHR). Æ's evaluations indicate that none of the historic-era built environment resources are eligible for inclusion in the CRHR. Refer to Appendix C for the documentation involving the potential historic-era structures.

As indicated in the Cultural Resources Report prepared for the Project, there are no known historical resources within the Project area that will be impacted by the Project as currently designed. However, there are known Native American village sites in the nearby San Joaquin River watershed, and the Traditional Choinumuni Tribe has expressed concerns regarding the potential for uncovering buried isolated artifacts or sites relating to Native American occupation during Project construction. Due to these factors, Æ recommends that an archaeologist monitor ground-disturbing excavations that extend greater than 3 feet in depth. Moreover, Æ advises that in the event archaeological remains are encountered at any time during ground-disturbing activities in any of the areas associated with the proposed construction, all work in the vicinity of the find should be stopped until a qualified archaeologist can assess the discovery. These protective measures have been added as mitigation measures CUL-1 and CUL-2.

Finally, if human remains are uncovered during construction, the Fresno County Coroner is to be notified to arrange their proper treatment and disposition. If the remains are identified—on the basis of archaeological context, age, cultural associations, or biological traits—as those of a Native American, California Health and Safety Code 7050.5 and Public Resource Code 5097.98 require that the coroner notify the NAHC within 24 hours of discovery. The NAHC will then identify the Most Likely

Descendent, who will be afforded the opportunity to recommend means for treatment of the human remains following protocols in California Public Resources Code (PRC) 5097.98. This has been added as mitigation measure CUL-3.

Although no cultural or archaeological resources, paleontological resources or human remains have been identified in the Project area, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. Mitigation Measures CUL – 1, CUL – 2 and CUL – 3 will be implemented to ensure that Project will result in ***less than significant impacts with mitigation***.

Mitigation Measures: CUL – 1 (Archeological monitor), CUL – 2 (Protection of undiscovered cultural resources), and CUL – 3 (Protection of human remains). See attached Project Specific Mitigation Measure Monitoring Checklist. See also the attached MEIR Mitigation Measure Monitoring Checklist.

CUL – 1 Because there are known Native American village sites in the nearby San Joaquin River watershed, and the Traditional Choinumuni Tribe has concerns regarding the potential for uncovering buried isolated artifacts or sites relating to Native American occupation during Project construction. It is recommended that an archaeologist monitor ground-disturbing excavations that extend greater than 3 feet in depth.

CUL – 2 In the event that archaeological remains are encountered at any time during development or ground-moving activities within the Project area, all work in the vicinity of the find should be halted until a qualified archaeologist can assess the discovery.

CUL – 3 If human remains are uncovered, or in any other case when human remains are discovered during construction, the Fresno County Coroner is to be notified to arrange their proper treatment and disposition. If the remains are identified—on the basis of archaeological context, age, cultural associations, or biological traits—as those of a Native American, California Health and Safety Code 7050.5 and Public Resource Code 5097.98 require that the coroner notify the NAHC within 24 hours of discovery. The NAHC will then identify the Most Likely Descendent, who will be afforded the opportunity to recommend means for treatment of the human remains following protocols in California Public Resources Code (PRC) 5097.98.

VI. ENERGY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

California's total energy consumption is second-highest in the nation, but, in 2016, the state's per capita energy consumption ranked 48th, due in part to its mild climate and its energy efficiency programs. In 2017, California ranked second in the nation in conventional hydroelectric generation and first as a producer of electricity from solar, geothermal, and biomass resources while also in 2017, solar PV and solar thermal installations provided about 16% of California's net electricity generation.[4] Energy usage is typically quantified using the British thermal unit (BTU). As a point of reference, the approximately amounts of energy contained in common energy sources are shown in Table 3.6-1.

Table 3.6-1
BTU's Per Energy Source

Energy Source	BTUs[5]
Gasoline	20,429 per gallon
Natural Gas	1,037 per cubic foot
Electricity	3,412 per kilowatt-hour

[4] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed February 2020.
[5] U.S. Energy Information Administration. Energy Units and Calculators Explained. https://www.eia.gov/energyexplained/index.php?page=about_energy_units. Accessed February 2020.

California electrical consumption in 2016 was 7,830.8 trillion BTU[6], as provided in Table 3.6-2.

Table 3.6-2
2016 California Energy Consumption[7]

End User	BTU of energy consumed (in trillions)	Percentage of total consumption
Residential	1,384.4	17.7
Commercial	1,477.2	18.9
Industrial	1,854.3	23.7
Transportation	3,114.9	39.8
Total	**7,830.8**	--

The California Department of Transportation (Caltrans) reports that approximately 25.1 million automobiles, 5.7 million trucks, and 889,024 motorcycles were registered in the state in 2017, resulting in a total estimated 339.8 billion vehicles miles traveled (VMT).[8]

Applicable Regulations

California Energy Code (Title 24, Part 6, Building Energy Efficiency Standards)

California Code of Regulations Title 24, Part 6 comprises the California Energy Code, which was adopted to ensure that building construction, system design and installation achieve energy efficiency. The California Energy Code was first established in 1978 by the CEC in response to a legislative mandate to reduce California's energy consumption, and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The standards are updated periodically to increase the baseline energy efficiency requirements. The 2013 Building Energy Efficiency Standards focus on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings and include requirements to enable both demand reductions during critical peak periods and future solar electric and thermal system installations. Although it was not originally intended to reduce greenhouse gas (GHG) emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

California Green Building Standards Code (Title 24, Part II, CALGreen)

The California Building Standards Commission adopted the California Green Buildings Standards Code (CALGreen in Part 11 of the Title 24 Building Standards Code) for all new construction statewide on July

[6] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed February 2020.
[7] U.S. Energy Information Administration. Independent Statistics and Analysis. California Profile Overview. https://www.eia.gov/state/?sid=CA#tabs-1. Accessed February 2020.
[8] Caltrans. 2017. California Transportation Quick Facts. http://www.dot.ca.gov/drisi/library/qf/qf2017.pdf. Accessed February 2020.

17, 2008. Originally a volunteer measure, the code became mandatory in 2010 and the most recent update (2013) went into effect on January 1, 2014. CALGreen sets targets for energy efficiency, water consumption, dual plumbing systems for potable and recyclable water, diversion of construction waste from landfills, and use of environmentally sensitive materials in construction and design, including eco-friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. The 2013 CALGreen Code includes mandatory measures for non-residential development related to site development; water use; weather resistance and moisture management; construction waste reduction, disposal, and recycling; building maintenance and operation; pollutant control; indoor air quality; environmental comfort; and outdoor air quality. Mandatory measures for residential development pertain to green building; planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; environmental quality; and installer and special inspector qualifications.

Clean Energy and Pollution Reduction Act (SB 350)

The Clean Energy and Pollution Reduction Act (SB 350) was passed by California Governor Brown on October 7, 2015, and establishes new clean energy, clean air, and greenhouse gas reduction goals for the year 2030 and beyond. SB 350 establishes a greenhouse gas reduction target of 40 percent below 1990 levels for the State of California, further enhancing the ability for the state to meet the goal of reducing greenhouse gas emissions by 80 percent below 1990 levels by the year 2050.

Renewable Portfolio Standard (SB 1078 and SB 107)

Established in 2002 under SB 1078, the state's Renewables Portfolio Standard (RPS) was amended under SB 107 to require accelerated energy reduction goals by requiring that by the year 2010, 20 percent of electricity sales in the state be served by renewable energy resources. In years following its adoption, Executive Order S-14-08 was signed, requiring electricity retail sellers to provide 33 percent of their service loads with renewable energy by the year 2020. In 2011, SB X1-2 was signed, aligning the RPS target with the 33 percent requirement by the year 2020. This new RPS applied to all state electricity retailers, including publicly owned utilities, investor-owned utilities, electrical service providers, and community choice aggregators. All entities included under the RPS were required to adopt the RPS 20 percent by year 2020 reduction goal by the end of 2013, adopt a reduction goal of 25 percent by the end of 2016, and meet the 33 percent reduction goal by the end of 2020. In addition, the Air Resources Board, under Executive Order S-21-09, was required to adopt regulations consistent with these 33 percent renewable energy targets.

RESPONSES

a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant. Project implementation could increase the demand for electricity and natural gas within the Project area and gasoline consumption in the region during construction and operation of new land use developments as follows:

Short Term Construction

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

During the five-year Project construction period, diesel fuel would be required to power off-road heavy construction equipment and trucks. To calculate total fuel consumption for specific equipment, Section 4.3 of Appendix A provides detailed construction phasing, construction equipment used in each phase, total number of days worked, equipment horsepower, equipment load factor, and equipment quantities based on typical construction equipment and default model assumptions. Title 24 Building Energy Efficiency Standards provide guidance on construction techniques to maximize energy conservation and it is expected that contractors and owners have a strong financial incentive to use recycled materials and products originating from nearby sources in order to reduce materials costs. As such, it is anticipated that materials used in construction and construction vehicle fuel energy would not involve the wasteful, inefficient, or unnecessary consumption of energy.

There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less-energy efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region. Furthermore, air district regulations would be implemented, which includes idling restrictions to reduce potential air quality impacts and would have the co-benefit of reducing fuel consumption.

Long-Term Operations

Transportation Energy Demand

As discussed in Impact XVII – Transportation/Traffic, the proposed Project would generate approximately 4,502 daily vehicle trips. Within a 1.5-mile radius of the proposed Project site there are several services, such as restaurants, schools and gas stations. The proposed Project would constitute development within an area that is being planned for and developed with housing, commercial and educational facilities and would not be opening an entirely new geographical area for development that would draw a significant amount of new trips, or substantially lengthen existing trips. As such, it would be expected that vehicular fuel consumption associated with the proposed Project would not be any more inefficient, wasteful, or

unnecessary than for any other similar land use activities in the region.

Building Energy Demand

The proposed Project includes construction and operation of a 486-unit single-family residential Project, as well as four outlots for open space and a pedestrian trail, on approximately 88 acres. The Project would introduce energy usage on a site that is currently demanding minimal energy (other than energy used for agricultural operations and scattered rural housing).

Operational Project energy consumption would occur for multiple purposes, including but not limited to, building heating and cooling, refrigeration, lighting and electronics. Operational energy would also be consumed during each vehicle trip associated with the proposed use. CalEEMod was utilized to generate the estimated energy demand of the proposed Project, and the results are provided in Table 3.6-3 and in Appendix A.

Table 3.6-3 – Annual Project Energy Consumption by Land Use

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year
486 Single-Family Residential Units	849,792	2,536,090

The proposed Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly increases energy savings, and it is generally assumed that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy.

As discussed in Impact XVII – Transportation/Traffic, the proposed Project would generate approximately 4,502 daily vehicle trips. The length of these trips and the individual vehicle fuel efficiencies are not known; therefore, the resulting energy consumption cannot be accurately calculated. Adopted federal vehicle fuel standards have continually improved since their original adoption in 1975 and assists in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

As discussed previously, the proposed Project would be required to implement and be consistent with existing energy design standards at the local and state level. Buildings and infrastructure constructed pursuant to the proposed Project would comply with the versions of CCR Titles 20 and 24, including CalGreen, that are applicable at the time that building permits are issued. Current state regulatory requirements for new building construction contained in the 2019 CalGreen and Title 24 would increase

energy efficiency and reduce energy demand in comparison to existing residential structures, and therefore, would reduce actual environmental effects associated with energy use from the proposed Project. It would be expected that building energy consumption associated with the proposed Project would not be any more inefficient, wasteful, or unnecessary than for any other similar residential buildings in the area

For these reasons, the Project would not result in the unnecessary, inefficient, or wasteful use of energy resources. This impact would be ***less than significant***.

Mitigation Measures: None are required.

VII. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial direct or indirect	☐	☒	☐	☐

VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
risks to life or property?				
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The approximately 88-acre Project site is depicted on United States Geological Survey Topographic Herndon California Quadrangle and is shown to be underlain by recent alluvial deposits of sandy loam, probably of the Modesto Formation. These sediments are characterized by their concentrations of sand, silt, and clay. Sandy loam is relatively equal in proportion with respect to all three of these fractions. The Project site contains Exeter sandy loam and San Joaquin sandy loam.

The nearest known active regional fault is the Great Valley Fault Zone, approximately 35 miles southwest of the Project site. The San Andreas Fault is approximately 75 miles southwest of the Project site. The Clovis Fault is the closest potentially active fault to the Project site and is located approximately 10 miles east of the site.

The City of Fresno is located in the south central portion of the Great Valley geomorphic province of California. The Great Valley, also known as the Central Valley, is an elongated, northwest-trending, nearly flat lowland located between the Sierra Nevada Mountains on the east and the Coast Ranges on the west. The Sacramento River drains the northern portion of the Great Valley, and the San Joaquin River drains the southern portion. The southern part of the Great Valley, where the Project site is located, is also known as the San Joaquin Valley.

The Great Valley consists of the alluvial flood and delta plains of the Sacramento River, the San Joaquin River, and their tributaries. The region has persisted as a shallow marine embayment, and later as lowland, for the entire Cenozoic and the latest Mesozoic eras (from about 100 million years ago to present). The valley originated below sea level as an offshore area that was later enclosed by uplift of the Coast Ranges. Over the millennia the valley was filled by the sediments eroded from the Coast Ranges and the Sierra Nevada Mountains. In the late Cenozoic much of the Great Valley was occupied by shallow brackish and freshwater lakes.

RESPONSES

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground shaking, liquefaction, or landslides?

Less Than Significant Impact With Mitigation. This impact analysis evaluates the proposed Project's potential to expose persons or structures to seismic hazards (fault rupture, ground shaking, ground failure, and landsliding). Each of these hazards and their potential environmental impacts are discussed below.

Fault Rupture

The Project site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone. There are no known major or active faults crossing the site or in close proximity to the site. The nearest known active regional fault is the Great Valley Fault Zone, approximately 35 miles southwest of the Project site. The San Andreas Fault is approximately 75 miles southwest of the Project site. The Clovis Fault is the closest potentially active fault to the Project site and is located approximately 10 miles east of the site. Since no known surface expression of active faults is believed to cross the site, fault rupture through the site is not anticipated. ***Less than significant impacts*** would occur.

Strong Ground Shaking

The California Geological Survey maintains a web-based computer model that estimates probabilistic seismic ground motions for any location with California. The computer model estimates the "Design Basis Earthquake" ground motion, which is defined as the peak horizontal ground acceleration with a 10-percent chance of exceedance in 50 years (475-year return period). For an alluvium soil type, the Project site's estimated peak ground acceleration is approximately 0.175g or 0.175 times the acceleration of gravity.

The Project site is located just outside the City of Fresno, which utilizes Seismic Design Categories C and D. The proposed Project would consist of occupancy groups in Category II - most buildings and structures of ordinary occupancy (e.g., residential, commercial, and industrial buildings), thus requiring design in accord with Category C.

Although the City of Fresno is located in an area of low seismic activity, the faults and fault systems that lie along the eastern and western boundaries of Fresno County, as well as other regional faults, have the potential to produce high-magnitude earthquakes throughout the County. The City of Fresno is located on alluvial deposits, which tend to experience greater ground shaking intensities than areas located on hard rock. However, the distance to the faults that are the expected sources of the shaking would be sufficiently great that the effects should be minimal.

Mitigation Measure GEO-1 requires the applicant to prepare and submit a design-level geotechnical study that complies with all applicable seismic design standards of the California Building Standards Code. Seismic design standards account for peak ground acceleration, soil profile, and other site conditions and they establish corresponding design standards intended to protect public safety and minimize property damage. This measure would reduce potential ground shaking impacts to a level of ***less than significant with mitigation.***

Seismic Related Ground Failure (including Liquefaction)

The potential for seismic related ground failure (liquefaction, lateral spreading, and lurching) occurring on the Project site is minimal because of the absence of high groundwater levels and saturated loose granular soil on the Project site. In addition, the intensity of ground shaking from a large, distant earthquake is expected to be relatively low on the Project site and, therefore, would not be severe enough to induce liquefaction onsite. These characteristics indicate that the Project site has a low susceptibility to liquefaction and liquefaction-related phenomena. Regardless, Mitigation Measure GEO-1 requires the applicant to prepare and submit a design-level geotechnical study that complies with all seismic design standards of the California Building Standards Code. This measure provides certainty that the proposed Project would not be at risk of ground failure hazard. This measure would ensure that any risk of significant impact from seismic related ground failure remains ***less than significant***.

Landsliding

There are no substantial slopes on or near the Project site. Therefore, the opportunity for slope failure in response to the long-term geologic cycle of uplift, mass wasting, and difference of slopes is unlikely. Mitigation Measure GEO-1 requires the applicant to prepare and submit a design-level geotechnical study that complies with all applicable seismic design standards of the California Building Standards Code. This would ensure that the Project would not present a geological hazard and impacts from landslides would remain ***less than significant level***.

Mitigation Measures: GEO – 1 (Geotechnical investigation). See attached Project Specific Mitigation Measure Monitoring Checklist. See also the attached MEIR Mitigation Measure Monitoring Checklist.

GEO – 1: The Project proponent shall retain a registered geotechnical engineer to prepare a design level geotechnical analysis prior to the issuance of any grading and/or building permit. The design-level analysis shall address site preparation measures and foundation design requirements of the Project. The design-level analysis shall be prepared to the satisfaction of the City of Fresno. Final design-level Project plans shall be designed in accordance with the approved geotechnical analysis. This shall include certification of engineered fills and subgrade preparation through monitoring of earthwork and compaction testing by a geotechnical engineer during construction.

b. Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact With Mitigation. The Project site contains Exeter sandy loam (Es) (22.6 percent) and San Joaquin sandy loam, shallow (SdA) (77.4 percent). See Appendix D for a detailed soil report. The Fresno County General Plan Background Report characterizes the soils in the Project vicinity as excessively drained to moderately well drained soils of young alluvial fans. Exeter sandy loam is a Class IIIs soil (irrigated) and Class IVs (non-irrigated). Exeter sandy loam shallow is a Class IIs soil (irrigated) and Class 4s (non-irrigated).

Construction activities associated with the Project involves ground preparation work for the new housing development and associated improvements. These activities could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the Project site. During construction, nuisance flow caused by minor rain could flow off-site. The City and/or contractor would be required to employ appropriate sediment and erosion control BMPs as part of a Stormwater Pollution Prevention Plan (SWPPP) that would be required in the California National Pollution Discharge Elimination System (NPDES). In addition, soil erosion and loss of topsoil would be minimized through implementation of the SVJAPCD fugitive dust control measures (See Section III). Once construction is complete, the Project would not result in on-going soil erosion or loss of topsoil. Mitigation Measure GEO – 2 (requirement to prepare a SWPPP) will ensure that impacts remain ***less than significant.***

Mitigation Measures: Project-specific Mitigation Measures GEO – 2. See attached Project-specific Mitigation Measure Monitoring Checklist.

GEO – 2: In order to reduce on-site erosion due to Project construction and operation, an erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods by a registered civil engineer or certified professional. The erosion control plan shall incorporate best management practices consistent with the requirements of the National Pollution Discharge Elimination System (NPDES). The erosion component of the plan must at least meet the requirements of the SWPPP required by the California State Water Resources Control Board. If earth disturbing activities are proposed between October 15 and April 15, these activities shall be limited to the extent feasible to minimize potential erosion related impacts. Additional erosion control measures shall be implemented in consultation with the City of Fresno. Prior to the issuance of any permit, the Project proponent shall submit detailed plans to the satisfaction of the City of Fresno. The components of the erosion control plan and SWPPP shall be monitored for effectiveness by City of Fresno. Erosion control measures may include, but not be limited to, the following:

- Limit disturbance of soils and vegetation disturbance removal to the minimum area necessary for access and construction;
- Confine all vehicular traffic associated with construction to the right-of-way of designated access roads;
- Adhere to construction schedules designed to avoid periods of heavy precipitation or high winds;
- Ensure that all exposed soil is provided with temporary drainage and soil protection when construction activity is shut down during the winter periods; and
- Inform construction personnel prior to construction and periodically during construction activities of environmental concerns, pertinent laws and regulations, and elements of the proposed erosion control measures.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform

Building Code creating substantial risks to life or property?

Less Than Significant Impact With Mitigation. See Section VIa. above. The site is not at significant risk from earthquakes, ground shaking, liquefaction, or landslide and is otherwise considered geologically stable. Subsidence is typically related to over-extraction of groundwater from certain types of geologic formations where the water is partly responsible for supporting the ground surface. However, the site may be subject to soil hazards including existing fills and settlement potential that could adversely impact proposed structures. Mitigation Measure GEO – 1 (requirement for a design level geotechnical analysis) will reduce impacts to a ***less than significant*** level.

Mitigation Measures: Project-specific Mitigation Measures GEO – 1. See attached Project-specific Mitigation Measure Monitoring Checklist.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project does not include the construction, replacement, or disturbance of septic tanks or alternative wastewater disposal systems. The Project will be required to tie into existing sewer services (See Utilities section for more details). Therefore, there is ***no impact.***

Mitigation Measures: None are required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. As identified in the Cultural Resources Assessment (Appendix C) for the Project site, there are no known paleontological resources on or near the site. (See Section V. for more details). Mitigation measures have been added that will protect unknown (buried) resources during construction, including paleontological resources. In addition, the site is substantially developed with the remainder a dirt lot that has been graded. There are no unique geological features on site or in the area. Therefore, there is a ***less than significant impact.***

Mitigation Measures: None are required.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

AFFECTED ENVIORMENT

Various gases in the earth's atmosphere play an important role in moderating the earth's surface temperature. Solar radiation enters earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth's atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO_2), methane (CH_4), ozone, Nitrous Oxide (NO_x), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors.

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought periods. There is uncertainty regarding the timing, magnitude, and nature

of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state's useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

RESPONSES

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases from sources that in general emit 25,000 metric tons or more of carbon dioxide (CO2) per year. An Air Quality and Greenhouse Gas Analysis Report was prepared for the Project (Appendix A). As shown in the CalEEMod results inAppendix A, the Project will produce the following CO2:

Construction (2020)	108.48 MT/yr
Construction (2021)	320.91 MT/yr
Construction (2022)	545.21 MT/yr
Construction (2023)	549.83 MT/yr
Construction (2024)	553.31 MT/yr
Construction (2025)	550.01 MT/yr
Operation (2025)	5,449.86 MT/yr
Combined:	**8,077.61 MT/yr**

To be conservative, the proposed Project construction and operational CO2 emissions are combined and the Project is estimated to produce 8,077.61 tons per year of CO2. This represents approximately 32 percent of the reporting threshold.

The City of Fresno prepared a Greenhouse Gas Reduction Plan (Appendix F-2 of the General Plan MEIR) as part of the General Plan Update, which included an emission reduction target for demonstrating consistency with State greenhouse gas reduction targets. The General Plan contains

several policies designed to reduce greenhouse gas emissions. Due to its proposed location on a vacant / underutilized parcel, the Project is consistent with the following policies:

Policy LU-2-a: Infill Development and Redevelopment. Promote development of vacant, underdeveloped, and re-developable land within the City Limits where urban services are available by considering the establishment and implementation of supportive regulations and programs.

