


CITY OF FRESNO MITIGATED NEGATIVE DECLARATION		Notice of Intent was filed with: FRESNO COUNTY CLERK 2221 Kern Street Fresno, California 93721 on November 17, 2016
The full Initial Study and the Master Environmental Impact Report SCH No. 2012111015 are on file in the Development and Resource Management Department, Fresno City Hall, 3rd Floor 2600 Fresno Street Fresno, California 93721 (559) 621-8277	ENVIRONMENTAL ASSESSMENT NUMBER: EA No. A-16-015	
APPLICANT: The City of Fresno Development and Resource Management Department Development Services Division 2600 Fresno Street, Rm. 3076 Fresno, California 93721 Contact: Sophia Pagoulatos, Planning Manager	PROJECT LOCATION: All modifications under consideration fall within the City of Fresno General Plan Planning Area, which includes all areas within the City's current City limits and the areas within the current Sphere of Influence (SOI).	
PROJECT DESCRIPTION: The project is the adoption of the Fresno Active Transportation Plan. The intent of the Active Transportation Plan is to act as a guidance document for active transportation in the City of Fresno, with the goals of equitably improving the safety and perceived safety of walking and bicycling in Fresno, increasing walking and bicycling trips in Fresno by creating user-friendly facilities, improving the geographic equity of access of walking and bicycling facilities in Fresno, and to fill key gaps in Fresno's walking and bicycling networks. Adoption of Active Transportation Plan would require amendments to the City of Fresno General Plan. Plan Amendment No. A-16-015 proposes the amendment of the Paths and Trails Map (Figure MT-2) and amendments to the text of the General Plan to incorporate Active Transportation Plan recommendations.		
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 Development and Resource Management 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 proposed environmental finding of a mitigated negative declaration, initial study and all documents and technical studies referenced in the initial study, as well as electronic copies of documents, may be obtained from the Development and Resource Management Department, Fresno City Hall, 2600 Fresno Street, Third Floor-North, Room 3076, Fresno, California 93721-3604. Please contact Sophia Pagoulatos at (559) 621-8061 for more information.

ANY INTERESTED PERSON may comment on the proposed environmental finding. Comments must be in writing and must state (1) the commenter's name and address; (2) the commenter'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. Comments may be submitted at any time between the publication date of this notice and close of business on **December 7, 2016**. Please direct all comments to Sophia Pagoulatos, City of Fresno Development and Resource Management Department, City Hall, 2600 Fresno Street, Third Floor-North, Room 3076, Fresno, California, 93721-3604; or by email, Sophia.Pagoulatos@fresno.gov ; or by facsimile, (559) 498-1026. ***Para información en español, comuníquese con Sophia Pagoulatos al teléfono (559) 621-8062.***

PREPARED BY: Amber Piona, Planner I	SUBMITTED BY:  Sophia Pagoulatos, Planning Manager DEVELOPMENT & RESOURCE MANAGEMENT DEPARTMENT
DATE: November 17, 2016	
Attachments:	Exhibit A: Initial Study Impact Checklist and Initial Study (Appendix G) Exhibit B: Master Environmental Impact Report No. SCH No. 2012111015 General Plan Mitigation Monitoring Checklist Exhibit C: Project Specific Mitigation Monitoring Checklist

APPENDIX G
Environmental Checklist Form
For EA No. A-16-015

Exhibit A

1.	Project title: Adoption of the City of Fresno- Active Transportation Plan
2.	Lead agency name and address: City of Fresno Development and Resource Management Department 2600 Fresno Street Fresno, CA 93721
3.	Contact person and phone number: Sophia Pagoulatos, Planning Manager City of Fresno Development & Resource Management Department (559) 621-8062
4.	Project location: The various component/improvements recommended by the ATP are located throughout the City limits of Fresno. Figure [] shows the approximate boundaries of the ATP.
5.	Project sponsor's name and address: City of Fresno Development and Resource Management Department 2600 Fresno Street Fresno, CA 93721
6.	General plan designation: Various- located throughout the City
7.	Zoning: Various- located throughout the City
8.	Description of project: The Fresno Active Transportation Plan (ATP) is a comprehensive guide outlining the vision for active transportation in Fresno, and a roadmap for achieving that vision. Active transportation is human-powered travel including walking, bicycling, and wheelchair use. This plan strives to improve the accessibility and connectivity of the bicycle and pedestrian network for all residents in order to increase the number of persons that travel by active transportation and to provide walking and bicycling facilities equitably for all residents. This plan updates and supersedes the existing City of Fresno Bicycle, Pedestrian, & Trails Master Plan (BMP) that was adopted in 2010. The ATP includes a set of goals and proposed pedestrian and bicycle facilities to create an active transportation network. The ATP includes short and long term projects. The goals of the ATP are: <ul style="list-style-type: none"> - Equitably improve the safety and perceived safety of walking and bicycling in Fresno - Increase walking and bicycling trips in Fresno by creating user-friendly facilities - Improve the geographic equity of access to walking and bicycling facilities in Fresno - Fill key gaps in Fresno's walking and bicycling network.