Policy MT-2-c: Reduce VMT through Infill Development. Provide incentives for infill development that would provide jobs and services closer to housing and multi-modal transportation corridors, and vice versa, in order to reduce citywide vehicle miles travelled.

Policy RC-2-a Link Land Use to Transportation. Promote mixed-use, higher density infill development in multi-modal corridors. Support land use patterns that make more efficient use of the transportation system and plan future transportation investments in areas of higher-intensity development. Discourage investment in infrastructure that would not meet these criteria.

Policy RC-8-a Existing Standards and Programs. Continue existing beneficial energy conservation programs, including adhering to the California Energy Code in new construction and major renovations.

In addition, the proposed Project will comply with the following City of Fresno GHG Reduction Plan strategies:

- Energy Efficiency in New Buildings: The Project will meet or exceed Title 24 Energy Efficiency Standards.
- Water Conservation: The Project will implement the City of Fresno Water Conservation Program, including implementation of the State's Water Efficient Landscape Ordinance. The California Water Conservation Act mandates a 20 percent reduction in water usage by 2020. The City has a reduction target of per capita water usage in the City's water service area to 230 gpd per capita (25 percent below the current consumption rate) in 2035. The City will meet the reduction target with measures applicable to new and existing development. Reductions beyond the state mandated 20 percent are possible with the use of building and landscaping water conservation features. The reductions from buildings can be achieved with high efficiency toilets, low-flow faucets, and water-efficient appliances such as dishwashers. Water savings from landscaping would be achieved primarily through the use of drought-tolerant landscaping or xeriscaping.
- Compact and Infill Development: The Project will make use of an existing underutilized space where similar facilities are located and public transit is available. More intense commercial

development increases opportunities for walking, bicycling and transit use for some trips, thereby reducing vehicle trips.

In addition to generating GHG emissions below the reporting threshold, the proposed Project is consistent with the City's General Plan policies pertaining to greenhouse gases, and implements greenhouse gas reduction features included in the City's GHG Reduction Plan**.** Therefore, operationally-generated GHGs are ***less than significant.***

Construction emissions

Emissions from construction are temporary in nature. The SJVAPCD has implemented a guidance policy for development projects within their jurisdiction. This policy, "Guidance for Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA," approved by the Board on December 17, 2009, does not address temporary GHG emissions from construction, nor does this policy establish numeric thresholds for ongoing GHG emissions. However, construction-related GHG emissions were calculated and, as described above, are included in the overall operational GHG emission calculations. In order to account for the construction emissions, amortizations of the total emissions generated during construction were based on the life of the development (residential – 30 years) and added to the operational emissions. Since the total combined GHG emissions (from construction and operation) are below the reporting threshold as shown above, construction-generated GHGs are ***less than significant.***

Mitigation Measures: None are required.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☒	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency	☐	☐	☒	☐

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
response plan or emergency evacuation plan?				
g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The Project site is being utilized for vineyards, irrigated pasture, disked fields and rural residences, and is subject to ongoing disturbance by primarily intensive agricultural activities. The immediate vicinity consists of land developed with residences and agriculture. The current agricultural operations involve some potentially hazardous materials such as those typically used as pesticides or other agricultural related chemicals. Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment.

The Project site is served by the Central Unified School District. The nearest schools to the Project site are Glacier Point Middle School and Harvest Elementary School, located approximately 0.8 and 1.1 miles northwest of the Project, respectively. The Project is not located within any airport land use plans.

RESPONSES

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. Construction of the Project would require the use and transport of hazardous materials, including fuels, oils, and other chemicals (e.g., paints, lead, adhesives, etc.) typically used during construction. It is likely that these hazardous materials and vehicles would be stored by the contractor(s) on-site during construction activities. Improper use and transportation of hazardous

materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. However, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the Department of Toxic Substances Control (DTSC), the U.S. Environmental Protection Agency (EPA) and the Occupational Safety and Health Administration (OSHA). In addition, a Storm Water Pollution Prevention Plan (SWPPP) is required for the Project (see Mitigation Measure GEO – 1) and shall include emergency procedures for incidental hazardous materials releases. The SWPPP also includes Best Management Practices which includes requirements for hazardous materials storage.

The use of hazardous materials would be confined to the Project construction period. The Project itself, once constructed, will not contain, use or produce any hazardous materials. Any impacts are ***less than significant.***

Mitigation Measures: None are required.

c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The Project site is served by the Central Unified School District. The nearest schools to the Project site are Glacier Point Middle School and Harvest Elementary School, located approximately 0.8 and 1.1 miles northwest of the Project, respectively.

Based on the current Project description of a residential development, it is not reasonably foreseeable that the proposed Project will cause a significant impact by emitting hazardous waste or bringing hazardous materials within one-quarter mile of an existing or proposed school. Residential land uses do not generate, store, or dispose of significant quantities of hazardous materials. Such uses also do not normally involve dangerous activities that could expose persons onsite or in the surrounding areas to large quantities of hazardous materials. Therefore, the impact is ***less than significant.***

Mitigation Measures: None are required.

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact With Mitigation. Past and present uses of the Project site that could potentially result in the exposure of persons and environment to hazardous materials are pesticides, abandoned wells, and aboveground storage tanks. Each is discussed below:

Pesticides

A majority of the Project site was formerly or currently used for agricultural production. Liquid fertilizers are commonly used in various types of production work. Their uses are assumed due to past agricultural practices. It is unknown how recently such chemicals were used onsite and in what quantities. Therefore, Mitigation Measure HAZ-1 (Soils testing) requires the Project applicant to undertake soil testing of the Project site to determine whether residual concentrations of agricultural chemicals are present and, if so, whether these concentrations are within acceptable limits for residential and commercial developments. If the concentrations exceed acceptable limits, the mitigation measure requires the applicant to perform soil remediation activities prior to grading to ensure that human health and the environment are not exposed to harmful concentrations of agricultural chemicals. With the implementation of Mitigation Measure HAZ-1, impacts would be reduced to a level of ***less than significant***.

Abandoned Wells

It is assumed that, due to the presence of past agriculture on the Project site, there are agricultural wells onsite as well as domestic wells and possible septic systems for previous rural residences that have existed on-site. As these wells and septic systems would not be used at a future date with the proposed Project, they should be abandoned in accordance with applicable local, state, and federal regulations. In particular, the closure of all onsite wells and septic systems should be required as a condition of approval for the proposed Project. This condition has been included as Mitigation Measure HAZ-2 (Abandonment of any agricultural wells that may be uncovered). The abandonment of the existing wells and septic systems in accordance with applicable laws would not pose a health risk. Therefore, with the implementation of Mitigation Measure HAZ-2, impacts would be ***less than significant*** for all well closure associated activities.

Electric Power Lines and Natural Gas Transmission Lines

PG&E owns and operates existing power structures/facilities within the Project's boundaries. Project construction may require the relocation of existing facilities and has the potential to damage underground natural gas transmission lines. This would be a potentially significant impact, however unlikely. The California Public Utilities Commission (CPUC) has mandated clearance requirements between utility facilities and surrounding objects or construction activities. PG&E provided recommendations to ensure that the proposed Project does not adversely impact their facilities. These recommendations have been incorporated as Mitigation Measure HAZ-3 (Consultation with PG&E for power/gas lines) and require that the locations of each tower be delineated on grading/development plans, provides PG&E the opportunity to review and approve plans, provides a minimum cover over the top of gas lines at final grade, and ensures future access to facilities. With the implementation of Mitigation Measure HAZ-3, the impacts are reduced a less than significant level.

Surrounding Land Uses

The nearest known/listed hazardous materials site according to DTSC's EnviroStor database is approximately 4,500 feet southeast of the Project site[9]. That site consisted of a proposed school facility on approximately 15 acres which required targeted cleanup. According to DTSC, a no-further-action finding was issued in 2008 for that site, thus the nearby sites does not pose a significant environmental concern to the Project site.

Government Code 65962.2

As mentioned previously, there are no known hazardous materials sites within the proposed Project site or vicinity. No recorded sites are identified.

However, because of the risk of hazardous materials associated with past agricultural operations, mitigation measures have been applied to reduce the impact to a ***less than significant*** level.

Mitigation Measures: HAZ-1 (Soils testing); HAZ – 2 (Abandonment of any agricultural wells that may be uncovered); and HAZ-3 (Consultation with PG&E for power/gas lines). See attached Project-specific Mitigation Measure Monitoring Checklist.

HAZ-1: Prior to issuance of grading permits, the Project applicant shall retain a qualified consultant to perform testing of the Project site soils, in particular those soils on the site that were subject to pesticide use, soils in the vicinity of the diesel fuel storage tank and soils adjacent to the former railroad alignment, in accordance with the California Department of Toxic Substances (DTSC) "Interim Guidance for Sampling Agricultural Properties". The Guidance document provides recommendations for the number of soil samples and methodology based on Project size in acres. Soils shall be laboratory tested for organochlorine pesticides and arsenic in accordance with DTSC guidelines. If the testing yields concentrations in excess of acceptable limits for residential and commercial development, the Project applicant shall retain a qualified contractor to perform soil remediation in accordance with DTSC guidelines. The soil remediation activities shall be completed prior to grading activities. The applicant shall submit documentation to the City of Fresno demonstrating that soil testing was performed and any necessary remediation was completed as part of the grading permit application.

HAZ-2: Irrigation wells that may be dispersed throughout the Project site, and any potential onsite domestic wells and septic systems shall be properly abandoned or destroyed in compliance with applicable regulations of the Fresno County Department of Public Health governing water wells and septic systems. Consultation shall occur with the Department of Public Health regarding well and septic system abandonment and inspections. Documentation of wells and septic systems being abandoned or destroyed shall be submitted to the City of Fresno Planning

[9] https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=fresno%2C+ca Accessed February 2020.

Department prior to construction of proposed uses. If irrigation wells and septic systems are found during construction activities; those activities shall cease until consultation with the County Department of Public Health has occurred to review proper abandonment of those systems.

HAZ-3: The applicant shall consult with PG&E to determine the location of electric power lines and high-pressure gas transmission lines within the Project boundaries. The locations/depths shall be delineated on all grading/development plans. Development plans shall provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E facilities. Grading/development plans shall indicate which types of equipment and wheel load limits will be acceptable for work over the gas line. PG&E shall be afforded the opportunity to consult with the developer on Project plans.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. According to the Fresno County *Airport Land Use Compatibility Plan* [10](adopted December 2018), the proposed Project site is outside any airport land use plan. ***No impact*** would occur.

Mitigation Measures: None are required.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City has an Emergency Operations Plan in place and has consulted with its police, fire and ambulance service providers to determine that the proposed Project provides adequate emergency access to the Project site and surrounding areas. The City will also provide specific construction schedules and pertinent Project information so that adequate access is maintained at all times. Therefore, the Project will have ***a less than significant impact.***

Mitigation Measures: None are required.

g. Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?

[10] Fresno County Land Use Compatibility Plan. https://www.fresnocog.org/wp-content/uploads/2019/01/fresno-final-alucp-113018- r_part2.pdf. Accessed February 2020.

No Impact. Implementation of the Project would not change the degree of exposure to wildfires because there are no wildlands in the Project vicinity, thus precluding the possibility of wildfires. Therefore, there is ***no impact.***

Mitigation Measures: None are required.

X. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☒	☐	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off- site;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☒	☐	☐
iv. impede or redirect flood flows?	☐	☐	☒	☐

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The Project site is primarily planted in vineyards and is subject to ongoing disturbance by intensive agricultural activities. The remaining land consists of rural residential development, irrigated pasture and disked fields. The immediate surrounding vicinity consists of land developed with residences and agriculture. The approximately 88-acre Project site is depicted on United States Geological Survey Topographic Herndon California Quadrangle and is shown to be underlain by recent alluvial deposits of sandy loam, probably of the Modesto Formation. The site is relatively flat and does not contain any natural or man-made water ways (such as canals, streams, ponds, etc.). The Project is located within the Fresno Metropolitan Flood Control District (FMFCD) boundaries and is subject to its standards and regulations.

The existing farming operation obtains water from on-site groundwater wells. The Project intends to connect to the City's water system to provide potable water for the residential development. According to the City's adopted Urban Water Management Plan (2015), the City's existing water system consists of about 1,799 miles of transmission and distribution pipelines, 260 active municipal groundwater wells, 224 of which registered flows in the past year, 2 surface water treatment facilities of rated capacities of 2 and 30 mgd, 3 water storage facilities, and 4 booster pump facilities. The distribution system was previously divided into four quasi-pressure zones to help regulate and optimize system pressures as there is an approximate 120 feet of elevation decrease running across the city from the northeast to the southwest.

The City of Fresno will provide water to the proposed Project, however, the Project will be required to tie into the City's existing water service infrastructure.

RESPONSES

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant. The Project has the potential to impact water quality standards and/or waste discharge requirements during construction (temporary impacts) and operation (polluted stormwater runoff due to an increase in impervious surfaces). Impacts are discussed below.

Construction
Grading, excavation, removal of vegetation cover (crops and other vegetation), and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed Project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. In addition, grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control offsite migration of pollutants. These best management practices (BMPs) would be required in the Storm Water Pollution Prevention Plan (SWPPP) to be prepared prior to commencement of Project construction activities. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to less than significant.

In accordance with the NPDES Stormwater Program, and as described in the Section 3.7 - Geology and Soils, the Project will be required to comply with existing regulatory requirements to prepare a SWPPP designed to control erosion and the loss of topsoil to the extent practicable using BMPs that the RWQCB has deemed effective in controlling erosion, sedimentation, runoff during construction activities. The specific controls are subject to the review and approval by the RWQCB and are an existing regulatory requirement.

Operation

The long-term operations of the proposed Project could result in long-term impacts to water quality from urban stormwater runoff. The proposed Project would result in new impervious areas associated with site improvements, including new asphalt, concrete and the proposed structures on site. Urban runoff typically contains oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals) and other household pollutants. Precipitation early in the rain season displaces these pollutants into storm water resulting in high pollutant concentrations in initial wet weather runoff. This initial runoff with peak pollutant levels can be referred to as the "first flush" of storm events.

The proposed Project will be served by an onsite storm water collection system which is subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Storm Water Permit adopted by the State Water Resources Control Board. This permit requires that discharges of pollutants from areas of new development be reduced to the maximum extent practicable. Compliance with this standard requires that control measures be incorporated into the design of new development to reduce pollution discharges in site runoff over the life of the Project.

The Central Valley Regional Water Quality Control Board is responsible for administering NPDES permit requirements, such as the use of construction and operational BMPs, to ensure that projects are in compliance with water quality standards as set forth in the CWA. The SWRCB through the creation of a Storm Water Quality Task Force has published the California Storm Water Best Management Practice Construction Handbook, which identifies a listing of acceptable BMPs to be used in meeting water standards as outlined by the CWA.

Please refer to Impact 3.10-3 within this Section for the analysis pertaining to the Project drainage/detention design.

Thus, the Project will not result in a violation of any water quality standards or waste discharge requirements. Therefore, impacts related to this specific resource result in a ***less than significant impact***.

Mitigation Measures: None are required.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant With Mitigation. The Project currently utilizes groundwater accessed through on-site water wells to irrigate crops onsite (Planted in vineyards – February 2020) and to serve the small number of rural residences on the site. Upon Project approval and annexation into the City, the Project will

be required to connect to water services provided by the City of Fresno and may be subject to water use fees and/or development fees to be provided such service as described herein.

Project water demand is determined using the City's adopted 2015 Urban Water Management Plan (UWMP) methodologies and will be calculated on the basis of the following assumptions:

- Residential: 486 single-family units; historic water usages per capita adjusted for City Urban Water Management Plan assumptions regarding water conservation usage effects.
- Average single-family household size according to the City's most recent Housing Element is 3.07 persons per unit.
- No units will be occupied until after 2020, therefore this analysis will use the UWMP 2020 target of 247 gallons per capita per day (GPCD), which is 80% of the City's 10-year baseline period (1999-2008) target of 309 GPCD and the confirmed 2020 target.[11]
- 486 dwelling units X 3.07 persons per dwelling unit = 1,492 persons X 247 GPCD = 368,529 total gallons per day X 365 days per year = 134,513,085 gallons per year (or ~413 acre/feet/year).

Based on the information above, the Project will require approximately 413 acre/feet/water per year. The proposed 88 acre site has historically been used for farming (agricultural production and grazing) and is currently partially planted with vineyards. Water use requirements for vineyards can vary depending on location, amount of rainfall, irrigation methods, soil permeability and other factors. The University of California Cooperative Extension estimates that vineyards in the San Joaquin Valley are irrigated with between 24 to 36 inches of water per year (equates to 2 to 3 acre/feet/year).[12] For purposes of this analysis, it is assumed that the vineyards on site require approximately 3 acre/feet/year per acre and that 70 acres (of the 88) is a reasonable amount to assume to be in agricultural production for yearly water use estimates. Therefore, existing yearly water use is estimated as follows:

70 acres of vineyards X 3 acre/feet/acre/year = 210 acre/feet/year

Comparing the 70 acres of vineyards (210 acre/feet/year) to the 88 acres of the proposed residential Project (413 acre/feet/year), the proposed Project will use approximately 203 acre/feet/year more water than the existing agricultural operation (413 projected – 210 existing = 203 acre/feet/year of increased groundwater use on the site).

The City has reviewed the Project and determined that it can accommodate the water needs from the Project subject to development impact fees. In addition to adequate water supply, the Project is also subject

[11] City of Fresno 2015 UWMP, page 5-9.

[12] http://cetulare.ucanr.edu/files/82035.pdf Accessed February 2020.

to minimum water pressure requirements. The City of Fresno Municipal Code Section 6-501 states than estimated peak hour water demands shall be based on 2.12 gallons per minute for single-family residential units. The Fire Protection Water Demand shall be added to the overall Project water demands at 1,500 gallons per minute. The sum of the Peak Hour Water Demands and Fire Protection Demands (in gpm) shall establish the total instantaneous water supply flow required for the Project, inclusive of fire protection. The Project applicant will be required to adhere to these standards and maintain them in perpetuity.

The City's UWMP contains a detailed evaluation of existing sources of water supply, anticipated future water demand, extensive conservation measures, and the development of new water supplies (recycled water, increased recharge, surface water treatment, etc.). Measures contained in the UWMP as well as the City's General Plan are intended to reduce demands on groundwater resources by augmenting supply and introducing conservation measures and other mitigation strategies. The proposed Project will implement Mitigation Measure HYD – 1 which includes water use reduction measures. This will ensure that impacts from water use remain less than significant.

Water Availability

The proposed Project site is included in the land use / population area covered by the City's 2015 Urban Water Management Plan, which estimated future water demands based on land-use demand factors. The forecast period was based on a review of land-based unit demands factors for 2013 through 2015 and holding the City's General Plan land use acreages at buildout.[13] Projected water demands are shown in Table 3.10-1. As shown in the Table, overall water demands are projected to increase from 214,500 af/year in 2020 to 262,500 af/year in 2040, an approximately 22% increase. However, the increase in water use from single-family housing is projected to increase at a slower rate of approximately 13% over the same period from 81,200 af/year in 2020 to 92,100 af/year in 2040.

The proposed Project is anticipated to utilize City groundwater to support the residential development. The Urban Water Management Plan (UWMP) indicates that future demand can be met with continued groundwater pumping, surface water purchases and conservation measures.

[13] City of Fresno 2015 UWMP, page 4-5.

Table 3.10-1 – City-Wide Demands for Potable and Raw Water

Use Type	Additional Description *(as needed)*	Projected Water Use (af)				
		2020	2025	2030	2035	2040
Single Family		81,200	85,700	87,000	91,200	92,100
Multi-Family		23,000	25,100	26,800	28,900	30,400
Commercial	See Note 1	24,800	28,800	32,800	36,800	38,800
Industrial		6,600	6,900	6,400	6,600	6,900
Institutional/Governmental	See Note 1					
Landscape		11,200	11,700	12,200	12,700	13,100
Groundwater recharge/storage/banking	GW recharge	55,800	58,500	61,100	63,800	66,500
Saline water intrusion barrier						
Agricultural irrigation						
Wetlands or wildlife habitat						
Wholesale demand						
Other (define)	Travel Meters	200	200	200	200	200
Losses		11,700	12,700	13,200	14,100	14,500
Total		214,500	229,600	239,700	254,300	262,500
Notes:1. Institutional and Governmental water usage is included in Commercial.						

Source: Fresno 2015 UWMP Table 4-4, page 4-6

The Project site was included in the both the UWMP and the City's General Plan land use / water use projections. Since the site has been contemplated for urban development by the City of Fresno, the Project will not result in additional use of groundwater that was not already accounted for in the City's infrastructure planning documents (and subsequently analyzed in their respective CEQA documents). As such, there is ***a less than significant impact*** to this impact area. Mitigation Measure HYD – 1 will help ensure that impacts remain less than significant.

Mitigation Measures: HYD-1 (Water Conservation). See attached Project-specific Mitigation Measure Monitoring Checklist and MEIR Mitigation Measure Monitoring Checklist.

HYD – 1: The Project will implement the City of Fresno Water Conservation Program, including implementation of the State's Water Efficient Landscape Ordinance. The California Water Conservation Act mandates a 20 percent reduction in water usage by 2020. The City will meet the reduction target with measures applicable to new and existing development. Reductions beyond the state mandated 20 percent are possible with the use of building and landscaping water conservation features. The reductions from buildings can be achieved with high efficiency toilets, low-flow faucets, and water-efficient appliances such as dishwashers. Water savings from landscaping would be achieved primarily through the use of drought-tolerant landscaping or xeriscaping.

c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. result in substantial erosion or siltation on- or offsite;

ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

iv. impede or redirect flood flows?

Less than Significant Impact With Mitigation. As previously discussed, the Project site is relatively flat and runoff from precipitation currently percolates into the ground or drains into the on-site existing stormwater collection system associated with the agricultural operation. Development of the site will result in the addition of impervious surfaces in the form of foundations, buildings, roadways, and other paved surfaces. This will result in an increase in storm water runoff from the site, and will increase the potential for contaminated runoff to enter FMFCD drainage basins or for drainage basins to overflow and cause flooding. However, the proposed Project will be designed to FMFCD and City of Fresno standards to prevent drainage overflow and flooding and the potential for contaminated runoff. The Project site has been anticipated for urban use, primarily as residential development, by both the County of Fresno General Plan and the City of Fresno General Plan. As with all developments, existing policies and standards are required to be complied with, which are assessed during design and review of entitlements by the City and FMFCD to ensure that none of the water quality standards are violated and that waste discharge requirements are adhered to during construction and operation of the Project.

Mitigation Measure HYD – 2 requires the Project Applicant to prepare a drainage/grading plan subject to review and approval by the City Public Works Department. Implementation of the proposed Project will not require expansion of the City's existing stormwater system (other than onsite collection system), nor will it result in additional sources of polluted runoff. The Project would not otherwise degrade water quality and therefore the impact is ***less than significant with mitigation***.

Mitigation Measures: HYD-2 (Preparation of Drainage/Grading Plan). See attached Project-specific Mitigation Measure Monitoring Checklist and MEIR Mitigation Measure Monitoring Checklist.

HYD – 2: The Project proponent shall retain a qualified consultant to prepare a drainage / grading plan prior to the issuance of any grading and/or building permit. The design-level analysis shall be prepared to the satisfaction of the City of Fresno.

d. In flood hazard, tsunami or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The FEMA Flood Insurance Rate Map (FIRM) shows the Project site is located in Zone X which corresponds to areas outside the 100-year floodplain, areas of 100-year sheet flow flooding where average depths are less than one foot, areas of 100-year stream flooding where the contributing drainage area is less than one square mile, or areas protected from the 100-year flood by levees.[14] In addition, there are no substantial bodies of water located in the Project area that could result in a tsunami or seiche. Thus, the proposed Project will have a ***less than significant impact*** with regard to placing housing or structures in a 100-year flood, tsunami or seiche zone.

Mitigation Measures: None are required.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The City of Fresno is part of the North Kings Groundwater Sustainability Agency (GSA) which is one of the seven GSA's within the Kings Groundwater Subbasin. The North Kings GSA submitted the Groundwater Sustainability Plan to the CA Department of Water Resources in January 2020 to begin a public comment period ending in April 2020[15]. As the City of Fresno will provide water to the proposed Project (upon approval), and the City will be subject to the requirements of the GSA, the proposed Project does not conflict with any adopted water quality or sustainable groundwater management plan.

Mitigation Measures: None are required.

[14] https://www.arcgis.com/home/item.html?id=e96f674e765b4327bbde92d41a12b087 (accessed Feb. 2020).

[15] https://www.northkingsgsa.org/groundwater-sustainability-plan/ (accessed Feb. 2020)

XI. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☒	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The Project is located within an area characterized by rural residential and agricultural land uses in the northwest portion of Fresno. The approximately 88-acre site is just outside the City limits of Fresno (but within the City's Sphere of Influence) and is proposed for annexation. The land occupies Assessor's Parcel Numbers 512-050-08, -09, 512-141-13, -15, -19 and -44. The site is primarily planted with vineyards, with portions of irrigated pasture, disked fields and rural residential homes. Surrounding land uses are as follows:

Surrounding Land Use and Zoning

Location	Existing Land Use	Roadway
North	Rural residential and open space (outside City limits)	W. Ashlan Avenue
South	Rural residential and agricultural (outside City limits)	None existing. Planned for W. Dayton Avenue
West	Rural residential (outside City limits)	N. Bryan Avenue
East	Rural residential and single-family residential (outside City limits)	N. Hayes Avenue

Most of the Project site is designated by Fresno County as Medium Density Residential (5.0 – 12 D.U./acre). There is a small north-south strip bordering the westernmost -portion of the proposed Project area that is currently designated as Low Density Residential and an additional small square

area adjacent to N. Hayes Avenue that is Medium High Density Residential. A portion of land directly near the ponding basin, on the west side of the Project area, is designated as Open Space. An irregular-shaped portion of the site in the northern area of the site is designated Urban Neighborhood. The Applicant is proposing to change all land use within the Project area to Medium Density Residential.

The annexation includes the proposed 88-acre residential development and an additional approximately 160 acres of surrounding land. Development is not being proposed on the additional 160 acres included in the annexation and there are no land use or zoning changes proposed for these lands. The total land area associated with the annexation is approximately 248 acres, all of which are currently within the Sphere of Influence of the City of Fresno. These additional lands are being included in the annexation in order to prevent the creation of an "island" or "peninsula" as shown in Figure 2. Upon annexation, any future development projects associated with the additional 160 acres will require a separate site-specific environmental evaluation by the City of Fresno.

RESPONSES

a. Physically divide an established community?

b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. Much of the land surrounding the Project site is in agricultural production or occupied by rural residential homes and ancillary structures. Deran Koligian Stadium, Glacier Point Middle School, and Harvest Elementary School are located east of Grantland Avenue and north of Ashlan Avenue, to the northwest of the proposed Project site. A single-family home subdivision is located adjacent to and east of the Project site, south of W. Dakota Avenue and east of N. Hayes Avenue. Similar tract homes are located northeast of the site as well.

The western boundary of the Project site is near the City limits of Fresno and there are no established communities in the area that would be divided as a result of the Project. Most of the surrounding areas of the site are vacant/agricultural lands that preclude the possibility of dividing an established community. Pedestrian, bicycle and vehicle access will be provided, creating continuous thoroughfares in between the neighborhoods.

The annexation includes the proposed 88-acre residential development and an additional approximately 142 acres of surrounding land. Development is not being proposed on the additional 160 acres included in the annexation. The total land area associated with the annexation is approximately 248 acres, all of which are currently within the Sphere of Influence of the City of Fresno. These additional lands are being

included in the annexation in order to prevent the creation of an "island" or "peninsula" as shown in Figure 2. Upon annexation, any future development projects associated with the additional 160 acres will require a separate site-specific environmental evaluation by the City of Fresno.

Based upon compliance with the goals, objectives and policies referenced herein below, the proposed Project is determined to be consistent with the Fresno General Plan goals and objectives related to land use and the urban form as follows:

Goal No. 1 of the Fresno General Plan: Increase opportunity, economic development, business and job creation.

Consistent: The Project will provide temporary construction jobs and will provide housing for the growing local work force.

Goal No. 7 of the Fresno General Plan: Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the City.

Consistent: This Goal contributes to the establishment of a comprehensive city-wide land use planning strategy to meet economic development objectives, achieve efficient and equitable use of resources and infrastructure, and create an attractive living environment in accordance with Objective LU-1 of the Fresno General Plan.

Goal No. 8 of the Fresno General Plan: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.

Consistent: The Project includes a pedestrian trail, is near public schools, and is in an area planned for additional residential development.

Goal No. 12 of the Fresno General Plan: Resolve existing public infrastructure and service deficiencies, make full use of existing infrastructure, and invest in improvements to increase competitiveness and promote economic growth.

Consistent: The Project will tie into existing infrastructure (water, sewer and storm water) located in the Project vicinity.

Implementing Policies LU-1-a and LU-2-a of the Fresno General Plan promote development of

vacant, underdeveloped, and re-developable land within the within the Existing City Limits as of December 31, 2012 where urban services are available.

Consistent: The proposed Project will be constructed in an area planned for residential development where existing infrastructure is available.

Implementing Policy LU-5-c of the Fresno General Plan promotes medium density residential uses to maximize efficient use of residential property through a wide range of densities.

Consistent: The proposed Project is located in an area that is planned for residential development.

The Project will not conflict with any conservation plans since it is not located within any conservation plan areas.

Therefore, it is determined that upon annexation and build-out, the proposed Project will be consistent with respective general plan objectives and policies and will not significantly conflict with applicable land use plans, policies or regulations of the City of Fresno. Furthermore, the proposed Project, including the design and improvement of the subject property, is found; (1) To be consistent with the goals, objectives and policies of the applicable Fresno General Plan; (2) To be suitable for the type and density of development; (3) To be safe from potential cause or introduction of serious public health problems; and, (4) To not conflict with any public interests in the subject property or adjacent lands.

Fresno County Airport Land Use Compatibility Plan

On December 3, 2018, the Airport Land Use Commission (ALUC) adopted the Fresno County Airport Land Use Compatibility Plan. The proposed Project is not within the Airport Influence Area of the nearest airport, Sierra Sky Park Airport, thus review by the ALUC is not necessary.

The Project would have a ***less than significant impact***.

Mitigation Measures: None are required.

XII. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

RESPONSES

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. There are no known mineral resources in the Project area and none are identified in the City's General Plan near the Project site. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The Project is located within an area characterized by rural residential and agricultural land uses in the northwest portion of Fresno. The approximately 88-acre site is just outside the City limits of Fresno and is proposed for annexation. The site is primarily planted with vineyards, with portions of irrigated pasture, disked fields and rural residential homes. Surrounding land uses are as follows:

Surrounding Land Use and Zoning

Location	Existing Land Use	Roadway
North	Rural residential and open space (outside City limits)	W. Ashlan Avenue
South	Rural residential and agricultural (outside City limits)	None existing. Planned for W. Dayton Avenue

West	Rural residential (outside City limits)	N. Bryan Avenue
East	Rural residential and single-family residential (outside City limits)	N. Hayes Avenue

The Applicant is proposing to change all land use within the 88-acre residential portion of the Project area to Medium Density Residential. It should be noted that the surrounding lands included for annexation are not proposed for additional land use or zoning changes.

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The City of Fresno is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the City. In addition, commercial, industrial, and institutional land uses throughout the City (i.e., schools, fire stations, utilities) generate stationary-source noise. The Project is located in an area with a mix of uses. The predominant noise sources in the Project area include traffic on local roadways, typical noise from the nearby schools (loud speakers, kids playing, etc.), residential noise (lawn mowers, audio equipment, voices, etc.), and noise from nearby agricultural operations. Sensitive receptors in the area include the residential housing near the Project areas.

RESPONSES

a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The proposed Project may result in increases in both temporary (construction) as well as permanent (operational) noise and/or vibration, particularly from vehicles associated with the Project. To assist in the assessment of noise impacts associated with the 88-acre residential development, an Acoustical Analysis Report (Report) was prepared for the proposed Project in February 2020 by WJV Acoustics (WJVA). Refer to Appendix E for the Report which is summarized herein.

The City of Fresno General Plan Noise Element (adopted 12/18/14) provides noise level criteria for land use compatibility for both transportation and non-transportation noise sources. The General Plan sets

noise compatibility standards for transportation noise sources in terms of the Day-Night Average Level (Ldn). The Ldn represents the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The Ldn represents cumulative exposure to noise over an extended period of time and are therefore calculated based upon *annual average* conditions. The General Plan noise level standards for transportation noise sources for residential projects are as follows[16]:

Residential: Outdoor Spaces (65 Ldn/CNEL, dB)
Interior Spaces (45 Ldn/CNEL, dB)

For non-transportation noise sources, Section 15-2506 of the City's Municipal Code establishes hourly acoustical performance standards for non-transportation (stationary) noise sources. The non-transportation noise level standards are as follows[17]:

Residential: Daytime (7 a.m. – 10 p.m.) = 50 Leq / 70 Lmax
Nighttime (10 p.m. – 7 a.m.) = 45 Leq / 60 Lmax

Additional guidance is provided in Section 10-102(b) of the City's Municipal Code. Section 10 provides existing ambient noise levels to be applied to various districts, further divided into various hours of the day. For residential projects, a noise violation is expected to occur if ambient noise levels (measured in dBA) are increased by more than 5 dBA[18].

Construction Noise

Proposed Project construction related activities will involve temporary noise sources. Typical construction related equipment include graders, trenchers, small tractors and excavators. Activities involved in construction will generate maximum noise levels, as indicated in Table 3.12-1, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

[16] Acoustical Analysis – Fanucchi Residential Development (Feb. 2020), WJV Acoustics. Page 3.

[17] Acoustical Analysis – Fanucchi Residential Development (Feb. 2020), WJV Acoustics. Page 5.

[18] Acoustical Analysis – Fanucchi Residential Development (Feb. 2020), WJV Acoustics. Page 6.

Table 3.12-1
Typical Construction Noise Levels

Type of Equipment	dBA at 50 ft	
	Without Feasible Noise Control	With Feasible Noise Control
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might preclude the kind of construction activities that are to be expected from time to time. Most residents recognize this reality and expect to hear construction activities on occasion.

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. Construction associated with the proposed Project involves earthmoving activities associated with grading, infrastructure installation (pipelines, roads, etc.) as well as construction of the single-family residential units.

The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day.[19] Table 3.12-2 describes the typical construction equipment vibration levels.

Table 3.12-2
Typical Construction Vibration Levels

Equipment	VdB at 25 ft
Small Bulldozer	58
Jackhammer	79

Vibration from construction activities will be temporary and not exceed the Federal Transit Authority threshold for the nearest sensitive receptors.

[19] Transit Noise and Vibration Impact Assessment. Final Report No. FTA-VA-90-1003 prepared for the U.S. Federal Transit Administration by Harris Miller Miller & Hanson Inc., May 2006. Page 7-5. http://www.rtd-fastracks.com/media/uploads/nm/14_Section_38_NoiseandVibration_Part3.pdf. Accessed February 2019.

As previously discussed, noise from construction activities will be temporary and it is anticipated that no single home or group of homes will be continuously subjected to construction noise throughout the buildout of the Project. Thus, noise impacts from construction is considered to be ***less than significant.***

Operational Traffic Noise

Once constructed, the Project is expected to generate noise from on-site stationary sources and from traffic associated with the Project. The primary source of on-going noise from the Project will be from vehicles traveling to and from the site. The Project will result in an increase in traffic on some roadways in the Project area.

WJVA utilized the FHWA Traffic Noise Model to quantify expected Project-related increases in traffic noise exposure along roadways in the Project vicinity. In order to validate the accuracy of the noise model, noise level measurements and concurrent traffic counts were conducted by WJVA along North Hayes Avenue within the Project site on January 22, 2020.

Traffic noise exposure for "Existing Conditions" and "Existing Conditions with Project" was calculated based upon the FHWA Model and Project traffic volumes provided by JLB Traffic Engineering, Inc. (See Section 3.17 – Transportation for more information pertaining to Project related traffic counts). The vehicle speed limits along the analyzed roadway segments in the vicinity of the Project site is 45 miles per hour (mph). The intent of the analysis is the demonstrate relative Project-related changes in traffic noise exposure that would be expected to occur along nearby roadways.

The noise modeling assumptions used to calculate Project traffic noise are provided as Appendix C of Appendix E. The noise exposure levels were calculated at a reference distance of 100 feet from the center of each analyzed roadway. Based on this analysis, it is determined that traffic noise exposure, under existing conditions, would generally be expected to increase by less than 1 dB at existing land uses in the Project vicinity, as a result of the Project. Along portions of Hayes Avenue, Dakota Avenue and Shields Avenue, traffic noise exposure for existing conditions would be expected to increase by approximately 1-2 dB, as a result of the Project. Project related increases in traffic noise exposure would not result in a 3 dB or greater increase along any roadways nor would they result in traffic noise exposure levels exceeding 65 dB Ldn. Therefore, no significant Project-related impacts would be expected to occur under existing traffic conditions.

Cumulative Traffic Noise

From Table IX in Appendix E it can be determined that traffic noise exposure, under 2035 traffic conditions, would generally be expected to increase by less than 1 dB at existing land uses in the Project vicinity, as a result of the Project (noise exposure levels at most roadway segments would increase by less than 0.5 dB). Traffic noise exposure along Dakota Avenue, west of Hayes Avenue, would be expected to

increase by 1.2 dB Ldn, which represents the only roadway segment expected to have a Project related increase of greater than 1 dB, for 2035 traffic conditions. No significant impacts would be expected to occur as a result of Project-related increases in traffic, under 2035 traffic conditions.

On-site Stationary Noise

Existing noise levels in the Project vicinity are dominated by traffic noise along North Hayes Avenue, nearby agricultural activities, distant train noise and aircraft overflights. Other localized noise sources include birds, barking dogs, and activities associated with residential housing (such as use of yard maintenance equipment, etc.). Noise from the proposed Project (excluding noise from vehicles – see vehicle noise discussion above) will be similar to existing conditions and will generally include noise typical of single family residential neighborhoods including air conditioner units, yard maintenance equipment (e.g. lawn mowers, blowers, etc.), amplified sounds, and other similar equipment. It is not expected that the proposed Project will result in a significant increase in noise to surrounding land uses from on-site stationary sources.

Based on the Project Acoustical Analysis and the information herein, Project-related noise impacts are considered ***less than significant.***

Mitigation Measures: None are required.

c. For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Project is not located within an airport land use plan. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIV. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The approximately 88-acre Project site is currently utilized by vineyards, irrigated pasture, disked fields and rural residences, just outside the western edge of the City of Fresno City limits. The Applicant proposes annexation by the City and zoning changes, which will convert all designations applied to the Project site to RS-5 (Residential Single-Family, Medium Density). The Project site is currently zoned and designated as RS-3 (Residential Single-Family, Low Density), RS-5 (Residential Single-Family, Medium Density), RM-1 (Residential Multi-Family, Medium High Density), OS (Open Space), and RM-2 (Residential Multi-Family, Urban Neighborhood). The Project will include up to 486 single-family homes. The median household size according to the City's Housing Element[20] is 3.07 persons per unit. Using this ratio, the Project will accommodate approximately 1,437 people (468 units X 3.07 persons per unit).

RESPONSES

a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

[20] Multi-Jurisdictional Housing Element, Fresno Council of Governments. https://www.fresnocog.org/multi-jurisdictional-housing-element/ Accessed February 2020.

b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. CEQA Guidelines Section 15126.2(d) requires that a CEQA document discuss the ways in which the proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines provide the example of a major expansion of a wastewater treatment plant that may allow for more construction within the service area. The CEQA Guidelines also note that the evaluation of growth inducement should consider the characteristics of a project that may encourage or facilitate other activities that could significantly affect the environment.

This impact will first discuss the potential for direct and indirect growth inducement and then address consistency with regional population and growth projections.

Direct and Indirect Growth Inducement

Direct growth consists of activities that directly facilitate population growth. The construction of new dwelling units is considered an activity that directly results in population growth. Indirect growth inducements consist of activities that in themselves do not facilitate population growth, but instead indirectly cause growth. Examples include the creation of new jobs in a sparsely populated area that results in workers moving into the area or the removal of a physical barrier to growth, such as the extension of sewer service to an unserved area.

A key consideration in evaluating growth inducement is whether the activity in question constitutes "planned growth". A residential project that is consistent with the underlying General Plan and zoning designations would generally be considered planned growth because it was previously contemplated by these long-range documents, and, thus, would not be deemed to have a significant growth-inducing effect. Likewise, a project that requires a General Plan Amendment and re-zone to develop more intense uses than are currently allowed may be considered to have a substantial growth-inducing effect because such intensity was not contemplated by the applicable long-range documents. It should be noted that these are hypothetical examples, and conclusions about the potential for growth inducement will vary on a case-by-case basis.

The primary concern with significant change in population and housing is whether the change will result in a significant impact associated with unplanned growth. In addition to environmental impacts, unplanned growth can have other deleterious effects, by thwarting the implementation of General Plan and other applicable policies designed to ensure orderly development, or by occurring at a rate that would outpace the availability of essential public services. The Project includes policies and guidelines to control and direct growth in a well-planned manner, thus ensuring that such growth would be compatible with

existing and future uses and with the General Plan policies related to growth. Because the proposed Project's population growth figures are within the growth projections provided by the Fresno COG, and the Project site has been planned for development, it can be concluded that the proposed Project would be considered planned growth and, therefore, not "growth inducing".

The proposed Project would result in the extension of urban infrastructure to an area that is currently not serviced. In particular, potable water and sewer service would be extended to the Project site from existing infrastructure in the area. However, this would not be considered removal of a barrier to growth, because the Project site is designated for urban development by the General Plan. It is expected that the infrastructure extended to the Project site would be sized to serve the Project, and will not be "over-sized" to serve any additional development in the area. As such, the extension of this urban infrastructure is "growth accommodating" because it is intended to facilitate planned growth.

This relatively small population will not affect any regional population, housing or employment projections anticipated by City policy documents. In addition, the current site contains few housing units and people thus the proposed Project would displace few existing houses and people. There is a ***less than significant impact***.

Mitigation Measures: None are required.

XV. PUBLIC SERVICES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☒	☐	☐
Police protection?	☐	☒	☐	☐
Schools?	☐	☒	☐	☐
Parks?	☐	☒	☐	☐
Other public facilities?	☐	☒	☐	☐

AFFECTED ENVIRONMENT

The Project site is located in an urban development area in the northwest portion of the City of Fresno. The immediate vicinity is comprised of single-family tract homes to the east, rural residential and agricultural land to the south and west, and rural homes and a ponding basin to the north of the site. Agricultural areas exist in the surrounding areas to the north, south and west. Harvest Elementary School, Glacier Point Middle School, Central Unified School District Transportation Department and Deran Koligian Stadium lie to the northwest. The area is served by City of Fresno Police, Fire, the Central Unified School District and other public facilities.

RESPONSES

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the

construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Police Protection?

Fire protection?

Schools?

Parks?

Other public facilities?

Less Than Significant Impact with Mitigation. The Project includes construction of 486 single-family residential units, which will accommodate approximately 1,437 persons. Individual public services are discussed below.

Police Protection: Protection services would be provided to the Project site from the existing Northwest Policing District, which is approximately three and a half miles from the Project site at 3074 West Shaw Avenue, Fresno. The Fresno Police Department provides a full range of police services including uniformed patrol response to calls for service, crime prevention, tactical crime and enforcement (including gang and violent crime suppression), and traffic enforcement/accident prevention. The Project site is located in an area currently served by the Police Department; the Department would not need to expand its existing service area or construct a new facility to serve the Project site. However, the Project will be subject to development impact fees as determined by the City. See Public Facilities Mitigation Measures herein.

Fire Protection: The City of Fresno Fire Department (Fire Department) offers a full range of services including fire prevention, suppression, emergency medical care, hazardous materials, urban search, and rescue response, as well as emergency preparedness planning and public education coordination within the Fresno City limit, in addition to having mutual aid agreements with the Fresno County Fire Protection District, and the City of Clovis Fire Departments.

The City of Fresno Fire Department operates its facilities under the guidance set by the National Fire Protection Association in NFPA 1710, the Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operation to the Public by Career Fire Departments. NFPA 1710 sets standards for turnout time, travel time, and total response time for fire and emergency medical incidents, as well as other standards for operation and fire service. The Fire Department has established the objectives set forth in NFPA 1710 as department objectives to ensure the public health, safety, and welfare.

According to Fire Department, the proposed Project would be served by the current Fire Station 16, which is located at 2510 N. Polk Avenue, Fresno, approximately one mile southeast of the Project site.

The Fresno General Plan contains the following objectives and policies:

- E-25 Objective: Ensure that fire protection, emergency medical and all emergency services are provided in an adequate, efficient and cost-effective manner.
- E-26 Objective: Ensure that the Fire Department's staffing and equipment resources are sufficient to implement all requests for fire and emergency services from the citizens of Fresno.
- E-16-a. Policy: Use adopted general and specific plans, the city's GIS database, and the fire station location program to achieve optimum siting of future stations. For those station sites identified by the 2025 General Land Use and Circulation Map but not yet acquired by the city, the underlying alternative land uses shown on Table 5 shall be applied. The siting of any additional new station locations to serve future development such as the North and Southeast Growth Areas shall occur through the applicable community or specific plan adoption/amendment process.

The proposed Project, as a condition of approval, will be required to comply with provisions set forth by the Fire Department. Additionally, the Project would be required to comply with all applicable fire and building safety codes (California Building Code and Uniform Fire Code) to ensure fire safety elements are incorporated into final Project design, including the providing minimum turning radii for fire equipment. Proposed interior streets will be required to provide appropriate widths and turning radii to safely accommodate emergency response and the transport of emergency/public safety vehicles. The Project will also be designed to meet Fire Department requirements regarding water flow, water storage requirements, hydrant spacing, infrastructure sizing, and emergency access. As a result, appropriate fire safety considerations will be included as part of the final design of the Project. In addition, the Project will be subject to development impact fees as determined by the City. See Public Facilities Mitigation Measures herein.