The California Environmental Quality Act (CEQA) necessitates evaluation of any project that requires discretionary approval by a government agency which may cause an indirect or direct physical change in the environment. These ATP goals translate into programs and proposed projects that represent the key components of the ATP and that will serve as the basis for environmental impact analysis.

Bicycle and pedestrian network improvements

The ATP includes the following bikeway classification system:

Class I Bike paths, also known as multi-use paths or trails

Class II Bike Lanes

Class III Bike Routes

Class IV Separated Bikeways

The ATP includes a priority network as a subset of the build-out network. The priority network is a system of bikeways that creates connections across the city and allows bicyclists to travel to key destinations on a complete system of trails, bike lanes and bike routes. Pedestrian priority areas are also identified. These areas represent locations of significant sidewalk gaps and pedestrian safety corridors.

The environmental analysis conducted in this Initial Study evaluates ATP components to varying degrees, depending on the specificity of the improvement and its potential to create an adverse physical impact. The ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary.

San Joaquin River Corridor

The San Joaquin River runs along the northern border of Fresno and is a concentrated riparian plant and animal sanctuary. Some Class I multi-use paths are proposed within the San Joaquin River corridor as a part of the built-out network. The San Joaquin River Parkway Master Plan is currently being updated, and an evaluation of the environmental impacts of multi-use paths within the San Joaquin River corridor is being addressed as a part of the environmental review for that plan. The alignment of multi-use paths within the Parkway that is shown in the ATP is based on the conceptual map of the San Joaquin River Parkway paths and trails in the General Plan. The San Joaquin trails portion of the ATP is included within the proposed network is included to further the following General Plan policy:

POSS-7-h Interlink City and San Joaquin River Parkway Trail Networks. Strive to connect the parkway trail network to other trails in the vicinity, in order to create a community and regional trail system that offers a variety of different route combinations and enhances public access to the parkway.

	<p><i>Consistency with State Guidelines</i></p> <p>The Active Transportation Program was created within the California Department of Transportation (Caltrans) in 2013, consolidating several existing federal and state transportation programs for pedestrian and bicycle transportation. Per the 2014 State requirements, conforming plans need to have 17 key elements, as described in Appendix A of the ATP in order to be eligible for State Active Transportation funding. The Fresno ATP satisfies these requirements.</p> <p>Plan Amendment Application No. A-16-015 proposes to adopt the Fresno Active Transportation Plan. Plan Amendment No. A-16-015 also includes an update the text and Paths and Trails Map (Figure MT-2) of the Fresno General Plan to incorporate the Active Transportation Plan policies and pedestrian and bicycle networks.</p>
9.	<p>Surrounding land uses and setting: (Briefly describe the project's surroundings) Various- located throughout the City</p>
10.	<p>Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):</p>

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Pursuant to Public Resources Code Section 21157.1(b) and CEQA Guidelines 15177(b)(2), the purpose of this MEIR initial study is to analyze whether the subsequent project was described in the Master Environmental Impact Report No. 10130 and whether the subsequent project may cause any additional significant effect on the environment, which was not previously examined in MEIR No. 10130 ("MEIR").