Schools: Educational services for the proposed Project will be provided by the Central Unified School District (CUSD). Schools that serve the Project area include:

- Central High School
- Glacier Point Middle School
- Harvest Elementary School
- John Steinbeck Elementary School
- Roosevelt Elementary School

Funding for schools and school facilities impacts is outlined in Education Code Section 17620 and Government Code Section 65995 et. seq., which governs the amount of fees that can be levied against new development. These fees are used to construct new or expanded schools facilities. Payment of fees authorized by the statute is deemed "full and complete mitigation."

The proposed Project will be required to pay impact fees from new development based on the Developer Fee rates that are in place at the time payment is due. The payment amount is determined by the School District and the State Allocation Board (SAB) who sets the maximum per-square-foot Level 1 school impact fees every two (even) years at its January meeting. Payment of the applicable impact fees by the Project applicant would fund capital and labor costs associated with providing school services to the Project.

Parks: The proposed Project includes four outlots to serve as open space and will incorporate a pedestrian trail. The Project will be required to pay City park facility impact fees to meet the City's open space requirements. See Response XVI, Recreation for additional information.

Other Public Facilities: Development of the Project will increase the demand for other public services. However, the relatively small increase in demand will not in and of itself require construction of additional facilities. As such, implementation of MEIR mitigation measures (PS-1 through PS-5) and General Plan Objectives and Policies, as identified above would ensure adequate public services can be provided.

The City has determined that it can accommodate the Project with existing facilities and personnel. The Project Applicant will be required to pay development impact fees for fire protection, police protection, schools, parks or other public facilities as determined by the City to receive such services (Mitigation Measure PUB-1). Therefore, there is a ***less than significant impact with mitigation.***

Mitigation Measures: PUB-1 (Payment of public service impact fees). See attached MEIR and Project Specific Mitigation Measure Monitoring Checklist.

PUB-1: The Project Applicant shall pay development impact fees for police, fire, recreation and other public services as determined by the City of Fresno.

XVI. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☒	☐	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☒	☐	☐

AFFECTED ENVIRONMENT

There are no recreational facilities currently located on the Project site. The Deran Koligian Education Center, which includes a stadium and track facility is located approximately 1.1 miles northwest of the Project site. Inspiration Park is the closest public park to the Project site and is located approximately 1.2 miles northeast of the Project site. The closest regional park is Roeding Regional Park, which is located 4.7 miles southeast of the Project site.

RESPONSES

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact With Mitigation. Policy F-1-f of the City's General Plan states that the City of Fresno will continue to pursue implementation of an open space standard of 3.0 acres of public park land for every 1,000 persons residing in the City's Planning Area. The proposed Project could have a total population of 1,437 persons at build-out (based on the City's Housing Element estimate of 3.07 persons per household estimate, multiplied by 468 units). This would equate to a need for approximately 4.3 acres of parkland based on the City's standard. Per policy F-2-a, the proposed

Project will construct parkland and/or pay development impact fees for the acquisition and development of parks and recreation facilities to meet the Project's needs. The proposed Project would create a park/ open space area in several outlots, as well as construct a public trail system. Impact fees may still apply as determined by the City.

The City has established Park Facilities Fees. In order to implement the goals and objectives of the City's general plan, and to mitigate the impacts caused by future development in the City, park facilities must be constructed. The City Council has determined that a Park Facilities Fee is needed in order to finance these public facilities and to pay for each development's fair share of the construction and acquisition costs. To reduce the impact to a less than significant level, Mitigation Measure PUB-1 requires the Project Applicant to create onsite (or participate in the creation of offsite) equivalent of 3 acres of park space per 1,000 persons, totaling approximately 4.3 acres.

Mitigation Measures: PUB-1 (Payment of public service impact fees). See attached MEIR and Project Specific Mitigation Measure Monitoring Checklist.

XVII. TRANSPORTATION/ TRAFFIC

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The proposed Project includes up to 486 single-family residential units, which could result in potentially significant increases in traffic in and around the Project area. The immediate vicinity is comprised of rural residential homes and open space to the north, rural residential homes and agriculture to the south, rural residential homes to the west, and rural residential and single-family tract homes to the east. Harvest Elementary School, Glacier Point Middle School and Deran Koligian Stadium lie approximately a mile to the northwest of the Project site. A Traffic Impact Analysis for the Project was prepared by JLB Traffic Engineering (See Appendix F), the results of which are summarized herein.

Important roadways serving the Project are discussed below:

- ***Shaw Avenue*** is an existing east-west two-lane undivided arterial in the vicinity of the proposed Project. In this area, Shaw Avenue extends through the City of Fresno easterly beyond the City of Clovis and westerly beyond Garfield Avenue into the County of Fresno. The City of Fresno 2035 General Plan Circulation Element designates Shaw Avenue as a two-lane arterial between Garfield Avenue and Grantland Avenue, a four-lane arterial between Grantland Avenue and Cornelia Avenue, and a six-lane arterial east of Cornelia Avenue.

- ***Bryan Avenue*** is an existing north-south two- to three-lane collector in the vicinity of the proposed Project. In this area, Bryan Avenue exists between Shaw Avenue and McKinley Avenue. The City of Fresno 2035 General Plan Circulation Element designates Bryan Avenue as a two-lane collector between Shaw Avenue and Belmont Avenue.

- ***Hayes Avenue*** is an existing north-south two- to three-lane collector in the vicinity of the proposed Project. In this area, Hayes Avenue extends south of Shaw Avenue through the City of Fresno SOI. The City of Fresno 2035 General Plan Circulation Element designates Hayes Avenue as a two-lane collector between Shaw Avenue and Belmont Avenue.

- ***Gettysburg Avenue*** is an east-west two-lane collector in the vicinity of the proposed Project. The City of Fresno 2035 General Plan Circulation Element designates Gettysburg Avenue as a two-lane collector divided by a two-way left-turn lane between its future connection with Grantland Avenue and Veterans Boulevard and Weber Avenue. West of Grantland Avenue, Gettysburg Avenue will exist as a two-lane roadway.

- ***Ashlan Avenue*** is an existing east-west two-lane divided arterial in the vicinity of the proposed Project. In this area, Ashlan Avenue extends east of Grantland Avenue through the eastern limits of the City of Fresno SOI. The City of Fresno 2035 General Plan Circulation Element designates Ashlan Avenue as a four-lane divided arterial between Grantland Avenue and Fruit Avenue and east of Maroa Avenue and a two-lane collector between Fruit Avenue and Maroa Avenue.

- ***Polk Avenue*** is an existing north-south two- to four-lane arterial in the vicinity of the proposed Project. In this area, Polk Avenue extends south of Parkway Drive to Olive Avenue. The City of Fresno 2035 General Plan designates Polk Avenue as a four-lane divided arterial between Shaw Avenue and Belmont Avenue.

- ***Dakota Avenue*** is a future east-west two-lane collector in the vicinity of the proposed Project. In this area, Dakota Avenue exists between Hayes Avenue and State Route 99. The City of Fresno 2035 General Plan Circulation Element designates Dakota Avenue as a two-lane collector between Grantland Avenue and State Route 99, a two-lane collector between State Route 99 and Peach Avenue, and a four-lane collector between Fowler Avenue and Temperance Avenue through the City of Fresno SOI.

- ***Shields Avenue*** is an existing east-west two-lane undivided arterial in the vicinity of the proposed Project. In this area, Shields Avenue extends west of Marks Avenue through the western limits of the City of Fresno SOI. The City of Fresno 2035 General Plan Circulation Element designates Shields Avenue as a two-lane collector between Grantland Avenue and State Route 99, a four-lane arterial between State Route 99 and Chestnut Avenue, a four-lane arterial between Clovis Avenue and Temperance Avenue, and a two-lane collector east of Temperance Avenue through the City of Fresno SOI.

- ***Clinton Avenue*** is an existing east-west two-lane undivided collector in the vicinity of the proposed Project. In this area, Clinton Avenue extends west of Grantland Avenue through the western limits of the City of Fresno SOI. The City of Fresno 2035 General Plan Circulation Element designates

Clinton Avenue as a two-lane collector between Grantland Avenue and Polk Avenue, a four-lane collector between Polk Avenue and Chestnut Avenue, and a four-lane collector between Clovis Avenue and Locan Avenue through the City of Fresno SOI.

- ***McKinley Avenue*** is an existing east-west two-lane undivided arterial in the vicinity of the proposed Project. In this area, McKinley Avenue extends through the City of Fresno SOI. The City of Fresno 2035 General Plan Circulation Element designates McKinley Avenue as a two-lane collector between Grantland Avenue and Polk Avenue, a four-lane arterial between Polk Avenue and Clovis Avenue, and a two-lane collector east of Fowler Avenue through the City of Fresno SOI.

- ***Olive Avenue*** is an existing east-west two-lane undivided collector in the vicinity of the proposed Project. In this area, Olive Avenue extends through the City of Fresno SOI. The City of Fresno 2035 General Plan Circulation Element designates Olive Avenue as a two-lane collector between Grantland Avenue and Marks Avenue, a four-lane collector between Marks Avenue and Fruit Avenue, a two-lane collector between Fruit Avenue and Blackstone Avenue, a four-lane collector between Blackstone Avenue and Temperance Avenue, and a two-lane collector east of Temperance Avenue through the City of Fresno SOI.

- ***Belmont Avenue*** is an existing east-west two-lane undivided arterial in the vicinity of the proposed Project. In this area, Belmont Avenue extends through the City of Fresno SOI. The City of Fresno 2035 General Plan Circulation Element designates Belmont Avenue as a two-lane collector between Grantland Avenue and Cornelia Avenue, a four-lane collector between Cornelia Avenue and West Avenue, a two-lane collector between West Avenue and Cedar Avenue, a four-lane collector between Cedar Avenue and Chestnut Avenue, a four-lane arterial between Chestnut Avenue and Temperance Avenue, and a two-lane collector east of Temperance Avenue through the City of Fresno SOI.

RESPONSES

a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact With Mitigation. The proposed Project includes up to 486 single-family residential units, which could result in potentially significant increases in traffic in and around the Project area. The Traffic Impact Analysis prepared for the Project (Appendix F) is summarized herein.

Study Intersections

The following intersections were included in the evaluation:

1. Bryan Avenue / Shaw Avenue
2. Hayes Avenue / Shaw Avenue
3. Bryan Avenue / Gettysburg Avenue
4. Hayes Avenue / Gettysburg Avenue

5. Bryan Avenue / Ashlan Avenue
6. Hayes Avenue / Ashlan Avenue
7. Polk Avenue / Ashlan Avenue
8. Bryan Avenue / Dakota Avenue
9. Hayes Avenue / Dakota Avenue
10. Polk Avenue / Dakota Avenue
11. Bryan Avenue / Shields Avenue
12. Hayes Avenue / Shields Avenue
13. Polk Avenue / Shields Avenue
14. Hayes Avenue / Clinton Avenue
15. Polk Avenue / Clinton Avenue
16. Hayes Avenue / McKinley Avenue
17. Hayes Avenue / Olive Avenue
18. Hayes Avenue / Belmont Avenue

The following road segments were included in the evaluation:

1. Hayes Avenue between Ashlan Avenue and Dakota Avenue
2. Hayes Avenue between Dakota Avenue and Shields Avenue

Project Trip Generation

Trip generation rates for the proposed Project at buildout were obtained from the 10th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Table 3.17-1 presents the trip generation for the proposed Project with trip generation rates for Single-Family Detached Housing. At buildout, the proposed Project is estimated to generate a maximum of 4,502 daily trips, 353 AM peak hour trips and 472 PM peak hour trips.

Table 3.17-1
Proposed Project Trip Generation

Project Component	Units	Total Daily Trips	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
Single-family detached housing (210)	477	4,502	89	265	297	175

Source: Project Traffic Impact Analysis (Appendix F), page 19.

Project Trip Distribution

The trip distribution assumptions were developed based on existing travel patterns, the Fresno COG Project Select Zone, the existing roadway network, engineering judgment, data provided by the developer, knowledge of the study area, existing residential and commercial densities, and the City of Fresno 2035

General Plan Circulation Element in the vicinity of the Project. Figure 4 of Appendix F illustrates the Project Only Trips to the study intersections.

Project Study Scenarios

The following study scenarios were performed:

- Existing Traffic
- Existing plus Project
- Near Term Traffic
- Near Term plus Project
- Cumulative Year 2035
- Cumulative Year 2035 plus Project

Existing Traffic

Table 3.17-2 presents pre-Project (existing) traffic conditions in the Project area. As of February 2020, the intersection of Bryan Avenue and Ashlan Avenue exceeds its LOS threshold during the AM peak period.

Table 3.17-2
Existing Intersection LOS Results

ID	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Bryan Avenue / Shaw Avenue	One-Way Stop	14.9	B	14.5	B
2	Hayes Avenue / Shaw Avenue	One -Way Stop	22.0	C	15.7	C
3	Bryan Avenue / Gettysburg Avenue	One -Way Stop	13.1	B	9.8	A
4	Hayes Avenue / Gettysburg Avenue	One -Way Stop	10.0	B	9.3	A
5	Bryan Avenue / Ashlan Avenue	All-Way Stop	**38.3**	**E**	8.5	A
		All-Way Stop (Improved)	24.0	C	8.6	A
6	Hayes Avenue / Ashlan Avenue	All-Way Stop	14.7	B	9.2	A
7	Polk Avenue / Ashlan Avenue	All-Way Stop	24.5	C	14.0	B
8	Bryan Avenue / Dakota Avenue	Does Not Exist	N/A	N/A	N/A	N/A
9	Hayes Avenue / Dakota Avenue	One -Way Stop	10.6	B	9.1	A
10	Polk Avenue / Dakota Avenue	All-Way Stop	21.9	C	9.5	A
11	Bryan Avenue / Shields Avenue	Two-Way Stop	15.8	C	11.1	B
12	Hayes Avenue / Shields Avenue	Two-Way Stop	16.3	C	11.5	B
13	Polk Avenue / Shields Avenue	All-Way Stop	15.9	C	9.4	A
14	Hayes Avenue / Clinton Avenue	Two-Way Stop	10.5	B	10.1	B
15	Polk Avenue / Clinton Avenue	All-Way Stop	10.7	B	9.5	A
16	Hayes Avenue / McKinley Avenue	Two-Way Stop	15.1	C	11.8	B
17	Hayes Avenue / Olive Avenue	Two-Way Stop	10.7	B	10.3	B
18	Hayes Avenue / Belmont Avenue	Two-Way Stop	13.0	B	11.7	B

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls
LOS for two-way and one-way STOP controlled intersections are based on the worst approach/movement of the minor street.

Existing Plus Project Scenario

The Existing plus Project Traffic Conditions scenario assumes that Dakota Avenue exists west of Hayes Avenue. Figure 5 of Appendix F illustrates the Existing plus Project turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Existing plus Project Traffic Conditions scenario are provided in Appendix G of Appendix F. Table 3.17-3 presents a summary of the Existing plus Project peak hour LOS at the study intersections, while Table 3.17-4 presents a summary of the Existing plus Project LOS for the study segments.

Table 3.17-3
Existing Plus Project Intersection LOS Results

ID	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Bryan Avenue / Shaw Avenue	One-Way Stop	15.8	C	15.3	C
2	Hayes Avenue / Shaw Avenue	One-Way Stop	22.7	C	15.8	C
3	Bryan Avenue / Gettysburg Avenue	One-Way Stop	13.2	B	9.9	A
4	Hayes Avenue / Gettysburg Avenue	One-Way Stop	10.2	B	10.0	B
5	Bryan Avenue / Ashlan Avenue	All-Way Stop	**42.9**	**E**	8.7	A
		All-Way Stop (Mitigated)	25.3	D	8.7	A
6	Hayes Avenue / Ashlan Avenue	All-Way Stop	18.0	C	10.4	B
7	Polk Avenue / Ashlan Avenue	All-Way Stop	26.7	D	16.3	C
8	Bryan Avenue / Dakota Avenue	Does Not Exist	N/A	N/A	N/A	N/A
9	Hayes Avenue / Dakota Avenue	Two-Way Stop	21.1	C	14.2	B
10	Polk Avenue / Dakota Avenue	All-Way Stop	**42.9**	**E**	10.4	B
		All-Way Stop (Mitigated)	32.1	D	10.3	B
11	Bryan Avenue / Shields Avenue	Two-Way Stop	16.1	C	11.2	B
12	Hayes Avenue / Shields Avenue	Two-Way Stop	22.9	C	14.1	B
13	Polk Avenue / Shields Avenue	All-Way Stop	18.0	C	9.8	A
14	Hayes Avenue / Clinton Avenue	Two-Way Stop	11.1	B	11.0	B
15	Polk Avenue / Clinton Avenue	All-Way Stop	10.7	B	9.5	A
16	Hayes Avenue / McKinley Avenue	Two-Way Stop	17.7	C	13.3	B
17	Hayes Avenue / Olive Avenue	Two-Way Stop	11.2	B	10.8	B
18	Hayes Avenue / Belmont Avenue	Two-Way Stop	13.9	B	12.3	B

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls
LOS for two-way and one-way STOP controlled intersections are based on the worst approach/movement of the minor street.

Table 3.17-4
Existing Plus Project Segment LOS Results

ID	Segment	Limits	Lanes	24-hour Volume	LOS
1	Hayes Avenue	Ashlan Avenue and Dakota Avenue	2	4,564	C
2	Hayes Avenue	Dakota Avenue and Shields Avenue	2	3,461	B

Note: LOS = Level of Service per the Florida Roadway Segment LOS Tables

Under this scenario, the intersections of Bryan Avenue and Ashlan Avenue and Polk Avenue and Dakota Avenue are projected to exceed their LOS threshold during the AM peak period. To improve the LOS at these intersections, it is recommended that the following improvements be implemented:

- Bryan Avenue / Ashlan Avenue
  - Modify the westbound through-right lane to a through lane; and
  - Add a westbound right-turn lane.

- Polk Avenue / Dakota Avenue
  - Modify the eastbound through-right lane to a through lane; and
  - Add an eastbound right-turn lane.

Under this scenario, all study segments are projected to operate at an acceptable LOS.

Existing Plus Project Mitigation Measures: See Table 3.17-9 for a summary of traffic/transportation mitigation measures.

Near Term Plus Project Scenario

Approved and Pipeline Projects

The Near Term Project scenario includes the anticipated traffic impacts of approved (but not built) and pipeline projects. These are projects that are either under construction, built but not fully occupied, are not built but have final site development review (SDR) approval, or for which the lead agency or responsible agencies have knowledge of. The City of Fresno, County of Fresno and Caltrans staff were consulted throughout the preparation of the Traffic Impact Assessment regarding approved and/or known projects that could potentially impact the study intersections. JLB staff conducted a reconnaissance of the surrounding area to confirm the Near Term Projects. Subsequently, it was agreed that the projects listed in Table VIII of Appendix F were approved, near approval, or in the pipeline within the proximity of the proposed Project.

The trip generation listed in Table VIII of Appendix F is that which is anticipated to be added to the streets and highways by these projects between the time of the preparation of this report and five years from 2018. As shown in Table VIII, the total trip generation for the Near Term Projects is 57,263 daily trips, 4,942 AM peak hour trips and 5,682 PM peak hour trips. Figure 6 of Appendix F illustrates the location of the approved, near approval, or pipeline projects and their combined trip assignment to the study intersections and segments under the Near Term No Project Traffic Conditions scenario.

Near Term Plus Project Scenario

The Near Term plus Project Traffic Conditions scenario assumes that Gettysburg Avenue exists east of Bryan Avenue. Figure 8 of Appendix F illustrates the Near Term plus Project turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Near Term plus Project Traffic Conditions scenario are provided in Appendix I of Appendix F. Table 3.17-5 presents a summary of the Near Term plus Project peak hour LOS at the study intersections, while Table 3.17-6 presents a summary of the Near Term plus Project LOS for the study segments.

Table 3.17-5
Near Term Plus Project Intersection LOS Results

ID	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Bryan Avenue / Shaw Avenue	One -Way Stop	**>120.0**	F	**>120.0**	F
		Signalized (Mitigated)	49.2	D	25.3	C
2	Hayes Avenue / Shaw Avenue	One -Way Stop	**>120.0**	F	**>120.0**	F
		Signalized (Mitigated)	17.9	B	26.9	C
3	Bryan Avenue / Gettysburg Avenue	Two-Way Stop	24.7	C	13.6	B
4	Hayes Avenue / Gettysburg Avenue	One -Way Stop	12.2	B	12.1	B
5	Bryan Avenue / Ashlan Avenue	All-Way Stop	**>120.0**	F	13.7	B
		Signalized (Mitigated)	36.9	D	35.9	D
6	Hayes Avenue / Ashlan Avenue	All-Way Stop	**>120.0**	F	28.7	D
		Signalized (Mitigated)	28.8	C	20.4	C
7	Polk Avenue / Ashlan Avenue	All-Way Stop	**68.7**	F	**42.0**	E
		Signalized (Mitigated)	33.1	C	27.3	C
8	Bryan Avenue / Dakota Avenue	Does Not Exist	N/A	N/A	N/A	N/A
9	Hayes Avenue / Dakota Avenue	Two-Way Stop	**40.6**	E	20.8	C
		All-Way Stop (Mitigated)	17.8	C	14.2	B
10	Polk Avenue / Dakota Avenue	All-Way Stop	**69.8**	F	12.5	B
		Signalized (Mitigated)	43.4	D	16.3	B
11	Bryan Avenue / Shields Avenue	Two-Way Stop	22.3	C	13.2	B
12	Hayes Avenue / Shields Avenue	Two-Way Stop	**40.1**	E	18.6	C
		All-Way Stop (Mitigated)	15.4	C	10.9	B
13	Polk Avenue / Shields Avenue	All-Way Stop	27.2	D	11.3	B
14	Hayes Avenue / Clinton Avenue	Two-Way Stop	12.6	B	13.0	B
15	Polk Avenue / Clinton Avenue	All-Way Stop	12.5	B	11.2	B
16	Hayes Avenue / McKinley Avenue	Two-Way Stop	23.0	C	21.6	C
17	Hayes Avenue / Olive Avenue	Two-Way Stop	12.0	B	11.5	B
18	Hayes Avenue / Belmont Avenue	Two-Way Stop	14.8	B	12.9	B

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls
LOS for two-way and one-way STOP controlled intersections are based on the worst approach/movement of the minor street.

Table 3.17-6
Near Term Plus Project Segment LOS Results

ID	Segment	Limits	Lanes	24-hour Volume	LOS
1	Hayes Avenue	Ashlan Avenue and Dakota Avenue	2	6,734	C
2	Hayes Avenue	Dakota Avenue and Shields Avenue	2	4,691	C

Note: LOS = Level of Service per the Florida Roadway Segment LOS Tables

Under this scenario, the intersections of Bryan Avenue and Shaw Avenue, Hayes Avenue and Shaw Avenue, Bryan Avenue and Ashlan Avenue, Hayes Avenue and Ashlan Avenue, Polk Avenue and Ashlan Avenue, Hayes Avenue and Dakota Avenue, Polk Avenue and Dakota Avenue, and Hayes Avenue and Shields Avenue are projected to exceed their LOS threshold during one or both peak periods. To improve the LOS at these intersections, it is recommended that the following improvements be implemented:

- Bryan Avenue / Shaw Avenue
  - Signalize the intersection with protective left-turn phasing on all approaches.

- Hayes Avenue / Shaw Avenue
  - Add a westbound left-turn lane;
  - Modify the westbound left-through lane to a through lane;
  - Modify the northbound left-right lane to a left-turn lane;
  - Add a northbound right-turn lane;
  - Signalize the intersection with protective left-turn phasing on all approaches; and
  - Modify the intersection to accommodate the added lanes.

- Bryan Avenue / Ashlan Avenue
  - Modify the westbound through-right lane to a through lane;
  - Add a westbound right-turn lane; and
  - Signalize the intersection with protective left-turn phasing on all approaches.

- Hayes Avenue / Ashlan Avenue
  - Add an eastbound left-turn lane;
  - Modify the eastbound left-through-right lane to a through-right lane;
  - Add a westbound left-turn lane;
  - Modify the westbound left-through-right lane to a through-right lane;
  - Add a northbound left-turn lane;
  - Modify the northbound left-through-right lane to a through-right lane;
  - Add a southbound left-turn lane;
  - Modify the southbound left-through-right lane to a through-right lane;
  - Signalize the intersection with protective left-turn phasing on all approaches; and
  - Modify the intersection to accommodate the added lanes.

- Polk Avenue / Ashlan Avenue
  - Signalize the intersection with protective left-turn phasing on all approaches.

- Hayes Avenue / Dakota Avenue
  - Implement all-way stop controls.

- Polk Avenue / Dakota Avenue
  - Signalize the intersection with protective left-turn phasing on all approaches.

- Hayes Avenue / Shields Avenue

- Implement all-way stop controls.

Under this scenario, all study segments are projected to operate at an acceptable LOS.

Near Term Plus Project Mitigation Measures: See Table 3.17-9 for a summary of traffic/transportation mitigation measures.

Cumulative Year 2035 Plus Project Scenario

The Cumulative Year 2035 plus Project Traffic Conditions scenario assumes that Gettysburg Avenue exists between Bryan Avenue and Hayes Avenue and that Dakota Avenue exists east of Grantland Avenue. Figure 11 of Appendix F illustrates the Cumulative Year 2035 plus Project turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Cumulative Year 2035 plus Project Traffic Conditions scenario are provided in Appendix K of Appendix F. Table 3.17-7 presents a summary of the Cumulative Year 2035 plus Project peak hour LOS at the study intersections, while Table 3.17-8 presents a summary of the Cumulative year 2035 plus Project LOS for the study segments.

Table 3.17-7
Cumulative Year 2035 Plus Project Intersection LOS Results

ID	Intersection	Intersection Control	AM Peak Hour		PM Peak Hour	
			Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS
1	Bryan Avenue / Shaw Avenue	One -Way Stop	**>120.0**	**F**	**>120.0**	**F**
		Signalized (Mitigated)	34.0	C	37.9	D
2	Hayes Avenue / Shaw Avenue	One -Way Stop	**>120.0**	**F**	**>120.0**	**F**
		Signalized (Mitigated)	37.0	D	16.1	B
3	Bryan Avenue / Gettysburg Avenue	Two-Way Stop	**>120.0**	**F**	**>120.0**	**F**
		All-Way Stop (Mitigated)	23.8	C	16.1	C
4	Hayes Avenue / Gettysburg Avenue	Two -Way Stop	26.3	D	**39.2**	**E**
		All-Way Stop (Mitigated)	15.5	C	23.2	C
5	Bryan Avenue / Ashlan Avenue	All-Way Stop	**>120.0**	**F**	19.9	C
		Signalized (Mitigated)	33.1	C	30.7	C
6	Hayes Avenue / Ashlan Avenue	All-Way Stop	**>120.0**	**F**	**49.5**	**E**
		Signalized (Mitigated)	37.0	D	22.4	C
7	Polk Avenue / Ashlan Avenue	All-Way Stop	**>120.0**	**F**	**>120.0**	**F**
		Signalized (Mitigated)	54.5	D	29.7	C
8	Bryan Avenue / Dakota Avenue	Two-Way Stop	31.3	D	16.2	C
9	Hayes Avenue / Dakota Avenue	Two-Way Stop	**112.7**	**F**	**59.7**	**F**
		All-Way Stop (Mitigated)	26.3	D	20.2	C
10	Polk Avenue / Dakota Avenue	All-Way Stop	**>120.0**	**F**	**>120.0**	**F**
		Signalized (Mitigated)	55.0	D	20.9	C
11	Bryan Avenue / Shields Avenue	Two-Way Stop	**>120.0**	**F**	25.2	D
		All-Way Stop (Mitigated)	26.2	D	14.6	B
12	Hayes Avenue / Shields Avenue	Two-Way Stop	**>120.0**	**F**	**51.2**	**F**
		All-Way Stop (Mitigated)	33.3	D	16.0	C
13	Polk Avenue / Shields Avenue	All-Way Stop	**>120.0**	**F**	**>120.0**	**F**
		Signalized (Mitigated)	45.8	D	23.2	C
14	Hayes Avenue / Clinton Avenue	Two-Way Stop	**64.0**	**F**	27.3	D
		All-Way Stop (Mitigated)	13.4	B	11.6	B
15	Polk Avenue / Clinton Avenue	All-Way Stop	**>120.0**	**F**	**109.6**	**F**
		Signalized (Mitigated)	43.7	D	30.7	C
16	Hayes Avenue / McKinley Avenue	Two-Way Stop	**97.8**	**F**	28.6	D
		All-Way Stop (Mitigated)	20.2	C	13.1	B
17	Hayes Avenue / Olive Avenue	Two-Way Stop	27.7	D	20.5	C
18	Hayes Avenue / Belmont Avenue	Two-Way Stop	**107.1**	**F**	**118.6**	**F**
		All-Way Stop (Mitigated)	24.1	C	22.8	C

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls.
LOS for two-way STOP controlled intersections are based on the worst approach/movement of the minor street.

Table 3.17-8
Cumulative Year 2035 Plus Project Segment LOS Results

ID	Segment	Limits	Lanes	24-hour Volume	LOS
1	Hayes Avenue	Ashlan Avenue and Dakota Avenue	2	7,120	C
2	Hayes Avenue	Dakota Avenue and Shields Avenue	2	5,130	C

Note: LOS = Level of Service per the Florida Roadway Segment LOS Tables

Under this scenario, all study intersections, with the exception of the intersections of Bryan Avenue and Dakota Avenue and Hayes Avenue and Olive Avenue, are projected to exceed their LOS threshold during one or both peak periods. To improve the LOS at these intersections, it is recommended that the following improvements be considered for implementation.

- Bryan Avenue / Shaw Avenue
  - Modify the eastbound through-right lane to a through lane;
  - Add an eastbound right-turn lane; and
  - Signalize the intersection with protective left-turn phasing on all approaches.

- Hayes Avenue / Shaw Avenue
  - Add a second eastbound through lane with a receiving lane east of Hayes Avenue;
  - Add a westbound left-turn lane;
  - Modify the westbound left-through lane to a through lane;
  - Modify the northbound left-right lane to a left-turn lane;
  - Add a northbound right-turn lane;
  - Signalize the intersection with protective left-turn phasing on all approaches; and
  - Modify the intersection to accommodate the added lanes.

- Bryan Avenue / Gettysburg Avenue
  - Modify the westbound through-right lane to a through lane;
  - Add a westbound right-turn lane;
  - Modify the southbound through-right lane to a through lane;
  - Add a southbound right-turn lane;
  - Implement all-way stop controls.

- Hayes Avenue / Gettysburg Avenue
  - Implement all-way stop controls.

- Bryan Avenue / Ashlan Avenue
  - Modify the westbound through-right lane to a through lane;
  - Add a westbound right-turn lane; and
  - Signalize the intersection with protective left-turn phasing on all approaches.

- Hayes Avenue / Ashlan Avenue
  - Add an eastbound left-turn lane;
  - Modify the eastbound left-through-right lane to a through-right lane;
  - Add a westbound left-turn lane;
  - Modify the westbound left-through-right lane to a through-right lane;
  - Add a northbound left-turn lane;
  - Modify the northbound left-through-right lane to a through-right lane;
  - Add a southbound left-turn lane;
  - Modify the southbound left-through-right lane to a through-right lane;
  - Signalize the intersection with protective left-turn phasing on all approaches; and

- Modify the intersection to accommodate the added lanes.

- Polk Avenue / Ashlan Avenue
  - Modify the eastbound through-right lane to a through lane;
  - Add an eastbound right-turn lane;
  - Modify the westbound through-right lane to a through lane;
  - Add a westbound right-turn lane;
  - Modify the northbound through-right lane to a through lane;
  - Add a northbound right-turn lane;
  - Add a second southbound through lane with a receiving lane south of Ashlan Avenue; and
  - Signalize the intersection with protective left-turn phasing on all approaches.

- Hayes Avenue / Dakota Avenue
  - Implement all-way stop controls.

- Polk Avenue / Dakota Avenue
  - Modify the southbound through-right lane to a through lane;
  - Add a southbound right-turn lane; and
  - Signalize the intersection with protective left-turn phasing on all approaches.

- Bryan Avenue / Shields Avenue
  - Implement all-way stop controls.

- Hayes Avenue / Shields Avenue
  - Implement all-way stop controls.

- Polk Avenue / Shields Avenue
  - Add an eastbound left-turn lane;
  - Modify the eastbound left-through-right lane to a through-right lane;
  - Add a westbound left-turn lane;
  - Modify the westbound left-through-right lane to a through-right lane;
  - Add a northbound left-turn lane;
  - Modify the northbound left-through-right lane to a through-right lane;
  - Add a southbound left-turn lane;
  - Modify the southbound left-through-right lane to a through-right lane;
  - Signalize the intersection with protective left-turn phasing on all approaches; and
  - Modify the intersection to accommodate the added lanes.

- Hayes Avenue / Clinton Avenue
  - Implement all-way stop controls.

- Polk Avenue / Clinton Avenue
  - Add an eastbound left-turn lane;
  - Modify the eastbound left-through-right lane to a through-right lane;

- Modify the westbound left-through lane to a left-turn lane;
- Modify the westbound right-turn lane to a through-right lane;
- Modify the northbound through-right lane to a through lane;
- Add a northbound right-turn lane;
- Signalize the intersection with protective left-turn phasing on all approaches; and
- Modify the intersection to accommodate the added lanes.

- Hayes Avenue / McKinley Avenue
  - Implement all-way stop controls.

- Hayes Avenue / Belmont Avenue
  - Implement all-way stop controls.

Under this scenario, all study segments are projected to operate at an acceptable LOS.

Cumulative Year 2035 Plus Project Mitigation Measures: See Table 3.17-9 for a summary of traffic/transportation mitigation measures.

Project Mitigation Measures and Fair Share Calculations

The Project's fair share percentage impact to study intersections projected to fall below their LOS threshold and which are not covered by an existing impact fee program is provided in Table 3.17-9. The Project's fair share percentage impacts were calculated pursuant to the Caltrans Guide for the Preparation of Traffic Impact Studies. The Project's pro-rata fair shares were calculated utilizing the Existing volumes, 2035 Project Only Trips and Cumulative Year 2035 plus Project volumes. Since the critical peak period for the study facilities was determined to be during the AM peak, the AM peak volumes are utilized to determine the Project's pro-rata fair share. The recommended improvements are as follows:

1. Bryan Avenue / Shaw Avenue
   - Modify the eastbound through-right lane to a through lane;
   - Add an eastbound right-turn lane; and
   - Signalize the intersection with protective left-turn phasing on all approaches.

2. Hayes Avenue / Shaw Avenue
   - Add a second eastbound through lane with a receiving lane east of Hayes Avenue;
   - Add a westbound left-turn lane;
   - Modify the westbound left-through lane to a through lane;
   - Modify the northbound left-right lane to a left-turn lane;
   - Add a northbound right-turn lane;
   - Signalize the intersection with protective left-turn phasing on all approaches; and
   - Modify the intersection to accommodate the added lanes.

3. Bryan Avenue / Gettysburg Avenue

- o Modify the westbound through-right lane to a through lane;
- o Add a westbound right-turn lane;
- o Modify the southbound through-right lane to a through lane;
- o Add a southbound right-turn lane;
- o Implement all-way stop controls.

4. Hayes Avenue / Gettysburg Avenue
   - o Implement all-way stop controls.

5. Bryan Avenue / Ashlan Avenue
   - o Modify the westbound through-right lane to a through lane;
   - o Add a westbound right-turn lane; and
   - o Signalize the intersection with protective left-turn phasing on all approaches.

6. Hayes Avenue / Ashlan Avenue
   - o Add an eastbound left-turn lane;
   - o Modify the eastbound left-through-right lane to a through-right lane;
   - o Add a westbound left-turn lane;
   - o Modify the westbound left-through-right lane to a through-right lane;
   - o Add a northbound left-turn lane;
   - o Modify the northbound left-through-right lane to a through-right lane;
   - o Add a southbound left-turn lane;
   - o Modify the southbound left-through-right lane to a through-right lane;
   - o Signalize the intersection with protective left-turn phasing on all approaches; and
   - o Modify the intersection to accommodate the added lanes.

7. Polk Avenue / Ashlan Avenue
   - o Modify the eastbound through-right lane to a through lane;
   - o Add an eastbound right-turn lane;
   - o Modify the westbound through-right lane to a through lane;
   - o Add a westbound right-turn lane;
   - o Modify the northbound through-right lane to a through lane;
   - o Add a northbound right-turn lane;
   - o Add a second southbound through lane with a receiving lane south of Ashlan Avenue; and
   - o Signalize the intersection with protective left-turn phasing on all approaches.

9. Hayes Avenue / Dakota Avenue
   - o Implement all-way stop controls.

10. Polk Avenue / Dakota Avenue
    - o Modify the southbound through-right lane to a through lane;
    - o Add a southbound right-turn lane; and
    - o Signalize the intersection with protective left-turn phasing on all approaches.

11. Bryan Avenue / Shields Avenue
    - o Implement all-way stop controls.

12. Hayes Avenue / Shields Avenue
    - o Implement all-way stop controls.

13. Polk Avenue / Shields Avenue
    - o Add an eastbound left-turn lane;
    - o Modify the eastbound left-through-right lane to a through-right lane;
    - o Add a westbound left-turn lane;
    - o Modify the westbound left-through-right lane to a through-right lane;
    - o Add a northbound left-turn lane;
    - o Modify the northbound left-through-right lane to a through-right lane;
    - o Add a southbound left-turn lane;
    - o Modify the southbound left-through-right lane to a through-right lane;
    - o Signalize the intersection with protective left-turn phasing on all approaches; and
    - o Modify the intersection to accommodate the added lanes.

14. Hayes Avenue / Clinton Avenue
    - o Implement all-way stop controls.

15. Polk Avenue / Clinton Avenue
    - o Add an eastbound left-turn lane;
    - o Modify the eastbound left-through-right lane to a through-right lane;
    - o Modify the westbound left-through lane to a left-turn lane;
    - o Modify the westbound right-turn lane to a through-right lane;
    - o Modify the northbound through-right lane to a through lane;
    - o Add a northbound right-turn lane;
    - o Signalize the intersection with protective left-turn phasing on all approaches; and
    - o Modify the intersection to accommodate the added lanes.

16. Hayes Avenue / McKinley Avenue
    - o Implement all-way stop controls.

18. Hayes Avenue / Belmont Avenue
    - o Implement all-way stop controls.

It is recommended that the Project contribute its equitable fair share as listed in Table 3.17-9 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) or grant funded projects, as appropriate. For those improvements not presently covered by local and regional roadway impact fee programs or grant funding, it is recommended that the

Project contribute its equitable fair share. Payment of the Project's equitable fair share in addition to the local and regional impact fee programs would satisfy the Project's traffic mitigation measures.

Table 3.17-9
Project Fair Share of Future Roadway Improvements

ID	Intersection	Existing Traffic Volumes (AM Peak)	Cumulative Year 2035 plus Project Traffic Volumes (AM Peak)	2035 Project Only Trips (AM Peak)	Project's Fair Share (%)
1	Bryan Avenue / Shaw Avenue	908	2,482	29	1.84%
2	Hayes Avenue / Shaw Avenue	967	2,582	52	3.22%
3	Bryan Avenue / Gettysburg Avenue	451	1,418	37	3.83%
4	Hayes Avenue / Gettysburg Avenue	297	1,059	30	3.94%
5	Bryan Avenue / Ashlan Avenue	1,007	2,164	42	3.63%
6	Hayes Avenue / Ashlan Avenue	898	1,729	83	9.99%
7	Polk Avenue / Ashlan Avenue	1,328	2,850	35	2.30%
9	Hayes Avenue / Dakota Avenue	440	1,352	189	20.72%
10	Polk Avenue / Dakota Avenue	1,010	2,255	84	6.75%
11	Bryan Avenue / Shields Avenue	543	1,201	16	2.43%
12	Hayes Avenue / Shields Avenue	632	1,263	90	14.26%
13	Polk Avenue / Shields Avenue	891	2,125	36	2.92%
14	Hayes Avenue / Clinton Avenue	280	946	78	11.71%
15	Polk Avenue / Clinton Avenue	693	2,172	25	1.69%
16	Hayes Avenue / McKinley Avenue	519	1,129	52	8.52%
18	Hayes Avenue / Belmont Avenue	408	1,183	37	4.77%

Note: Project Fair Share = ((2035 Project Only Trips) / (Cumulative Year 2035 + Project Traffic Volumes - Existing Traffic Volumes)) x 100

Mitigation Measures: The Project will be required to construct public road frontage as well as all on-site roadways. Table 3.17-9 presents the Project's fair share percentage impact of the study intersections at which the Project will either cause or contribute to a significant impact which corresponds to the recommended improvements listed under the Cumulative Year 2035 With Project Scenario. These are included in Mitigation Measures TRA-1 and TRA-2.

TRA-1 The Project shall pay into applicable transportation fee programs. These include a Fresno Major Street Impact Fee (FMSI), a Traffic Signal Mitigation Impact Fee (TSMI) and a Regional Transportation Mitigation Fee (RTMF). The FMSI Fee will be calculated and assessed during the building permit process. The RTMF will be calculated and assessed by Fresno COG.

TRA-2 The Project will be responsible for paying its fair share cost percentages and/or constructing the recommended improvements identified in Table 3.17-9 (based on the Cumulative Year 2035 With Project AM Peak-hour impacts at Project-impacted intersections) subject to reimbursement for the

costs that are in excess of the Project's equitable responsibility as determined by the City. This will be itemized and enforced through conditions of approval or a development agreement, at the discretion of the City.

c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d. Result in inadequate emergency access?

Less Than Significant Impact. Based on information provided by the developer, access to and from the Project site will be from nine (9) points. (3) access points are proposed along Hayes Avenue – two (2) north of Dakota Avenue and one (1) south of Dakota Avenue. Five (5) access points are proposed along Dakota Avenue – two (2) for the portion of the Project site located north of Dakota Avenue and three (3) for the portion of the Project site located south of Dakota Avenue. One access point is proposed along the east side of Bryan Avenue south of Dakota Avenue. JLB analyzed the location of the proposed access points relative to the existing local roads and driveways in the Project's vicinity. A review of the Project driveways to be constructed indicates that they are located at points that minimize traffic operational impacts to the existing roadway network.

No roadway design features associated with this proposed Project would result in an increase in hazards due to a design feature or be an incompatible use. The internal road system has been designed with relatively short blocks with traffic calming features. There are no non-residential uses (such as farm equipment) associated with the Project. The City has reviewed the site layout and determined that the Project provides adequate emergency access. There is a ***less than significant impact.***

Mitigation Measures: None are required.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

RESPONSES

a). Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact. In accordance with Assembly Bill (AB) 52 and Senate Bill (SB) 18, potentially affected Tribes were formally notified of this Project and were given the opportunity to request consultation on the Project. The City contacted the Native American Heritage Commission, requesting a contact list of applicable Native American Tribes, which was provided to the City. The City contacted the Native American Heritage Commission, requesting a contact list of applicable Native American Tribes, which was provided to the City. The City provided letters to the listed Tribes, notifying them of the Project and requesting consultation, if desired. The City did not receive any responses from the tribes contacted. The City did not receive any responses from the tribes contacted. Therefore, there is a ***less than significant impact***.

Mitigation Measures: None are required.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☒	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☒	☐	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The Project site is currently being utilized for vineyards, irrigated pasture, disked fields and rural residential homes. Upon annexation and approval, the Project will be required to connect to water, sewer, stormwater and wastewater services provided by the City of Fresno and may be subject to water use fees and/or development fees to be provided such service. In addition, the Project will require solid waste disposal services.

The City of Fresno also provides solid waste, recycling, and green waste collection services to residential customers within the City limits.

RESPONSES

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact With Mitigation. The Project is subject to review by the Fresno Metropolitan Flood Control District and conditions and requirements of the Project pertaining to storm drain facilities. See Section 3.10 - Hydrology and Water Quality. The Project developer will be required to prepare a drainage / grading plan as identified in Mitigation Measure HYD – 2 (preparation of a drainage / grading plan). In addition, the Project will require connection to the City's water and sewer systems. The impacts of these activities are included within the environmental evaluation of the overall Project and the mitigation measures listed herein are applicable to these Project activities.

The proposed Project will not result in the construction of new facilities to meet electric power, natural gas or telecommunication needs presented by the addition of the Project (other than what is necessary to connect to the existing facilities near the Project site).

Therefore, with mitigation as identified throughout this document, the Project will have a ***less than significant impact.***

Mitigation Measures: The mitigation measures throughout this document are also applicable to the on-site improvements associated with installation of adequate utilities. See attached Project-specific Mitigation Measure Monitoring Checklist and the attached MEIR Mitigation Measure Monitoring Checklist.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant With Mitigation. The Project currently utilizes groundwater accessed through on-site water wells to irrigate crops onsite (Planted in vineyards – February 2020) and to serve the small

number of rural residences on the site. Upon Project approval and annexation into the City, the Project will be required to connect to water services provided by the City of Fresno and may be subject to water use fees and/or development fees to be provided such service as described herein.

Project water demand is determined using the City's adopted 2015 Urban Water Management Plan (UWMP) methodologies and will be calculated on the basis of the following assumptions:

- Residential: 486 single-family units; historic water usages per capita adjusted for City Urban Water Management Plan assumptions regarding water conservation usage effects.
- Average single-family household size according to the City's most recent Housing Element is 3.07 persons per unit.
- No units will be occupied until after 2020, therefore this analysis will use the UWMP 2020 target of 247 gallons per capita per day (GPCD), which is 80% of the City's 10-year baseline period (1999-2008) target of 309 GPCD and the confirmed 2020 target.[21]
- 486 dwelling units X 3.07 persons per dwelling unit = 1,492 persons X 247 GPCD = 368,529 total gallons per day X 365 days per year = 134,513,085 gallons per year (or ~413 acre/feet/year).