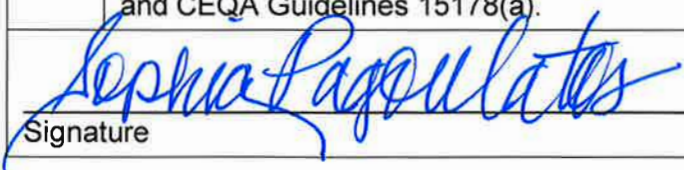
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forestry Resources		Air Quality
	Biological Resources		Cultural Resources		Geology /Soils
	Greenhouse Gas Emissions	X	Hazards & Hazardous Materials		Hydrology/Water Quality
	Land Use/Planning		Mineral Resources		Noise
	Population /Housing		Public Services		Recreation
	Transportation/Traffic		Utilities/Service Systems		Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

	I find that the proposed project is a subsequent project identified in the MEIR and that it is fully within the scope of the MEIR because it would have no additional significant effects that were not examined in the MEIR such that no new additional mitigation measures or alternatives may be required. All applicable mitigation measures contained in the Mitigation Monitoring Checklist shall be imposed upon the proposed project. A FINDING OF CONFORMITY will be prepared.
X	I find that the proposed project is a subsequent project identified in the MEIR but that it is not fully within the scope of the MEIR because the proposed project could have a significant effect on the environment that was not examined in the MEIR. However, 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. The project specific mitigation measures and all applicable mitigation measures contained in the MEIR Mitigation Monitoring Checklist will be imposed upon the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project is a subsequent project identified in the MEIR but that it MAY have a significant effect on the environment that was not examined in the MEIR, and an ENVIRONMENTAL IMPACT REPORT is required to analyze the potentially significant effects not examined in the MEIR pursuant to Public Resources Code Section 21157.1(d) and CEQA Guidelines 15178(a).	
Signature 	Date <u>11/17/16</u>

EVALUATION OF ADDITIONAL ENVIRONMENTAL IMPACTS NOT ASSESSED IN THE MEIR:

1. For purposes of this MEIR Initial Study, the following answers have the corresponding meanings:
 - a. "No Impact" means the subsequent project will not cause any additional significant effect related to the threshold under consideration which was not previously examined in the MEIR.
 - b. "Less Than Significant Impact" means there is an impact related to the threshold under consideration that was not previously examined in the MEIR, but that impact is less than significant;
 - c. "Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration that was not previously examined in the MEIR, however, with the mitigation incorporated into the project, the impact is less than significant.
 - d. "Potentially Significant Impact" means there is an additional potentially significant effect related to the threshold under consideration that was not previously examined in the MEIR.
2. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (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).
3. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
4. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or

more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

5. A "Finding of Conformity" is a determination based on an initial study that the proposed project is a subsequent project identified in the MEIR and that it is fully within the scope of the MEIR because it would have no additional significant effects that were not examined in the MEIR.
6. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
7. Earlier analyses may be used where, pursuant to the tiering, program EIR or MIER, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in the MEIR or another earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
8. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
9. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
10. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
11. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				X

Affected Environment

The network proposed by the ATP would be implemented on public rights-of-way and other public locations that are already developed with urban uses, primarily residential neighborhoods and commercial retail development. Within the proposed priority network some Class I multi-use paths are proposed along irrigation canals, and full build out of the plan proposes a few Class I multi-use paths along railroad tracks along some vacant land in the south west part of the city.

a and b. No Impact. The General Plan identifies six locations along the San Joaquin River bluffs as scenic vistas. Distant views of highly valued features such as the San Joaquin River, the foothills of the Sierra Nevada, and the Downtown Fresno buildings are provided in within the Planning Area and could be considered scenic vistas. The ATP does not envision any new facilities near an identified scenic vista points, and bicycle and pedestrian improvements will not include any new structures that have the possibility to impact scenic views, therefore adoption of the ATP will not impact any scenic vistas.

According to the California Department of Transportation mapping of State Scenic Highways the County of Fresno has one officially designated State Scenic Highway, located east of the Planning Area along State Route 180 from Alta Main Canal near Minkler to the Kings Canyon National Park boundary (Caltrans 2016). There are also and two eligible State Scenic Highways, the nearest along State Route 168 east of the City of Clovis. Bicycle and pedestrian improvements will be limited to the Planning Area and will not impact these scenic resources; therefore adoption of the ATP will have no impact on the scenic resources within a state scenic highway.

c. Less than Significant. The pedestrian and bicycle network proposed by the ATP would change the appearance of public rights-of-way, including new lane striping, Class I multi-use paths, landscaping, lighting, crosswalks, sidewalks, signage, and pedestrian signals as well as modifications to corner curbs (bulb-outs), medians and sidewalk repairs. The General Plan includes the following policies regarding visual character:

Objective UF-14. Create an urban form that facilitates multi-modal connectivity.

Policy UF-14-a. Design Guidelines for Walkability. Develop and use design guidelines and standards for a walkable and pedestrian-scaled environment with a network of streets and connections for pedestrians and bicyclists, as well as transit and autos.