Based on the information above, the Project will require approximately 413 acre/feet/water per year. The proposed 88 acre site has historically been used for farming (agricultural production and grazing) and is currently partially planted with vineyards. Water use requirements for vineyards can vary depending on location, amount of rainfall, irrigation methods, soil permeability and other factors. The University of California Cooperative Extension estimates that vineyards in the San Joaquin Valley are irrigated with between 24 to 36 inches of water per year (equates to 2 to 3 acre/feet/year).[22] For purposes of this analysis, it is assumed that the vineyards on site require approximately 3 acre/feet/year per acre and that 70 acres (of the 88) is a reasonable amount to assume to be in agricultural production for yearly water use estimates. Therefore, existing yearly water use is estimated as follows:

70 acres of vineyards X 3 acre/feet/acre/year = 210 acre/feet/year

Comparing the 70 acres of vineyards (210 acre/feet/year) to the 88 acres of the proposed residential Project (413 acre/feet/year), the proposed Project will use approximately 203 acre/feet/year more water than the existing agricultural operation (413 projected – 210 existing = 203 acre/feet/year of increased groundwater use on the site).

The City has reviewed the Project and determined that it can accommodate the water needs from the

[21] City of Fresno 2015 UWMP, page 5-9.

[22] http://cetulare.ucanr.edu/files/82035.pdf Accessed February 2020.

Project subject to development impact fees. In addition to adequate water supply, the Project is also subject to minimum water pressure requirements. The City of Fresno Municipal Code Section 6-501 states than estimated peak hour water demands shall be based on 2.12 gallons per minute for single-family residential units. The Fire Protection Water Demand shall be added to the overall Project water demands at 1,500 gallons per minute. The sum of the Peak Hour Water Demands and Fire Protection Demands (in gpm) shall establish the total instantaneous water supply flow required for the Project, inclusive of fire protection. The Project applicant will be required to adhere to these standards and maintain them in perpetuity.

The City's UWMP contains a detailed evaluation of existing sources of water supply, anticipated future water demand, extensive conservation measures, and the development of new water supplies (recycled water, increased recharge, surface water treatment, etc.). Measures contained in the UWMP as well as the City's General Plan are intended to reduce demands on groundwater resources by augmenting supply and introducing conservation measures and other mitigation strategies. The proposed Project will implement Mitigation Measure HYD – 1 which includes water use reduction measures. This will ensure that impacts from water use remain less than significant. The Project is also subject to development impact fees for water services.

Water Availability

The proposed Project site is included in the land use / population area covered by the City's 2015 Urban Water Management Plan, which estimated future water demands based on land-use demand factors. The forecast period was based on a review of land-based unit demands factors for 2013 through 2015 and holding the City's General Plan land use acreages at buildout.[23] Projected water demands are shown in Table 3.19-1. As shown in the Table, overall water demands are projected to increase from 214,500 af/year in 2020 to 262,500 af/year in 2040, an approximately 22% increase. However, the increase in water use from single-family housing is projected to increase at a slower rate of approximately 13% over the same period from 81,200 af/year in 2020 to 92,100 af/year in 2040.

The proposed Project is anticipated to utilize City groundwater to support the residential development. The Urban Water Management Plan (UWMP) indicates that future demand can be met with continued groundwater pumping, surface water purchases and conservation measures.

[23] City of Fresno 2015 UWMP, page 4-5.

Table 3.19-1 – City-Wide Demands for Potable and Raw Water

Use Type	Additional Description *(as needed)*	Projected Water Use (af)				
		2020	2025	2030	2035	2040
Single Family		81,200	85,700	87,000	91,200	92,100
Multi-Family		23,000	25,100	26,800	28,900	30,400
Commercial	See Note 1	24,800	28,800	32,800	36,800	38,800
Industrial		6,600	6,900	6,400	6,600	6,900
Institutional/Governmental	See Note 1					
Landscape		11,200	11,700	12,200	12,700	13,100
Groundwater recharge/storage/banking	GW recharge	55,800	58,500	61,100	63,800	66,500
Saline water intrusion barrier						
Agricultural irrigation						
Wetlands or wildlife habitat						
Wholesale demand						
Other (define)	Travel Meters	200	200	200	200	200
Losses		11,700	12,700	13,200	14,100	14,500
Total		214,500	229,600	239,700	254,300	262,500
Notes:1. Institutional and Governmental water usage is included in Commercial.						

Source: Fresno 2015 UWMP Table 4-4, page 4-6

The Project site was included in the both the UWMP and the City's General Plan land use / water use projections. Since the site has been contemplated for urban development by the City of Fresno, the Project will not result in additional use of groundwater that was not already accounted for in the City's infrastructure planning documents (and subsequently analyzed in their respective CEQA documents). As such, there is ***a less than significant impact*** to this impact area. Mitigation Measure HYD – 1 will help ensure that impacts remain less than significant (note: Mitigation Measure HYD-1 is a duplicate mitigation measure from Section 3.10 – Hydrology).

Mitigation Measures: HYD-1 (Water Conservation). See attached Project-specific Mitigation Measure Monitoring Checklist and MEIR Mitigation Measure Monitoring Checklist.

HYD – 1: The Project will implement the City of Fresno Water Conservation Program, including implementation of the State's Water Efficient Landscape Ordinance. The California Water Conservation Act mandates a 20 percent reduction in water usage by 2020. The City will meet the reduction target with measures applicable to new and existing development. Reductions beyond the state mandated 20 percent are possible with the use of building and landscaping water conservation features. The reductions from buildings can be achieved with high efficiency toilets, low-flow faucets, and water-efficient appliances such as dishwashers. Water savings from landscaping would be achieved primarily through the use of drought-tolerant landscaping or xeriscaping.

c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The Project will result in wastewater from residential units that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains and other similar features. The Project will not discharge any unusual or atypical wastewater that would violate the City's waste discharge requirements.

The Fresno-Clovis Regional Wastewater Reclamation Facility has been expanded and rehabilitated several times over the past 40 years to meet discharge requirements and accommodate growth in the metropolitan area. The treatment plant's design capacity is 80 MGD annual average, 160 MGD peak hour. The facility treats approximately 68 million gallons of wastewater per day.[24]

Table 3.19-2 summarizes the proposed Project's estimated wastewater generation. The estimate is based on a most conservative assumption that wastewater generation represents 90 percent of water consumption. This assumption is conservative because outdoor irrigation represents a significant percentage of water consumption. As shown in the table, the proposed Project would generate an estimated 331,676 gallons of wastewater on a daily basis.

Table 3.19-2
Project Wastewater Generation

Annual Water Demand	Daily Water Demand	Daily Wastewater Generation (90 percent of Daily Water Demand)
413 acre-feet	1.13 acre-feet (368,529 gallons)	1.01 acre-feet (331,676 gallons)

At 331,676 gallons of wastewater per day, the Project would represent only 0.004% of the daily average contribution to the permitted capacity of 80,000,000 gallons per day. The existing sewer mains adjacent to the Project site are sized to accommodate land uses planned in the City of Fresno's General Plan. The Project area is served by the City's Grantland trunk sewer line and the Project will be responsible for construction of smaller sewer lines to connect to the Project site and for its fair-share of payments for trunk fees; these fees will be collected pursuant to the City's UGM policies. The Project is not anticipated to cause any violation of any existing permit because of the "typical" content - B.O.D. and suspended solids - of the waste discharge associated with the Project. The proposed Project will be required to pay its fair share of wastewater fees. The City of Fresno Public Works Department has reviewed the Project and determined that it can accommodate the wastewater generated from the Project. Therefore, the impact is

[24] https://www.fresno.gov/publicutilities/facilities-infrastructure/ (accessed Feb. 2020).

less than significant.

Mitigation Measures: None are required.

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The City of Fresno's solid waste is primarily landfilled at the American Avenue Landfill in Tranquility. The landfill is permitted to accept 2,300 tons per day and has a permitted capacity of 29.3 million cubic yards. The original closure date was 2031; however, due to enhanced recycling efforts, particularly on the part of the City of Fresno, the closure date has been extended to 2050.

Solid waste generation by the Project is estimated to be:[25]

Residential:[26] 486 units @ 12.23 #/day = 5,944 #/day or ~2.97 tons/day

The total Project solid waste generated by the Project will thus be 2.97 tons per day. If the City's reported historic diversion rate of 56% is maintained, the Project contribution to the landfill will be (.44 x 2.97), 1.31 tons per day.

The landfill has a maximum permitted disposal rate of 2,300 ton per day and a current disposal rate of 1,300 tons per day. Since the proposed Project's impact on solid waste would represent approximately 0.0005% of the daily intake, the impact is considered ***less than significant.***

Mitigation Measures: None are required.

[25] Source: CIWMB 2004

[26] Rate for single-family detached units. Some units are multifamily, which generate less solid waste per unit. Therefore, this is a conservative estimate

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

Although the City of Fresno is proximate to high and very high fire hazard designated areas, the City itself is largely categorized as little or no threat or moderate fire hazard, which is largely attributed to

paved areas.[27] Some small areas along the San Joaquin River Bluff in the northern portion of the City of Fresno are prone to wildfire due to the relatively steep terrain and vegetation and are classified as having a high fire hazard. The City does have an adopted Emergency Operations Plan (EOP); however, the EOP does not designate evacuation routes, which may not be necessary since Fresno does not face any expected natural hazards from likely sources or locations. [28]

The proposed Project site's elevation is approximately 280 feet above mean sea level in an area of intense agricultural and urban development. The Project site is located on primarily irrigated land, adjacent to other agricultural land, rural residential homes, and single-family tract homes.

RESPONSES

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. To receive building permits, the proposed Project would be required to be in compliance with the adopted emergency response plan. As such, any wildfire risk to the Project structures or people would be ***less than significant.***

Mitigation Measures: None are required.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. The Project site is located on irrigated land that is adjacent to roadways, agricultural lands, rural residential housing and single-family tract homes. The area is highly developed nature of the area, the lack of slopes and lack of conditions increase wildfire risk,

[27] City of Fresno. General Plan and Development Code Update. Master Environmental Impact Report. Page 5.13-4 https://www.fresno.gov/darm/wp-content/uploads/sites/10/2016/11/Sec-05-13-Public-Services-Fresno-MEIR.pdf. Accessed February 2020.

[28] City of Fresno General Plan. December 2014. Page 9-36. https://www.fresno.gov/darm/wp-content/uploads/sites/10/2016/11/GP9NoiseandSafety.pdf. Accessed February 2020.

the impact is determined to be ***less than significant.***

Mitigation Measures: None are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

RESPONSES

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to ***less than significant***.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. Due to the nature of the Project and consistency with environmental policies, incremental contributions to impacts are considered less than cumulatively considerable. All Project-related impacts were determined to be either less than significant, or less than significant after mitigation. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increase need for housing, increase in traffic, air pollutants, etc.). As such, Project impacts are not considered to be cumulatively considerable given the planned growth in the area and the insignificance of Project-induced impacts. The impact is therefore ***less than significant***.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the Project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to ***less than significant.***

Chapter 4

MITIGATION MONITORING & REPORTING PROGRAM

Project Specific Mitigation Measure Monitoring Checklist

This Project Specific Mitigation Monitoring Checklist has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Tract 6234 Single-Family Residential Development / Annexation Project. These Project Specific Mitigation Measures are in addition to the applicable mitigation measures from the City of Fresno MEIR.

Mitigation Measure	Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
Agriculture				
AG-1: In order to reduce potential conflicts between urban and agricultural uses, the following measures shall be implemented: • Potential residents shall be notified about possible exposure to agricultural chemicals at the time of purchase / lease of property within the development. • A Right-to-Farm Covenant shall be recorded on each tract map or be made a condition of each tract map to protect continued agricultural practices in the area. • Potential residents shall be informed of the Right-to-Farm Covenant at the time of purchase / lease of property within the development.	Project Applicant	Prior to occupancy	City of Fresno	
Biology				
BIO-1: Protect nesting Swainson's hawk. 1. To the extent practicable, construction activities shall be scheduled to avoid Swainson's hawk nesting season, which extends from March through August. 2. If it is not possible to schedule work between September and February, a qualified biologist shall conduct a survey for active Swainson's hawk nests within 0.5 miles of the Project site no more than 14 days prior to the start of construction. If an active nest is found within 0.5 miles, and the qualified biologist determines that Project activities	Project Applicant	Prior to ground disturbing activities	City of Fresno	

Mitigation Measure	Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
would disrupt nesting, a construction-free buffer or limited operating period shall be implemented in consultation with the CDFW. **BIO-2:** Protect American Badger. 1. To protect American badger, a qualified biologist shall conduct a pre-construction survey in suitable land cover on and within 50 feet of the Project site no more than 14 days prior to the start of construction. If American badger activity (dens, digging, or direct observation) is detected, the qualified biologist shall establish an exclusion zone of 50 feet between any active dens and the work area. Exclusion fencing shall be installed around the work area to prevent American badgers from entering. If a 50-ft exclusion zone cannot be established, a site-specific plan to minimize the potential for Project activities to affect the survival or reproductive success of American badger shall be developed by the qualified biologist and implemented in consultation with the CDFW. **BIO-3:** Protect pallid bat. 1. To the extent practicable, construction shall be scheduled to avoid the pallid bat pupping season, which extends from April through July. 2. If it is not possible to schedule work between August and March, a qualified biologist shall conduct a survey for				

Mitigation Measure	Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
active pallid bat maternal colonies in large trees on the Project site no more than 14 days prior to the start of construction. If an active colony is found, and the qualified biologist determines that the Project activities would disrupt breeding, a construction-free buffer or limited operating period shall be implemented in consultation with the CDFW. **BIO-4:** Protect nesting birds. 1. To the extent practicable, construction shall be scheduled to avoid the nesting season, which extends from February through August. 2. If it is not possible to schedule construction between September and January, a pre-construction clearance survey for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. A pre-construction survey shall be conducted no more than 14 days prior to the start of construction activities. During this survey, the qualified biologist shall inspect all potential nest substrates in and immediately adjacent to the impact areas, including within 250 feet in the case of raptor nests. If an active nest is found clos enough to the construction area to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer to be established around the nest. If work cannot proceed without disturbing the nesting birds, work may				

	Mitigation Measure	Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
	need to be halted or redirected to other areas until nesting and fledging are completed or the nest has failed for non-construction related reasons.				
Cultural Resources					
CUL – 1	Because there are known Native American village sites in the nearby San Joaquin River watershed, and the Traditional Choinumuni Tribe has concerns regarding the potential for uncovering buried isolated artifacts or sites relating to Native American occupation during Project construction. It is recommended that an archaeologist monitor ground-disturbing excavations that extend greater than 3 feet in depth.	Project Applicant	Prior to Ground Disturbing Activities	City of Fresno	
CUL – 2	In the event that archaeological remains are encountered at any time during development or ground-moving activities within the Project area, all work in the vicinity of the find should be halted until a qualified archaeologist can assess the discovery.				
CUL – 3	If human remains are uncovered, or in any other case when human remains are discovered during construction, the Fresno County Coroner is to be notified to arrange their proper treatment and disposition. If the remains are identified—on the basis of archaeological context, age, cultural associations, or biological traits—as those of a Native American, California Health and Safety Code 7050.5 and Public Resource Code 5097.98 require that the				

	Mitigation Measure	Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
	coroner notify the NAHC within 24 hours of discovery. The NAHC will then identify the Most Likely Descendent, who will be afforded the opportunity to recommend means for treatment of the human remains following protocols in California Public Resources Code (PRC) 5097.98.				
Geology / Soils					
GEO – 1:	In order to reduce on-site erosion due to project construction and operation, an erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods by a registered civil engineer or certified professional. The erosion control plan shall incorporate best management practices consistent with the requirements of the National Pollution Discharge Elimination System (NPDES). The erosion component of the plan must at least meet the requirements of the SWPPP required by the California State Water Resources Control Board. If earth disturbing activities are proposed between October 15 and April 15, these activities shall be limited to the extent feasible to minimize potential erosion related impacts. Additional erosion control measures shall be implemented in consultation with the City of Fresno. Prior to the issuance of any permit, the project proponent shall submit detailed plans to the satisfaction of the City of Fresno. The components of the erosion control plan and SWPPP shall be monitored for effectiveness by City of Fresno. Erosion control measures may include, but not be limited to, the following:	Project Applicant	Prior to issuance of grading permits	City of Fresno	

	Mitigation Measure	Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
	a. Limit disturbance of soils and vegetation disturbance removal to the minimum area necessary for access and construction; b. Confine all vehicular traffic associated with construction to the right-of-way of designated access roads; c. Adhere to construction schedules designed to avoid periods of heavy precipitation or high winds; d. Ensure that all exposed soil is provided with temporary drainage and soil protection when construction activity is shut down during the winter periods; and e. Inform construction personnel prior to construction and periodically during construction activities of environmental concerns, pertinent laws and regulations, and elements of the proposed erosion control measures.				
GEO – 2:	The project proponent shall retain a registered geotechnical engineer to prepare a design level geotechnical analysis prior to the issuance of any grading and/or building permit. The design-level analysis shall address site preparation measures and foundation design requirements of the project. The design-level analysis shall be prepared to the satisfaction of the City of Fresno. Final design-level project plans shall be designed in accordance with the approved geotechnical analysis. This shall include certification of engineered fills and subgrade preparation through monitoring of earthwork and compaction testing by a geotechnical engineer during construction.	Project Applicant	Prior to issuance of grading or building permit	City of Fresno	
Hazards / Hazardous Materials					
HAZ-1:	Prior to issuance of grading permits, the project applicant shall retain a qualified consultant to perform testing of the	Project Applicant	Prior to issuance of	City of Fresno	

	Mitigation Measure	Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
	project site soils, in particular those soils on the site that were subject to pesticide use, soils in the vicinity of the diesel fuel storage tank and soils adjacent to the former railroad alignment, in accordance with the California Department of Toxic Substances (DTSC) "Interim Guidance for Sampling Agricultural Properties". The Guidance document provides recommendations for the number of soil samples and methodology based on project size in acres. Soils shall be laboratory tested for organochlorine pesticides and arsenic in accordance with DTSC guidelines. If the testing yields concentrations in excess of acceptable limits for residential and commercial development, the project applicant shall retain a qualified contractor to perform soil remediation in accordance with DTSC guidelines. The soil remediation activities shall be completed prior to grading activities. The applicant shall submit documentation to the City of Fresno demonstrating that soil testing was performed and any necessary remediation was completed as part of the grading permit application.		grading or building permit		
HAZ-2:	Irrigation wells that may be dispersed throughout the project site, and any potential onsite domestic wells and septic systems shall be properly abandoned or destroyed in compliance with applicable regulations of the Fresno County Department of Public Health governing water wells and septic systems. Consultation shall occur with the Department of Public Health regarding well and septic system abandonment and inspections. Documentation of wells and septic systems being abandoned or destroyed shall be submitted to the City of Fresno Planning Department prior to construction of proposed uses. If irrigation wells and septic systems are found during construction activities; those activities shall cease until consultation with the County Department of Public Health				

	Mitigation Measure	Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
	has occurred to review proper abandonment of those systems.				
HAZ-3:	The applicant shall consult with PG&E to determine the location of electric power lines and high-pressure gas transmission lines within the project boundaries. The locations/depths shall be delineated on all grading/development plans. Development plans shall provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E facilities. Grading/development plans shall indicate which types of equipment and wheel load limits will be acceptable for work over the gas line. PG&E shall be afforded the opportunity to consult with the developer on project plans.				
Hydrology					
HYD-1:	The Project will implement the City of Fresno Water Conservation Program, including implementation of the State's Water Efficient Landscape Ordinance. The California Water Conservation Act mandates a 20 percent reduction in water usage by 2020. The City will meet the reduction target with measures applicable to new and existing development. Reductions beyond the state mandated 20 percent are possible with the use of building and landscaping water conservation features. The reductions from buildings can be achieved with high efficiency toilets, low-flow faucets, and water-efficient appliances such as dishwashers. Water savings from landscaping would be achieved primarily through the use of drought-tolerant landscaping or xeriscaping.	Project Applicant	Prior to issuance of building permit	City of Fresno	

Mitigation Measure		Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
HYD – 2:	The project proponent shall retain a qualified consultant to prepare a drainage / grading plan prior to the issuance of any grading and/or building permit. The design-level analysis shall be prepared to the satisfaction of the City of Fresno.				
Public Services					
PUB-1:	The Project Applicant shall pay development impact fees for police, fire, recreational and other public services as determined by the City of Fresno.	Project Applicant	Prior to issuance of building permits	City of Fresno	
Traffic					
TRA-1:	The project shall pay into applicable transportation fee programs. These include a Fresno Major Street Impact Fee (FMSI), a Traffic Signal Mitigation Impact Fee (TSMI) and a Regional Transportation Mitigation Fee (RTMF). The FMSI Fee will be calculated and assessed during the building permit process. The RTMF will be calculated and assessed by Fresno COG.	Project Applicant	Prior to issuance of building permits	City of Fresno	
TRA-2:	The Project will be responsible for paying its fair share cost percentages and/or constructing the recommended improvements identified in Table 3.17-9 (based on the Cumulative Year 2035 With Project AM Peak-hour impacts at Project-impacted intersections) subject to reimbursement for the costs that are in excess of the Project's equitable responsibility as determined by the City. This will be itemized and enforced through conditions of				

Mitigation Measure	Party responsible for Implementing Mitigation	Timing	Party responsible for Monitoring	Verification (name/ date)
approval or a development agreement, at the discretion of the City.				

MEIR Mitigation Measure Monitoring Checklist for Tract 6234 – Residential Development / Annexation

February 2020

INCORPORATING MEASURES FROM THE MASTER ENVIRONMENTAL IMPACT REPORT (MEIR) CERTIFIED FOR THE CITY OF FRESNO GENERAL PLAN UPDATE (SCH No. 2012111015)

This mitigation measure monitoring and reporting checklist was prepared pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15097 and Section 21081.6 of the Public Resources Code (PRC). It was certified as part of the Fresno City Council's approval of the MEIR for the Fresno General Plan update (Fresno City Council Resolution 2014-225, adopted December 18, 2014).

Letter designations to the right of each MEIR mitigation measure listed in this Exhibit note how the mitigation measure relates to the environmental assessment of the above-listed project, according to the key found at right and at the bottoms of the following pages:

A - Incorporated into Project
B - Mitigated
C - Mitigation in Progress
D - Responsible Agency Contacted
E - Part of City-wide Program
F - Not Applicable

The timing of implementing each mitigation measure is identified in in the checklist, as well as identifies the entity responsible for verifying that the mitigation measures applied to a project are performed. Project applicants are responsible for providing evidence that mitigation measures are implemented. As lead agency, the City of Fresno is responsible for verifying that mitigation is performed/completed.