Objective MT-6. Establish a network of multi-purpose pedestrian and bicycle paths, as well as limited access trails, to link residential areas to local and regional open spaces and recreation areas and urban Activity Centers in order to enhance Fresno's recreational amenities and alternative transportation options.

Policy MT-6-h. Park and Trail Design Standards. Designate and design paths and trails in accordance with design standards established by the City that give consideration to all path and trail users (consistent with design, terrain and habitat limitations) and provide for appropriate widths, surfacing, drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning.

The project improvements proposed by the ATP would improve the overall appearance of public rights-of-way by upgrading existing bicycle and pedestrian facilities, adding sidewalks and signage where they are currently lacking and installing new infrastructure and landscaping. As a result adoption of the ATP would not substantially degrade the existing visual character or quality of the city and the impact would be less than significant.

d. No Impact. The ATP recommends some lighting enhancements for identified pedestrian activity areas and safety corridors, including new street lighting, flashing beacons and other pedestrian-activated signals that could create new potential sources for light and glare. These projects would be subject to the mitigation measures in the General Plan MEIR, therefore there would be no additional impacts related to increased light or glare.

Mitigation Measures

1. The proposed project shall implement and incorporate the aesthetic related mitigation measures as identified in the attached Master Environmental Impact Report No. (MEIR) SCH No. 2012111015 Fresno General Plan Mitigation Monitoring Checklist dated November 17, 2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

Affected Environment

The California Department of Conservation established the Farmland Mapping and Monitoring Program (FMMP) in 1982. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland with additional categories, including Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. Based on the FMMP, there are approximately 9,550 acres of Prime Farmland, approximately 2,911 acres of Unique Farmland, and approximately 2,355 acres of Farmland of Statewide Importance for a total of approximately 14,816 acres within the Planning Area. Based on existing farmland data received from the Fresno County Assessor's Office Land Use Codes that was provided by City staff, there is a total of approximately 11,714 acres that have agricultural operations (City of Fresno 2014a, 5.2-11).

With the implementation of the General Plan and Development Code Update, the approximately 15,903 acres of FMMP-designated farmland and approximately 11,714 acres of existing farmland are anticipated to be converted to uses other than agriculture. This conversion is a significant impact on agricultural resources, and was already considered in the General Plan MEIR

a-e. No Impact. The bicycle and pedestrian network proposed by the ATP is anticipated to be generally within the existing rights-of-way for existing roadways. These proposed facilities in rights-of-way will not conflict with zoning for agricultural use. Roadways are not subject to Williamson Act contracts; therefore the project would not impact any of the 1,615 acres of land under Williamson Act contract in the Planning Area. The project site and surrounding area does not contain forest or timberland zoning, therefore the project will not impact forest resources. The ATP network does propose Class I multi-use paths along irrigation canals, railway alignments, and offroad. A multi-use path through agricultural land is proposed in southwest Fresno which might impact prime farmland. The MEIR for the General Plan found impacts to agricultural land to be significant and unavoidable and adopted a statement of overriding considerations to address this impact. Therefore adoption of the ATP would impose no additional impacts to farmland.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Affected Environment

The Planning Area is located in Fresno County and within the San Joaquin Valley (“Valley”) Air Basin (SJVAB). This region has had chronic non-attainment of federal and state clean air standards for ozone/oxidants and particulate matter due to a combination of regional factors affect the accumulation and dispersion of air pollutants within the SJVAB, primarily topography and climate. The San Joaquin Valley Air Pollution Control District (APCD) is the local regional jurisdictional entity charged with attainment planning, rulemaking, rule enforcement, and monitoring under Federal and State Clean Air Acts and Clean Air Act Amendments.

The SJVAB is approximately 250 miles long and averages 35 miles wide, and is the second largest air basin in the state. The SJVAB is defined by the Sierra Nevada in the east (8,000 to 14,000 feet in elevation), the Coast Ranges in the west (averaging 3,000 feet in elevation), and the Tehachapi mountains in the south (6,000 to 8,000 feet in elevation). The Valley is basically flat with a slight downward gradient to the northwest. The Valley opens to the sea at the Carquinez Straits where the San Joaquin-Sacramento Delta empties into San Francisco Bay. The Valley, thus, could be considered a

“bowl” open only to the north.