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Aesthetics:								
AES-1. Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residences. **Verification comments:**	Prior to issuance of building permits	Public Works Department (PW) and Development & Resource Management Dept. (DARM)	**X**				**X**	

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Aesthetics *(continued)***:**								
AES-2: Lighting systems for public facilities such as active play areas shall provide adequate illumination for the activity; however, low intensity light fixtures and shields shall be used to minimize spillover light onto adjacent properties. **Verification comments:**	Prior to issuance of building permits	DARM	**X**					**X**
AES-3: Lighting systems for non-residential uses, not including public facilities, shall provide shields on the light fixtures and orient the lighting system away from adjacent properties. Low intensity light fixtures shall also be used if excessive spillover light onto adjacent properties will occur. **Verification comments:**	Prior to issuance of building permits	DARM	**X**					**X**
AES-4: Lighting systems for freestanding signs shall not exceed 100 foot Lamberts (FT-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal footcandles and shall not exceed 500 FT-L when adjacent to streets which have an average light intensity of 2.0 horizontal footcandles or greater. **Verification comments:**	Prior to issuance of building permits	DARM						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Aesthetics *(continued)***:**								
AES-5: Materials used on building facades shall be non-reflective. **Verification comments:**	Prior to development project approval	DARM	**X**					**X**
Air Quality:								
AIR-1: Projects that include five or more heavy-duty truck deliveries per day with sensitive receptors located within 300 feet of the truck loading area shall provide a screening analysis to determine if the project has the potential to exceed criteria pollutant concentration based standards and thresholds for NO2 and PM2.5. If projects exceed screening criteria, refined dispersion modeling and health risk assessment shall be accomplished and if needed, mitigation measures to reduce impacts shall be included in the project to reduce the impacts to the extent feasible. Mitigation measures include but are not limited to: • Locate loading docks and truck access routes as far from sensitive receptors as reasonably possible considering site design limitations to comply with other City design standards. • Post signs requiring drivers to limit idling to 5 minutes or less. **Verification comments:**	Prior to development project approval	DARM						**X**

A - Incorporated into Project
B - Mitigated
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Air Quality *(continued)***:**								
AIR-2: Projects that result in an increased cancer risk of 10 in a million or exceed criteria pollutant ambient air quality standards shall implement site-specific measures that reduce toxic air contaminant (TAC) exposure to reduce excess cancer risk to less than 10 in a million. Possible control measures include but are not limited to: • Locate loading docks and truck access routes as far from sensitive receptors as reasonably possible considering site design limitations to comply with other City design standards. • Post signs requiring drivers to limit idling to 5 minutes or less • Construct block walls to reduce the flow of emissions toward sensitive receptors • Install a vegetative barrier downwind from the TAC source that can absorb a portion of the diesel PM emissions • For projects proposing to locate a new building containing sensitive receptors near existing sources of TAC emissions, install HEPA filters in HVAC systems to reduce TAC emission levels exceeding risk thresholds. • Install heating and cooling services at truck stops to eliminate the need for idling during overnight stops to run onboard systems. *(continued on next page)*	Prior to development project approval	DARM						**X**

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D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Air Quality *(continued)***:**								
AIR-2 *(continued from previous page)* • For large distribution centers where the owner controls the vehicle fleet, provide facilities to support alternative fueled trucks powered by fuels such as natural gas or bio-diesel • Utilize electric powered material handling equipment where feasible for the weight and volume of material to be moved. **Verification comments:**	*[see previous page]*	*[see previous page]*						
AIR-3: Require developers proposing projects on ARB's list of projects in its Air Quality and Land Use Handbook (Handbook) warranting special consideration to prepare a cumulative health risk assessment when sensitive receptors are located within the distance screening criteria of the facility as listed in the ARB Handbook. **Verification comments:**	Prior to development project approval	DARM						**X**

A - Incorporated into Project
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E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Air Quality *(continued)***:**								
AIR-4: Require developers of projects containing sensitive receptors to provide a cumulative health risk assessment at project locations exceeding ARB Land Use Handbook distance screening criteria or newer criteria that may be developed by the San Joaquin Valley Air Pollution Control District (SJVAPCD). **Verification comments:**	Prior to development project approval	DARM						**X**
AIR-5: Require developers of projects with the potential to generate significant odor impacts as determined through review of SJVAPCD odor complaint history for similar facilities and consultation with the SJVAPCD to prepare an odor impact assessment and to implement odor control measures recommended by the SJVAPCD or the City to the extent needed to reduce the impact to less than significant. **Verification comments:**	Prior to development project approval	DARM						**X**

A - Incorporated into Project
B - Mitigated
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D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Biological Resources:								
BIO-1: Construction of a proposed project should avoid, where possible, vegetation communities that provide suitable habitat for a special-status species known to occur within the Planning Area. If construction within potentially suitable habitat must occur, the presence/absence of any special-status plant or wildlife species must be determined prior to construction, to determine if the habitat supports any special-status species. If special-status species are determined to occupy any portion of a project site, avoidance and minimization measures shall be incorporated into the construction phase of a project to avoid direct or incidental take of a listed species to the greatest extent feasible. **Verification comments:**	Prior to development project approval	DARM					**X**	
BIO-2: Direct or incidental take of any state or federally listed species should be avoided to the greatest extent feasible. If construction of a proposed project will result in the direct or incidental take of a listed species, consultation with the resources agencies and/or additional permitting may be required. Agency consultation through the California Department of Fish and Wildlife (CDFW) 2081 and U.S. Fish and Wildlife Service (USFWS) Section 7 or Section 10 permitting processes must take place prior to any action that *(continued on next page)*	Prior to development project approval	DARM					**X**	

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D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Biological Resources *(continued)*:								
BIO-2 *(continued from previous page)* may result in the direct or incidental take of a listed species. Specific mitigation measures for direct or incidental impacts to a listed species will be determined on a case-by-case basis through agency consultation. **Verification comments:**	*[see previous page]*	*[see previous page]*						
BIO-3: Development within the Planning Area should avoid, where possible, special-status natural communities and vegetation communities that provide suitable habitat for special-status species. If a proposed project will result in the loss of a special-status natural community or suitable habitat for special-status species, compensatory habitat-based mitigation is required under CEQA and the California Endangered Species Act (CESA). Mitigation will consist of preserving on-site habitat, restoring similar habitat or purchasing off-site credits from an approved mitigation bank. Compensatory mitigation will be determined through consultation with the City and/or resource agencies. An appropriate mitigation strategy and ratio will be agreed upon by the developer and lead agency to reduce project impacts to special-status natural communities to a less than significant *(continued on next page)*	Prior to development project approval	DARM					X	

A - Incorporated into Project
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C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Biological Resources *(continued)*:								
BIO-3 *(continued from previous page)*: level. Agreed-upon mitigation ratios will depend on the quality of the habitat and presence/absence of a special-status species. The specific mitigation for project level impacts will be determined on a case-by-case basis. **Verification comments:**	*[see previous page]*	*[see previous page]*						
BIO-4: Proposed projects within the Planning Area should avoid, if possible, construction within the general nesting season of February through August for avian species protected under Fish and Game Code 3500 and the Migratory Bird Treaty Act (MBTA), if it is determined that suitable nesting habitat occurs on a project site. If construction cannot avoid the nesting season, a pre-construction clearance survey must be conducted to determine if any nesting birds or nesting activity is observed on or within 500-feet of a project site. If an active nest is observed during the survey, a biological monitor must be on site to ensure that no proposed project activities would impact the active nest. A suitable buffer will be established around the active nest until the nestlings have fledged and the nest is no longer active. Project activities *(continued on next page)*	Prior to development project approval and during construction activities	DARM					X	

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Biological Resources *(continued)*:								
BIO-4 *(continued from previous page)*: may continue in the vicinity of the nest only at the discretion of the biological monitor. **Verification comments:**	*[see previous page]*	*[see previous page]*						
BIO-5: If a proposed project will result in the removal or impact to any riparian habitat and/or a special-status natural community with potential to occur in the Planning Area, compensatory habitat-based mitigation shall be required to reduce project impacts. Compensatory mitigation must involve the preservation or restoration or the purchase of off-site mitigation credits for impacts to riparian habitat and/or a special-status natural community. Mitigation must be conducted in-kind or within an approved mitigation bank in the region. The specific mitigation ratio for habitat-based mitigation will be determined through consultation with the appropriate agency (*i.e.*, CDFW or USFWS) on a case-by-case basis. **Verification comments:**	Prior to development project approval	DARM						**X**

A - Incorporated into Project
B - Mitigated
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D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Biological Resources *(continued)*:								
BIO-6: Project impacts that occur to riparian habitat may also result in significant impacts to streambeds or waterways protected under Section 1600 of Fish and Wildlife Code and Section 404 of the CWA. CDFW and/or USACE consultation, determination of mitigation strategy, and regulatory permitting to reduce impacts, as required for projects that remove riparian habitat and/or alter a streambed or waterway, shall be implemented. **Verification comments:**	Prior to development project approval	DARM						X
BIO-7: Project-related impacts to riparian habitat or a special-status natural community may result in direct or incidental impacts to special-status species associated with riparian or wetland habitats. Project impacts to special-status species associated with riparian habitat shall be mitigated through agency consultation, development of a mitigation strategy, and/or issuing incidental take permits for the specific special-status species, as determined by the CDFW and/or USFWS. **Verification comments:**	Prior to development project approval	DARM						X

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Biological Resources *(continued)***:**

BIO-8: If a proposed project will result in the significant alteration or fill of a federally protected wetland, a formal wetland delineation conducted according to U.S. Army Corps of Engineers (USACE) accepted methodology is required for each project to determine the extent of wetlands on a project site. The delineation shall be used to determine if federal permitting and mitigation strategy are required to reduce project impacts. Acquisition of permits from USACE for the fill of wetlands and USACE approval of a wetland mitigation plan would ensure a "no net loss" of wetland habitat within the Planning Area. Appropriate wetland mitigation/creation shall be implemented in a ratio according to the size of the impacted wetland. **Verification comments:**	Prior to development project approval	DARM						**X**
BIO-9: In addition to regulatory agency permitting, Best Management Practices (BMPs) identified from a list provided by the USACE shall be incorporated into the design and construction phase of the project to ensure that no pollutants or siltation drain into a federally protected wetland. Project design features such as fencing, appropriate drainage and *(continued on next page)*	Prior to development project approval; but for long-term operational BMPs, prior to issuance of occupancy	DARM						**X**

A - Incorporated into Project
B - Mitigated
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E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Biological Resources *(continued)***:**								
BIO-9 *(continued from previous page)***:** incorporating detention basins shall assist in ensuring project-related impacts to wetland habitat are minimized to the greatest extent feasible. **Verification comments:**	*[see previous page]*	*[see previous page]*						
Cultural Resources:								
CUL-1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and *(continued on next page)*	Prior to commencement of, and during, construction activities	DARM	**X**				**X**	

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Cultural Resources *(continued)***:**								
CUL-1 *(continued from previous page)* recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-germ preservation to allow future scientific study. **Verification comments:**	*[see previous page]*	*[see previous page]*						
CUL-2: Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for prehistoric archaeological resources shall be conducted. The following procedures shall be followed. If prehistoric resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that buried prehistoric *(continued on next page)*	Prior to commencement of, and during, construction activities	DARM	**X**				**X**	

A - Incorporated into Project
B - Mitigated
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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Cultural Resources *(continued)***:**

CUL-2 *(continued from previous page)* archaeological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines Section 15064.5. If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any prehistoric archaeological artifacts recovered as a result of mitigation shall be provided *(continued on next page)*	*[see previous page]*	*[see previous page]*	

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Cultural Resources *(continued)***:**

CUL-2 *(further continued from previous two pages)* to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study. If prehistoric resources are found during the field survey or literature review, the resources shall be inventoried using appropriate State record forms and submit the forms to the Southern San Joaquin Valley Information Center. The resources shall be evaluated for significance. If the resources are found to be significant, measures shall be identified by the qualified archaeologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include an archaeological monitor. The monitoring period shall be determined by the qualified archaeologist. If additional prehistoric archaeological resources are found during *(continued on next page)*	*[see Page 14]*	*[see Page 14]*	

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
CUL-2 *(further continued from previous three pages)* excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed. **Verification comments:**	*[see Page 14]*	*[see Page 14]*						
CUL-3: Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for unique paleontological/geological resources shall be conducted. The following procedures shall be followed: If unique paleontological/geological resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resource requires further study. The qualified paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered *(continued on next page)*	Prior to commencement of, and during, construction activities	DARM	**X**				**X**	

A - Incorporated into Project
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C - Mitigation in Process
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
CUL-3 *(continued from previous page)* resources, including but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any paleontological/geological resources recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study. If unique paleontological/geological resources are found during the field survey or literature review, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by the qualified paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the *(continued on next page)*	*[see previous page]*	*[see previous page]*						

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Cultural Resources *(continued)***:**

CUL-3 *(further continued from previous two pages)* resources found during the field survey or literature review shall include a paleontological monitor. The monitoring period shall be determined by the qualified paleontologist. If additional paleontological/geological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed. **Verification comments:**	*[see Page 17]*	*[see Page 17]*						
CUL-4: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most *(continued on next page)*	Prior to commencement of, and during, construction activities	DARM	**X**				**X**	

A - Incorporated into Project
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Cultural Resources *(continued)***:**

CUL-4 *(continued from previous page)* likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. **Verification comments:**	*[see previous page]*	*[see previous page]*	

A - Incorporated into Project
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Hazards and Hazardous Materials								
HAZ-1: Re-designate the existing vacant land proposed for low density residential located northwest of the intersection of East Garland Avenue and North Dearing Avenue and located within Fresno Yosemite International Airport Zone 1-RPZ, to Open Space. **Verification comments:**	Prior to development approvals	DARM						X
HAZ-2: Limit the proposed low density residential (1 to 3 dwelling units per acre) located northwest of the airport, and located within Fresno Yosemite International Airport Zone 3-Inner Turning Area, to 2 dwelling units per acre or less. **Verification comments:**	Prior to development approvals	DARM						X
HAZ-3: Re-designate the current area within Fresno Yosemite International Airport Zone 5-Sideline located northeast of the airport to Public Facilities-Airport or Open Space. **Verification comments:**	Prior to development approvals	DARM						X

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Hazards and Hazardous Materials *(continued)*:								
HAZ-4: Re-designate the current vacant lots at the northeast corner of Kearney Boulevard and South Thorne Avenue to Public Facilities-Airport or Open Space. **Verification comments:**	Prior to development approvals	DARM						**X**
HAZ-5: Prohibit residential uses within Safety Zone 1 northwest of the Hawes Avenue and South Thorne Avenue intersection. **Verification comments:**	Prior to development approvals	DARM						**X**
HAZ-6: Establish an alternative Emergency Operations Center in the event the current Emergency Operations Center is under redevelopment or blocked. **Verification comments:**	Prior to redevelopment of the current Emergency Operations Center	Fresno Fire Department and Mayor/ City Manager's Office						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Hydrology and Water Quality								
HYD-1: The City shall develop and implement water conservation measures to reduce the per capita water use to 215 gallons per capita per day. **Verification comments:**	Prior to water demand exceeding water supply	Department of Public Utilities (DPU)	**X**				**X**	
HYD-2: The City shall continue to be an active participant in the Kings Water Authority and the implementation of the Kings Basin IRWMP. **Verification comments:**	Ongoing	DPU	**X**					**X**
HYD-5.1: The City and partnering agencies shall implement the following measures to reduce the impacts on the capacity of existing or planned storm drainage Master Plan collection systems to less than significant. • Implement the existing Storm Drainage Master Plan (SDMP) for collection systems in drainage areas where the amount of imperviousness is unaffected by the change in land uses. *(continued on next page)*	Prior to exceedance of capacity of existing stormwater drainage facilities	Fresno Metropolitan Flood Control District (FMFCD), DARM, and PW						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Hydrology and Water Quality *(continued)***:**

HYD-5.1 *(continued from previous page)* • Update the SDMP in those drainage areas where the amount of imperviousness increased due to the change in land uses to determine the changes in the collection systems that would need to occur to provide adequate capacity for the stormwater runoff from the increased imperviousness. • Implement the updated SDMP to provide stormwater collection systems that have sufficient capacity to convey the peak runoff rates from the areas of increased imperviousness. Require developments that increase site imperviousness to install, operate, and maintain FMFCD approved on-site detention systems to reduce the peak runoff rates resulting from the increased imperviousness to the peak runoff rates that will not exceed the capacity of the existing stormwater collection systems. **Verification comments:**	*[see previous page]*	*[see previous page]*	

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B - Mitigated
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D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Hydrology and Water Quality *(continued)***:**								
HYD-5.2: The City and partnering agencies shall implement the following measures to reduce the impacts on the capacity of existing or planned storm drainage Master Plan retention basins to less than significant: Consult the SDMP to analyze the impacts to existing and planned retention basins to determine remedial measures required to reduce the impact on retention basin capacity to less than significant. Remedial measures would include: • Increase the size of the retention basin through the purchase of more land or deepening the basin or a combination for planned retention basins. • Increase the size of the emergency relief pump capacity required to pump excess runoff volume out of the basin and into adjacent canal that convey the stormwater to a disposal facility for existing retention basins. • Require developments that increase runoff volume to install, operate, and maintain, Low Impact Development (LID) measures to reduce runoff volume to the runoff volume that will not exceed the capacity of the existing retention basins. **Verification comments:**	Prior to exceedance of capacity of existing retention basin facilities	FMFCD, DARM, and PW						**X**

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B - Mitigated
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D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Hydrology and Water Quality *(continued)***:**								
HYD-5.3: The City and partnering agencies shall implement the following measures to reduce the impacts on the capacity of existing or planned storm drainage Master Plan urban detention (stormwater quality) basins to less than significant. Consult the SDMP to determine the impacts to the urban detention basin weir overflow rates and determine remedial measures required to reduce the impact on the detention basin capacity to less than significant. Remedial measures would include: • Modify overflow weir to maintain the suspended solids removal rates adopted by the FMFCD Board of Directors. • Increase the size of the urban detention basin to increase residence time by purchasing more land. The existing detention basins are already at the adopted design depth. • Require developments that increase runoff volume to install, operate, and maintain, Low Impact Development (LID) measures to reduce peak runoff rates and runoff volume to the runoff rates and volumes that will not exceed the weir overflow rates of the existing urban detention basins. **Verification comments:**	Prior to exceedance of capacity of existing urban detention basin (stormwater quality) facilities	FMFCD, DARM, and PW						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Hydrology and Water Quality *(continued)***:**

HYD-5.4: The City shall implement the following measures to reduce the impacts on the capacity of existing or planned storm drainage Master Plan pump disposal systems to less than significant. • Consult the SDMP to determine the extent and degree to which the capacity of the existing pump system will be exceeded. • Require new developments to install, operate, and maintain FMFCD design standard on-site detention facilities to reduce peak stormwater runoff rates to existing planned peak runoff rates. • Provide additional pump system capacity to maximum allowed by existing permitting to increase the capacity to match or exceed the peak runoff rates determined by the SDMP. **Verification comments:**	Prior to exceedance of capacity of existing pump disposal systems	FMFCD, DARM, and PW						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Hydrology and Water Quality *(continued)***:**								
• **HYD-5.5:** The City shall work with FMFCD to develop and adopt an update to the SDMP for the Southeast Development Area that would be adequately designed to collect, convey and dispose of runoff at the rates and volumes which would be generated by the planned land uses in that area. **Verification comments:**	Prior to development approvals in the Southeast Development Area	FMFCD, DARM, and PW						**X**
Public Services:								
PS-1: As future fire facilities are planned, the fire department shall evaluate if specific environmental effects would occur. Typical impacts from fire facilities include noise, traffic, and lighting. Typical mitigation to reduce these impacts includes: • *Noise:* Barriers and setbacks on the fire department sites. • *Traffic:* Traffic devices for circulation and a "keep clear zone" during emergency responses. • *Lighting:* Provision of hoods and deflectors on lighting fixtures on the fire department sites. **Verification comments:**	During the planning process for future fire department facilities	DARM	**X**				**X**	

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Public Services *(continued)*:								
PS-2: As future police facilities are planned, the police department shall evaluate if specific environmental effects would occur. Typical impacts from police facilities include noise, traffic, and lighting. Typical mitigation to reduce potential impacts from police department facilities includes: • *Noise:* Barriers and setbacks on the police department sites. • *Traffic:* Traffic devices for circulation. • *Lighting:* Provision of hoods and deflectors on lighting fixtures on the police department sites. **Verification comments:**	During the planning process for future Police Department facilities	DARM	**X**				**X**	
PS-3: As future public and private school facilities are planned, school districts shall evaluate if specific environmental effects would occur with regard to public schools, and DARM shall evaluate other school facilities. Typical impacts from school facilities include noise, traffic, and lighting. Typical mitigation to reduce potential impacts from school facilities includes: *(continued on next page)*	During the planning process for future school facilities	DARM, local school districts, and the Division of the State Architect	**X**				**X**	

A - Incorporated into Project
B - Mitigated
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Public Services *(continued)***:**

PS-3 *(continued from previous page)* • *Noise*: Barriers and setbacks placed on school sites. • *Traffic*: Traffic devices for circulation. • *Lighting*: Provision of hoods and deflectors on lighting fixtures for stadium lights. **Verification comments:**	*[see previous page]*	*[see previous page]*						
PS-4: As future parks and recreational facilities are planned, the City shall evaluate if specific environmental effects would occur. Typical impacts from school facilities include noise, traffic, and lighting. Typical mitigation to reduce potential impacts from park and recreational facilities includes: • *Noise*: Barriers and setbacks placed on school sites. • *Traffic*: Traffic devices for circulation. • *Lighting*: Provision of hoods and deflectors on lighting fixtures for outdoor play area/field lights. **Verification comments:**	During the planning process for future park and recreation facilities	DARM	**X**				**X**	

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B - Mitigated
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D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Public Services *(continued)***:**								
PS-5: As future detention, court, library, and hospital facilities are planned, the appropriate agencies shall evaluate if specific environmental effects would occur. Typical impacts from court, library, and hospital facilities include noise, traffic, and lighting. Typical mitigation to reduce potential impacts includes: • *Noise:* Barriers and setbacks placed on school sites. • *Traffic:* Traffic devices for circulation. • *Lighting:* Provision of hoods and deflectors on outdoor lighting fixtures. **Verification comments:**	During the planning process for future detention, court, library, and hospital facilities	DARM, to the extent that agencies constructing these facilities are subject to City of Fresno regulation	**X**				**X**	
Utilities and Service Systems								
USS-1: The City shall develop and implement a wastewater master plan update. **Verification comments:**	Prior to wastewater conveyance and treatment demand exceeding capacity	DPU						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems *(continued)*:								
USS-2: Prior to exceeding existing wastewater treatment capacity, the City shall evaluate the wastewater system and shall not approve additional development that contributes wastewater to the wastewater treatment facility that could exceed capacity until additional capacity is provided. By approximately the year 2025, the City shall construct the following improvements: • Construct an approximately 70 MGD expansion of the Regional Wastewater Treatment and Reclamation Facility and obtain revised waste discharge permits as the generation of wastewater is increased. • Construct an approximately 0.49 MGD expansion of the North Facility and obtain revised waste discharge permits as the generation of wastewater is increased. **Verification comments:**	Prior to exceeding existing wastewater treatment capacity	DPU						**X**
USS-3: Prior to exceeding existing wastewater treatment capacity, the City shall evaluate the wastewater system and shall not approve additional development that contributes wastewater to the wastewater treatment facility that could exceed capacity until additional capacity is provided. After *(continued on next page)*	Prior to exceeding existing wastewater treatment capacity	DPU						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems *(continued)***:**