Prevailing winds carry pollutants and pollutant precursors from urbanized areas to the north (and, in turn, contributing pollutants and precursors to downwind air basins), where they become trapped by the mountain barriers that forming three sides of the SJVAB. The region has a Mediterranean climate which features a high number of sunny days and little or no measurable precipitation for several months of the year. This climate fosters photochemical reactions in the atmosphere that creating oxidants (ozone) and particulate matter.

Pollutant and pollutant precursor emissions are fairly constant throughout the year, yet the concentrations of pollutants in the air vary from day to day and even hour to hour. Variability is due to complex interactions of weather, climate, and topography. These factors affect the ability of the atmosphere to disperse pollutants. Local climatological effects, including topography, wind speed and direction, temperature, inversion layers, precipitation, and fog can exacerbate the air quality problem in the SJVAB. Conditions that move and mix the atmosphere help disperse pollutants, while conditions that cause the atmosphere to stagnate allow pollutants to concentrate. Periods of extended drought can increase the potential for summertime particulate matter from fugitive dust and from wildfires in the range and forest land surrounding the Valley.

During the summer, wind speed and direction data indicate that summer wind usually originates at the north end of the Valley and flows in a south-southeasterly direction through the Valley, through Tehachapi Pass, into the Southeast Desert Air Basin. In addition, the Altamont Pass also serves as a funnel for pollutant transport from the San Francisco Bay Area Air Basin into the region.

During the winter, wind speed and direction data indicate that wind occasionally originates from the south end of the Valley and flows in a north-northwesterly direction. Also during the winter months, the Valley generally experiences light, variable winds (less than 10 mph). Low wind speeds, combined with low inversion layers in the winter, create a climate conducive to high carbon monoxide (CO) and particulate matter (PM10 and PM2.5) concentrations. The SJVAB has an “Inland Mediterranean” climate averaging over 260 sunny days per year. The Valley floor is characterized by warm, dry summers and cooler winters. For the entire Valley, high daily temperature readings in summer average approximately 95°F. Average high temperatures in the winter are in the 50s, but on winter days with persistent fog and low cloudiness, highs may only reach the 30s and 40s. Wintertime low temperatures below freezing are unusual.

Dispersal of air pollutants in the Valley is not only limited by high mountain ranges surrounding the region, it is frequently limited vertically. As altitude increases, air temperature typically decreases due to increasing distance from the source of heat. However in the Valley, that pattern may not occur. Cooler air can be trapped at lower elevations, especially when fog prevents the sun from warming the Valley’s ground surfaces. Instead, the upper atmospheric layers are relatively more warmed and those upper layers expand, trapping the cooler air below. This condition is called an “inversion,” and it can exist relatively close to the Valley floor or at any height above the ground that the enclosing mountains can still contain. Air pollutants and pollutant precursors accrue in the trapped lower layers until a storm front or other meteorological event occurs which relieves the inversion.

a-e. No Impact The ATP is one of the ways that the City is working to improve air quality. The ATP proposes a network of non-motorized transportation to help reduce the number of vehicle trips and therefore reduce emissions of particulate matter and other pollutants. The adoption of ATP would not

affect population or employment growth, and therefore would not result in growth that exceeds the estimates of the City's General Plan.

The ATP priority network was created, in part, to connect key destinations including schools and parks. Parks and schools are land uses that have sensitive receptors; therefore development of bicycle and pedestrian facilities near these locations has the potential to impact this population. The MEIR includes mitigation measures to address this impact; this project has no additional impact not covered in that document.

Projects proposed by the ATP are not expected to generate any odors. The Air Resources Board Handbook includes a table of uses that are sources of odor complaints; examples include rendering plants, auto shops, and foundries. Bicycle and pedestrian facilities are not included in this table. The adoption of the ATP would not create objectionable odors that would affect a substantial number of people; therefore there is no impact on this criterion.

Potential emission sources for projects implemented under the ATP would be limited to construction equipment, as the ATP does not have an operational component (it does not propose new buildings, parking lots or generate traffic). The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary.

Projects proposed by the ATP must fully comply with applicable regulations of the San Joaquin Valley Air Pollution Control District (SJVAPCD), which may include but not be limited to, Regulation VIII (Fugitive PM 10 Prohibitions), Rule 4102 (Nuisance), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

The projects proposed by the ATP will comply with the Resource Conservation Element of the Fresno General Plan and the Goals, Policies and Objectives of the Regional Transportation Plan adopted by the Fresno Council of Fresno County Governments; therefore the project will not conflict with or obstruct an applicable air quality plan. In summary, there are no significant air quality impacts expected to occur as a result of the proposed project, no violations of air quality standards will occur and no net increase of pollutants will occur beyond those previously analyzed by the MEIR.