USS-3 *(continued from previous page)* approximately the year 2025, the City shall construct the following improvements: • Construct an approximately 24 MGD wastewater treatment facility within the Southeast Development Area and obtain revised waste discharge requirements as the generation of wastewater is increased. • Construct an approximately 9.6 MGD expansion of the Regional Wastewater Treatment and Reclamation Facility and obtain revised waste discharge permits as the generation of wastewater is increased. **Verification comments:**	*[see previous page]*	*[see previous page]*						
USS-4: A Traffic Control/Traffic Management Plan to address traffic impacts during construction of water and sewer facilities shall be prepared and implemented, subject to approval by the City (and Fresno County, when work is being done in unincorporated area roadways). The plan shall identify access and parking restrictions, pavement markings and signage, and hours of construction and for deliveries. It shall include haul routes, the notification plan, and coordination with emergency service providers and schools. **Verification comments:**	Prior to construction of water and sewer facilities	PW for work in the City; PW and Fresno County Public Works and Planning when unincorporated area roadways are involved	**X**				**X**	

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E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems *(continued)*:								
USS-5: Prior to exceeding capacity within the existing wastewater collection system facilities, the City shall evaluate the wastewater collection system and shall not approve additional development that would generate additional wastewater and exceed the capacity of a facility until additional capacity is provided. By approximately the year 2025, the following capacity improvements shall be provided. • Orange Avenue Trunk Sewer: This facility shall be improved between Dakota and Jensen Avenues. Approximately 37,240 feet of new sewer main shall be installed and approximately 5,760 feet of existing sewer main shall be rehabilitated. The size of the new sewer main shall range from 27 inches to 42 inches in diameter. The associated project designations in the 2006 Wastewater Master Plan are RS03A, RL02, C01-REP, C02-REP, C03-REP, C04-REP, C05-REP, C06-REL and C07-REP. • Marks Avenue Trunk Sewer: This facility shall be improved between Clinton Avenue and Kearney Boulevard. Approximately 12,150 feet of new sewer main shall be installed. The size of the new sewer main shall range from 33 inches to 60 inches in diameter. The associated project designations in the 2006 Wastewater Master Plan are CM1-REP and CM2-REP. *(continued on next page)*	Prior to exceeding capacity within the existing wastewater collection system facilities	DPU						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems *(continued)***:**

USS-5 *(continued from previous page)* • North Avenue Trunk Sewer: This facility shall be improved between Polk and Fruit Avenues and also between Orange and Maple Avenues. Approximately 25,700 feet of new sewer main shall be installed. The size of the new sewer main shall range from 48 inches to 66 inches in diameter. The associated project designations in the 2006 Wastewater Master Plan are CN1-REL1 and CN3-REL1. • Ashlan Avenue Trunk Sewer: This facility shall be improved between Hughes and West Avenues and also between Fruit and Blackstone Avenues. Approximately 9,260 feet of new sewer main shall be installed. The size of the new sewer main shall range from 24 inches to 36 inches in diameter. The associated project designations in the 2006 Wastewater Master Plan are CA1-REL and CA2-REP. **Verification comments:**	*[see previous page]*	*[see previous page]*	

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E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems *(continued)***:**

USS-6: Prior to exceeding capacity within the existing 28 pipeline segments shown in Figures 1 and 2 in Appendix J-1, the City shall evaluate the wastewater collection system and shall not approve additional development that would generate additional wastewater and exceed the capacity of one of the 28 pipeline segments until additional capacity is provided. **Verification comments:**	Prior to exceeding capacity within the existing 28 pipeline segments shown in Figures 1 and 2 in Appendix J-1 of the MEIR	DPU						**X**
USS-7: Prior to exceeding existing water supply capacity, the City shall evaluate the water supply system and shall not approve additional development that demand additional water until additional capacity is provided. By approximately the year 2025, the following capacity improvements shall be provided. • Construct an approximately 80 million gallon per day (MGD) surface water treatment facility near the intersection of Armstrong and Olive Avenues, in accordance with Chapter 9 and Figure 9-1 of the City of Fresno Metropolitan Water Resources Management Plan Update (2014 Metro Plan Update) Phase 2 Report, dated January 2012. *(continued on next page)*	Prior to exceeding existing water supply capacity	DPU						**X**

A - Incorporated into Project
B - Mitigated
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D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems *(continued)*:								
USS-7 *(continued from previous page)* • Construct an approximately 30 MGD expansion of the existing northeast surface water treatment facility for a total capacity of 60 MGD, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. • Construct an approximately 20 MGD surface water treatment facility in the southwest portion of the City, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. **Verification comments:**	*[see previous page]*	*[see previous page]*						
USS-8: Prior to exceeding capacity within the existing water conveyance facilities, the City shall evaluate the water conveyance system and shall not approve additional development that would demand additional water and exceed the capacity of a facility until additional capacity is provided. The following capacity improvements shall be provided by approximately 2025. • Construct 65 new groundwater wells, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. *(continued on next page)*	Prior to exceeding capacity within the existing water conveyance facilities	DPU						**X**

A - Incorporated into Project
B - Mitigated
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D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems *(continued)*:								
USS-8 *(continued from previous page)* • Construct a 2.0 million gallon potable water reservoir (Reservoir T2) near the intersection of Clovis and California Avenues, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. • Construct a 3.0 million gallon potable water reservoir (Reservoir T3) near the intersection of Temperance and Dakota Avenues, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. • Construct a 3.0 million gallon potable water reservoir (Reservoir T4) in the Downtown Planning Area, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. • Construct a 4.0 million gallon potable water reservoir (Reservoir T5) near the intersection of Ashlan and Chestnut Avenues, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. • Construct a 4.0 million gallon potable water reservoir (Reservoir T6) near the intersection of Ashlan Avenue and Highway 99, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. *(continued on next page)*	*[see previous page]*	*[see previous page]*						

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems *(continued)***:**

USS-8 *(continued from previous two pages)* • Construct 50.3 miles of regional water transmission mains ranging in size from 24-inch to 48-inch diameter, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. • Construct 95.9 miles of 16-inch diameter transmission grid mains, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. **Verification comments:**	*[see Page 37]*	*[see Page 37]*						
USS-9: Prior to exceeding capacity within the existing water conveyance facilities, the City shall evaluate the water conveyance system and shall not approve additional development that would demand additional water and exceed the capacity of a facility until additional capacity is provided. The following capacity improvements shall be provided after approximately the year 2025 and additional water conveyance facilities shall be provided prior to exceedance of capacity within the water conveyance facilities to accommodate full buildout of the General Plan Update. *(continued on next page)*	Prior to exceeding capacity within the existing water conveyance facilities	DPU						**X**

A - Incorporated into Project
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C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems *(continued)***:**								
USS-9 *(continued from previous page)* • Construct a 4.0 million gallon potable water reservoir (SEDA Reservoir 1) within the northern part of the Southeast Development Area. • Construct a 4.0 million gallon potable water reservoir (SEDA Reservoir 2) within the southern part of the Southeast Development Area. Additional water conveyance facilities shall be provided prior to exceedance of capacity within the water conveyance facilities to accommodate full buildout of the General Plan Update. **Verification comments:**	*[see previous page]*	*[see previous page]*						
Utilities and Service Systems - *Hydrology and Water Quality*								
USS-10: In order to maintain Fresno Irrigation District canal operability, FMFCD shall maintain operational intermittent flows during the dry season, within defined channel capacity and downstream capture capabilities, for recharge. **Verification comments:**	During the dry season	Fresno Irrigation District (FID)						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems - *Biological Resources:*								
USS-11: When FMFCD proposes to provide drainage service outside of urbanized areas: (a) FMFCD shall conduct preliminary investigations on undeveloped lands outside of highly urbanized areas. These investigations shall examine wetland hydrology, vegetation and soil types. These preliminary investigations shall be the basis for making a determination on whether or not more in-depth wetland studies shall be necessary. If the proposed project site does not exhibit wetland hydrology, support a prevalence of wetland vegetation and wetland soil types then no further action is required. (b) Where proposed activities could have an impact on areas verified by the Corps as jurisdictional wetlands or waters of the U.S. (urban and rural streams, seasonal wetlands, and vernal pools), FMFCD shall obtain the necessary Clean Water Act, Section 404 permits for activities where fill material shall be placed in a wetland, obstruct the flow or circulation of waters of the United States, impair or reduce the reach of such waters. As part of FMFCD's Memorandum of Understanding with CDFG, Section 404 and 401 permits would be obtained from the U.S. Army Corps of Engineers and from the *(continued on next page)*	Prior to development approvals outside of highly urbanized areas	California Regional Water Quality Control Board (RWQCB), and USACE						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems - *Biological Resources* *(continued)**:***

USS-11 *(continued from previous page)* Regional Water Quality Control Board for any activity involving filling of jurisdictional waters). At a minimum, to meet "no net loss policy," the permits shall require replacement of wetland habitat at a 1**:**1 ratio. (c) Where proposed activities could have an impact on areas verified by the Corps as jurisdictional wetlands or waters of the U.S. (urban and rural streams, seasonal wetlands, and vernal pools), FMFCD shall submit and implement a wetland mitigation plan based on the wetland acreage verified by the U.S. Army Corps of Engineers. The wetland mitigation plan shall be prepared by a qualified biologist or wetland scientist experienced in wetland creation, and shall include the following or equally effective elements: i. Specific location, size, and existing hydrology and soils within the wetland creation area. ii. Wetland mitigation techniques, seed source, planting specifications, and required buffer setbacks. In addition, the mitigation plan shall ensure adequate water supply is provided to the created wetlands in order to maintain the proper *(continued on next page)*	*[see previous page]*	*[see previous page]*	

A - Incorporated into Project
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems - *Biological Resources* *(continued)**:***

USS-11 *(continued from previous two pages)* hydrologic regimes required by the different types of wetlands created. Provisions to ensure the wetland water supply is maintained in perpetuity shall be included in the plan. iii. A monitoring program for restored, enhanced, created, and preserved wetlands on the project site. A monitoring program is required to meet three objectives; 1) establish a wetland creation success criteria to be met; 2) to specify monitoring methodology; 3) to identify as far as is possible, specific remedial actions that will be required in order to achieve the success criteria; and 4) to document the degree of success achieved in establishing wetland vegetation. (d) A monitoring plan shall be developed and implemented by a qualified biologist to monitor results of any on-site wetland restoration and creation for five years. The monitoring plan shall include specific success criteria, frequency and timing of monitoring, and assessment of whether or not maintenance activities are being carried out and how these shall be adjusted if necessary. *(continued on next page)*	*[see Page 41]*	*[see Page 41]*	

A - Incorporated into Project
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems - *Biological Resources* *(continued)**:***

USS-11 *(continued from previous three pages)* If monitoring reveals that success criteria are not being met, remedial habitat creation or restoration should be designed and implemented by a qualified biologist and subject to five years of monitoring as described above. Or (e) In lieu of developing a mitigation plan that outlines the avoidance, purchase, or creation of wetlands, FMFCD could purchase mitigation credits through a Corps approved Mitigation Bank. **Verification comments:**	*[see Page 41]*	*[see Page 41]*						
USS-12: When FMFCD proposes to provide drainage service outside in areas that support seasonal wetlands or vernal pools: (a) During facility design and prior to initiation of ground disturbing activities in areas that support seasonal wetlands or vernal pools, FMFCD shall conduct a preliminary rare plant assessment. The assessment will determine the likelihood on whether or not the project site could support rare plants. If it is determined that the project site would not support rare plants, then no further *(continued on next page)*	During facility design and prior to initiation of ground disturbing activities in areas that support seasonal wetlands or vernal pools	California Department of Fish & Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS)						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems - *Biological Resources* *(continued)**:***

USS-12 *(continued from previous page)* action is required. However, if the project site has the potential to support rare plants; then a rare plant survey shall be conducted. Rare plant surveys shall be conducted by qualified biologists in accordance with the most current CDFG/USFWS guidelines or protocols and shall be conducted at the time of year when the plants in question are identifiable. (b) Based on the results of the survey, prior to design approval, FMFCD shall coordinate with CDFG and/or implement a Section 7 consultation with USFWS, shall determine whether the project facility would result in a significant impact to any special status plant species. Evaluation of project impacts shall consider the following: • The status of the species in question (*e.g.*, officially listed by the State or Federal Endangered Species Acts). • The relative density and distribution of the on-site occurrence versus typical occurrences of the species in question. *(continued on next page)*	*[see previous page]*	*[see previous page]*	

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems - *Biological Resources* *(continued)***:**

USS-12 *(continued from previous two pages)* • The habitat quality of the on-site occurrence relative to historic, current or potential distribution of the population. (c) Prior to design approval, and in consultation with the CDFG and/or the USFWS, FMFCD shall prepare and implement a mitigation plan, in accordance with any applicable State and/or federal statutes or laws, that reduces impacts to a less than significant level. **Verification comments:**	*[see Page 44]*	*[see Page 44]*						
USS-13: When FMFCD proposes to provide drainage service outside in areas that support seasonal wetlands or vernal pools: (a) During facility design and prior to initiation of ground disturbing activities in areas that support seasonal wetlands or vernal pools, FMFCD shall conduct a preliminary survey to determine the presence of listed vernal pool crustaceans. *(continued on next page)*	During facility design and prior to initiation of ground disturbing activities in areas that support seasonal wetlands or vernal pools	CDFW and USFWS						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems - *Biological Resources* *(continued)***:**								
USS-13 *(continued from previous page)* (b) If potential habitat (vernal pools, seasonally inundated areas) or fairy shrimp exist within areas proposed to be disturbed, FMFCD shall complete the first and second phase of fairy shrimp presence or absence surveys. If an absence finding is determined and accepted by the USFWS, then no further mitigation shall be required for fairy shrimp. (c) If fairy shrimp are found to be present within vernal pools or other areas of inundation to be impacted by the implementation of storm drainage facilities, FMFCD shall mitigate impacts on fairy shrimp habitat in accordance with the USFWS requirements of the Programmatic Biological Opinion. This shall include on-site or off-site creation and/or preservation of fairy shrimp habitat at ratios ranging from 3:1 to 5:1 depending on the habitat impacted and the choice of on-site or off-site mitigation. Or mitigation shall be the purchase of mitigation credit through an accredited mitigation bank. **Verification comments:**	*[see previous page]*	*[see previous page]*						

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems - *Biological Resources* *(continued)***:**								
USS-14: When FMFCD proposes to construct drainage facilities in an area where elderberry bushes may occur: (a) During facility design and prior to initiation of construction activities, FMFCD shall conduct a project-specific survey for all potential Valley Elderberry Longhorn Beetle (VELB) habitats (elderberry shrubs), including a stem count and an assessment of historic or current VELB habitat. (b) FMFCD shall avoid and protect all potential identified VELB habitat where feasible. (c) Where avoidance is infeasible, develop and implement a VELB mitigation plan in accordance with the most current USFWS mitigation guidelines for unavoidable take of VELB habitat pursuant to either Section 7 or Section 10(a) of the Federal Endangered Species Act. The mitigation plan shall include, but might not be limited to, relocation of elderberry shrubs, planting of elderberry shrubs, and monitoring of relocated and planted elderberry shrubs. **Verification comments:**	During facility design and prior to initiation of construction activities	CDFW and USFWS						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems - *Biological Resources* *(continued)***:**								
USS-15: Prior to ground disturbing activities during nesting season (March through July) for a project that supports bird nesting habitat, FMFCD shall conduct a survey of trees. If nests are found during the survey, a qualified biologist shall assess the nesting activity on the project site. If active nests are located, no construction activities shall be allowed within 250 feet of the nest until the young have fledged. If construction activities are planned during the no n-breeding period (August through February), a nest survey is not necessary. **Verification comments:**	Prior to ground disturbing activities during nesting season (March through July) for a project that supports bird nesting habitat	CDFW and USFWS						**X**
USS-16: When FMFCD proposes to construct drainage facilities in an area that supports bird nesting habitat: (a) FMFCD shall conduct a pre-construction breeding-season survey (approximately February 1 through August 31) of proposed project sites in suitable habitat (levee and canal berms, open grasslands with suitable burrows) during the same calendar year that construction is planned to begin. If phased construction procedures are planned for the proposed project, the results of the above survey shall be valid only for the season when it is conducted. *(continued on next page)*	Prior to ground disturbing activities during nesting season (March through July) for a project that supports bird nesting habitat	CDFW and USFWS						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems - *Biological Resources* *(continued)***:**

USS-16 *(continued from previous page)* (b) During the construction stage, FMFCD shall avoid all burrowing owl nest sites potentially disturbed by project construction during the breeding season while the nest is occupied with adults and/or young. The occupied nest site shall be monitored by a qualified biologist to determine when the nest is no longer used. Avoidance shall include the establishment of a 160-foot diameter non-disturbance buffer zone around the nest site. Disturbance of any nest sites shall only occur outside of the breeding season and when the nests are unoccupied based on monitoring by a qualified biologist. The buffer zone shall be delineated by highly visible temporary construction fencing. Based on approval by CDFG, pre-construction and pre-breeding season exclusion measures may be implemented to preclude burrowing owl occupation of the project site prior to project-related disturbance. Burrowing owls can be passively excluded from potential nest sites in the construction area, either by closing the burrows or placing one-way doors in the burrows according to current CDFG protocol. Burrows shall be examined not more than 30 days before construction to ensure that no owls have recolonized the area of construction. *(continued on next page)*	*[see previous page]*	*[see previous page]*	

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems - *Biological Resources* *(continued)***:**

USS-16 *(continued from previous two pages)* For each burrow destroyed, a new burrow shall be created (by installing artificial burrows at a ratio of 2:1 on protected lands nearby. **Verification comments:**	*[see Page 49]*	*[see Page 49]*						
USS-17: When FMFCD proposes to construct drainage facilities in the San Joaquin River corridor: (a) FMFCD shall not conduct instream activities in the San Joaquin River between October 15 and April 15. If this is not feasible, FMFCD shall consult with the National Marine Fisheries Service and CDFW on the appropriate measures to be implemented in order to protect listed salmonids in the San Joaquin River. (b) Riparian vegetation shading the main–channel that is removed or damaged shall be replaced at a ratio and quantity sufficient to maintain the existing shading of the channel. The location of replacement trees on or within *(continued on next page)*	During instream activities conducted between October 15 and April 15	National Marine Fisheries Service (NMFS), CDFW, and Central Valley Flood Protection Board (CVFPB)						**X**

A - Incorporated into Project
B - Mitigated
C - Mitigation in Process
D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems / *Biological Resources* *(continued)***:**

USS-17 *(continued from previous page)* FMFCD berms, detention ponds or river channels shall be approved by FMFCD and the Central Valley Flood Protection Board. **Verification comments:**	*[see previous page]*	*[see previous page]*						

Utilities and Service Systems – *Recreation / Trails*:

USS-18: When FMFCD updates its District Service Plan: Prior to final design approval of all elements of the District Services Plan, FMFCD shall consult with Fresno County, City of Fresno, and City of Clovis to determine if any element would temporarily disrupt or permanently displace adopted existing or planned trails and associated recreational facilities as a result of the proposed District Services Plan. If the proposed project would not temporarily disrupt or permanently displace adopted existing or planned trails, no further mitigation is necessary. If the proposed project would have an effect on the trails and associated facilities, FMFCD shall implement the following: *(continued on next page)*	Prior to final design approval of all elements of the District Services Plan	DARM, PW, City of Clovis, and County of Fresno						**X**

A - Incorporated into Project
B - Mitigated
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D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F

Utilities and Service Systems – *Recreation / Trails* *(continued)*:

USS-18 *(continued from previous page)* (a) If short-term disruption of adopted existing or planned trails and associated recreational facilities occur, FMFCD shall consult and coordinate with Fresno County, City of Fresno, and City of Clovis to temporarily re-route the trails and associated facilities. (b) If permanent displacement of the adopted existing or planned trails and associated recreational facilities occur, the appropriate design modifications to prevent permanent displacement shall be implemented in the final project design or FMFCD shall replace these facilities. **Verification comments:**	*[see previous page]*	*[see previous page]*						

Utilities and Service Systems – *Air Quality*:

USS-19: When District drainage facilities are constructed, FMFCD shall: (a) Minimize idling time of construction equipment vehicles to no more than ten minutes, or require that engines be shut off when not in use. *(continued on next page)*	During storm water drainage facility construction activities	Fresno Metropolitan Flood Control District and SJVAPCD	**X**				**X**	

A - Incorporated into Project
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D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems – *Air Quality* *(continued)***:**								
USS-19 *(continued from previous page)* (b) Construction shall be curtailed as much as possible when the Air Quality Index (AQI) is above 150. AQI forecasts can be found on the SJVAPCD web site. (c) Off-road trucks should be equipped with on-road engines if possible. (d) Construction equipment should have engines that meet the current off-road engine emission standard (as certified by CARB), or be re-powered with an engine that meets this standard. **Verification comments:**	*[see previous page]*	*[see previous page]*						
Utilities and Service Systems – *Adequacy of Storm Water Drainage Facilities*:								
USS-20: Prior to exceeding capacity within the existing storm water drainage facilities, the City shall coordinate with FMFCD to evaluate the storm water drainage system and shall not approve additional development that would convey additional storm water to a facility that would experience an exceedance of capacity until the necessary additional capacity is provided. **Verification comments:**	Prior to exceeding capacity within the existing storm water drainage facilities	FMFCD, PW, and DARM	**X**				**X**	

A - Incorporated into Project
B - Mitigated
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D - Responsible Agency Contacted
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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
Utilities and Service Systems – *Adequacy of Water Supply Capacity*:								
USS-21: Prior to exceeding existing water supply capacity, the City shall evaluate the water supply system and shall not approve additional development that demand additional water until additional capacity is provided. By approximately the year 2025, the City shall construct an approximately 25,000 AF/year tertiary recycled water expansion to the Fresno-Clovis Regional Wastewater Reclamation Facility in accordance with the 2013 Recycled Water Master Plan and the 2014 City of Fresno Metropolitan Water Resources Management Plan update. Implementation of Mitigation Measure USS-5 is also required prior to approximately the year 2025. **Verification comments:**	Prior to exceeding existing water supply capacity	DPU and DARM	**X**				**X**	
Utilities and Service Systems – *Adequacy of Landfill Capacity*:								
USS-22: Prior to exceeding landfill capacity, the City shall evaluate additional landfill locations and shall not approve additional development that could contribute solid waste to a landfill that is at capacity until additional capacity is provided. **Verification comments:**	Prior to exceeding landfill capacity	DPU and DARM	**X**				**X**	

A - Incorporated into Project
B - Mitigated
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D - Responsible Agency Contacted
E - Part of City-Wide Program
F - Not Applicable

Chapter 5

PREPARERS

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