Mitigation Measures

1. The proposed project shall implement and incorporate the air quality related mitigation measures as identified in the attached Master Environmental Impact Report No. (MEIR) SCH No. 2012111015 Fresno General Plan Mitigation Monitoring Checklist dated November 17, 2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
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?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect 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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

Affected Environment

Central California is a unique biological enclave with a rich diversity of flora and fauna. This region's climate, soils, hydrology and geographic isolation fostered resident species found nowhere else on earth. Through agricultural, rural residential and urban development, these species and their habitats are being diminished and marginalized.

Approximately 63 percent of the City of Fresno's 106,027-acre Planning Area consists of previous disturbed urban/developed areas containing industrial, commercial, and residential development and associated roads and infrastructure. About 32 percent of the Planning Area contains previous disturbed agricultural lands, orchards, pasture, and row and field crops located predominately along the outer boundaries of the Planning Area. Undeveloped and undisturbed areas with native vegetation occur within the remaining 5 percent of the Planning Area (City of Fresno 2014a, 5.4-3). The San Joaquin River corridor along the northern border of the Planning Area provides a concentrated riparian plant and animal sanctuary. The area is a sensitive environment hosting a diversity of wildlife, fish, and plant species and contains the last remnants of a true riparian environment (City of Fresno 2011, 32). The San Joaquin River corridor is the only wildlife movement corridor in Fresno; open space and recreational use areas lack the substantive linkages necessary to be considered part of a wildlife movement corridor (City of Fresno 2014a, 5.4-40). In addition to the San Joaquin River there are several canals that traverse the SOI that provide opportunities for both vegetation and wildlife, however such opportunities are limited (City of Fresno 2011, 32).

a-d. No Impact.

Projects proposed by the ATP would primarily be limited to right-of-way of existing roadways in previously disturbed/developed areas. Urban land provides poor quality habitat for any special-status species, therefore no special-status species is expected to occur within this vegetation community (City of Fresno, 2014a: 5.4-9). The network does propose some Class I multi-use paths along irrigation canals, which may impact biological resources. Individual projects in these areas or other undeveloped areas that may contain special-status species would be subject to the mitigation measures in the MEIR related to biological resources. No additional impacts to biological resources are anticipated.

e-f. No Impact

Development of projects proposed by the ATP will comply with Chapter 13, Article 3 of the City's Development Code, which provides for replacement of trees when they are required to be removed for development or infrastructure projects.

There are no Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other adopted local, regional or state HCP involving the subject plan area. Therefore, development will not result in any impacts to an adopted HCP or NCCP.

Mitigation

1. The proposed project shall implement and incorporate the biological resources related mitigation measures as identified in the attached Master Environmental Impact Report No. (MEIR) SCH No. 2012111015 Fresno General Plan Mitigation Monitoring Checklist dated November 17, 2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES -- Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Affected Environment

Cultural resources include prehistoric-era archaeological sites, historic-era archaeological sites, traditional cultural properties, sites of religious and cultural significance, and historical buildings, structures, objects, and sites. The importance or significance of a cultural resource is in part described by the context in which it originated or developed. National Park Service Bulletin 16a describes a historic context as “information about historic trends and properties grouped by an important theme in prehistory or history of a community, state, or the nation during a particular period of time” (NPS 1997). A context links an existing property to important historic trends and this allows a framework for determining the significance of a property.

In California, historians have divided the past into broad categories based on climate models, archaeological dating and written histories. Paleontologists divide time into much larger segments, with defined and named periods of time shortening in timespan as the modern era is reached.

Current geological maps indicate that the Planning Area consists of Quaternary alluvium with two primary surficial deposits: 1) Pleistocene non-marine (Riverbank Formation) and 2) Quaternary non-marine fan deposits, both of which have high potential sensitivity (City of Fresno 2014a, 5.5-14). Farming activities and previous structural development have disturbed the soils through much of the Planning Area; however future development that requires excavation or construction in previously undisturbed soils could impact paleontological resources.

According to the Southern San Joaquin Valley Information Center (SSJVIC), a depository for information on cultural resources, the probability of finding subsurface cultural resources is considered low to moderate in most areas except around waterways. Current and past waterways and their surrounding regions are considered especially sensitive for cultural resources, as indigenous people utilized these areas as permanent villages, temporary camps, and task specific sites (City of Fresno 2014b, 8-9).

Known historical resources in Fresno are located primarily in the downtown area, which is where the earliest development of the city began in the mid-1800s. In 1979 the City adopted the Historic Preservation Ordinance, and the Historic Preservation Program maintains a database of all properties that have been evaluated in a survey or in prior planning documents.

a-d. No Impact

In areas where the ATP network proposes bicycle lanes and pathway improvements are along existing streets and within disturbed and developed rights-of-way and paths, there would be no impact on historical or archaeological resources. There are no known unique paleontological resources or sites or unique geological features, nor are there any known prehistoric cemeteries, or Native American cemeteries in the Planning Area, nor would the project impact existing cemeteries. However some of the sites may contain previously undisturbed land and development in these areas could potentially impact cultural resources in each of the above categories and would be subject to the mitigation measures in the General Plan MEIR related to late discovery of cultural resources.

Mitigation Measures

1. The proposed project shall implement and incorporate the cultural resource related mitigation measures as identified in the attached Master Environmental Impact Report No. (MEIR) SCH No. 2012111015 Fresno General Plan Mitigation Monitoring Checklist dated November 17, 2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to 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.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
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?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
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?				X

Affected Environment

Fresno has no known active earthquake faults, and is not in any Alquist-Priolo Special Studies Zones (California Geologic Survey 2007). The immediate Fresno area has extremely low seismic activity levels, although shaking may be felt from earthquakes whose epicenters lie to the east, west, and south. Known major faults are over 50 miles distant and include the San Andreas Fault, Coalinga area blind thrust fault(s), and the Long Valley, Owens Valley, and White Wolf/Tehachapi fault systems. The most serious

threat to Fresno from a major earthquake in the Eastern Sierra would be flooding that could be caused by damage to dams on the upper reaches of the San Joaquin River.

Fresno is classified by the State as being in a moderate seismic risk zone, Category “C” or “D,” depending on the soils underlying the specific location being categorized and that location’s proximity to the nearest known fault lines (California Geologic Survey 2003). All new structures are required to conform to current seismic protection standards in the California Building Code.

The highly erodible face of the San Joaquin River bluff, and small areas of expansive clay in the northeastern portion of the city’s Sphere of Influence, are the only unstable soil conditions known to exist in the City. Despite long-term overdrafting of groundwater that has lowered the static groundwater level under Fresno by as much as 100 feet over the past century, surface subsidence has not been noted in the vicinity of the city (this is probably due to the geologic strata underlying the city, which features layers of clay and hardpan interleaved with alluvial sand and gravel layers).

a-e. **No Impact.** Compliance with the following Fresno General Plan Policies were deemed to reduce potential impacts for infrastructure and development projects subsequent to the General Plan:

Objective NS-2. Minimize risks of property damage and personal injury posed by geologic and seismic risks.

Policy NS-2-a. Seismic Protection. Ensure seismic protection is incorporated into new and existing construction, consistent with the Fresno Municipal Code.

Policy NS-2-b. Soil Analysis Requirement. Identify areas with potential geologic and/or soils hazards, and require development in these areas to conduct a soil analysis and mitigation plan by a registered civil engineer (or engineering geologist specializing in soil geology) prior to allowing on-site drainage or disposal for wastewater, stormwater runoff, or swimming pool/spa water.

Policy NS-2-c. Landfill Areas. Require proposed land uses on or near landfill areas to be designed and maintained to comply with California Code of Regulations, Title 27, Section 21190, Post Closure Land Use.

The General Plan MEIR included an analysis of geology and soils in the Fresno Sphere of Influence. Subsequent development projects complying with the above policies, the California Building Code, and drainage provisions (overseen by the City and Fresno Metropolitan Flood Control District review of grading, paving, and infrastructure plans) are deemed to have less than significant potential seismic and geologic impacts. No additional mitigation was required at the MEIR level.

The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary.

No adverse environmental effects related to topography, soils or geology are expected as a result of this project. Therefore, impacts are less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				x

Affected Environment

When sunlight (solar infrared energy) impinges on Earth’s surface and atmosphere, some of it is reflected back into space as infrared radiation. When the net amount of solar infrared energy absorbed by Earth is about the same as the amount of energy radiated back into space, average ambient temperatures on Earth should remain more or less constant. However, when atmospheric conditions prevent re-radiation of this infrared energy, the world’s temperature may be disturbed. “Global climate change” or “global climate disruption” are terms coined to describe very widespread climate changes characterized by a rise in the Earth’s ambient average temperatures with concomitant disturbances in weather patterns and resulting subsequent alteration of oceanic and terrestrial environs/biota and service needs. The predominant opinion within the scientific community is that global climate change is occurring, and that it is being caused and/or accelerated by human activities, primarily the generation of “greenhouse gases” (GHGs). Climate change could drastically harm health and well-being around the world, not only with regard to heat-related illnesses but through broadscale changes in the environment:

- ocean level rise that would displace populations,
- economic and infrastructure damage related to ocean rise as well as heat and storm intensity;
- exacerbation of criteria air pollutants (more air pollutants are formed when the atmosphere is warm);
- spreads of infectious diseases through proliferation of mosquitoes and other vectors carrying “tropical” diseases into temperate climate zones;
- alteration of natural flora and fauna in terrestrial and aquatic environments;
- disruption of water supplies and agricultural activity;

One often-cited risk of global climate change is a potential persistent reduction of Sierra snowpack to as little as 20% of historic levels. This would have dire consequences for California, since it is estimated that over 70% of the state’s population relies on this “frozen reservoir” for its water supply.

GHGs are gases having properties that absorb and emit radiation within the thermal infrared range, and

that would cause thermal energy (heat) to be trapped the earth's atmosphere. It is believed that increased levels of GHGs in the atmosphere can disturb the thermal equilibrium of the earth when natural carbon cycle processes (such as photosynthesis) are unable to absorb sufficient quantities of carbon dioxide and other GHGs in comparison with the amount of GHGs being emitted. A combination of factors related to human activities, such as deforestation, emissions of GHG into the atmosphere from carbon fuel combustion, etc. are causing climate change.

GHGs were not generally thought of as traditional air pollutants because their impacts are global and diffuse in nature, while the criteria air pollutants and air toxics directly affect the health of people and other living things at ground level in the general region of their release to the atmosphere. The climate-altering impacts of GHGs are global and diffuse in nature, and take time to exert their effects.

Some GHGs occur naturally and are emitted to the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. Water vapor is the most predominant GHG, and is primarily a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans. The major anthropogenic GHGs (those that enter the atmosphere because of human activities) are **carbon dioxide, methane, nitrous oxide and fluorinated gases**. Many of these are emitted by the same human activities which generate criterion pollutants and their precursors (please see earlier discussion of Air Quality in this EA).

Some GHGs exert a much more powerful effect of trapping radiant energy in the atmosphere. The effect of methane, for instance, is 29 times as powerful as that of an equal mass of CO₂. In order to describe global warming potential of these differing gases, a convention has been established to quantify GHGs in terms of equivalent quantities of CO₂, and to use metric tonnes as the unit of measure for the CO₂ (hence the abbreviation "MMTCO₂e," for million metric tonnes of CO₂ equivalent. A major problem with GHGs is that most of them are not very reactive. That makes them extremely long-lived in the atmosphere. For instance, once CO₂ rises above the troposphere (the portion of the atmosphere where plants may absorb some of it for photosynthesis), there are no natural processes that would effectively remove it. The CO₂ will persist and exert its global warming effect for centuries. Projects to sequester (remove) carbon from the atmosphere are expensive and of uncertain near-term benefit.

Therefore, statewide and national strategy for preventing global climate change has focused on prevention and reduction of GHG emissions. California took the lead in this with Governor Schwarzenegger's Executive Order No. S-03-05. Subsequently, the California Legislature enacted Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which was codified as Health & Safety Code Section 38501 *et seq.* to mandate GHG emission reductions to 1990 levels by the year 2020 and with further rollbacks for future decades.

One of the important provisions of GHG regulations is a "no backsliding" provision that does not allow measures which would increase criterion pollutants while decreasing GHGs. For instance, catalytic converters change the criterion pollutant carbon monoxide (not a GHG itself) into carbon dioxide—the "no backsliding" provision of carbon emission reduction regulations would not permit removal of catalytic converters as a GHG reduction measure.

Given California's general population increase and the need for ongoing land and economic development, GHG emissions were projected to require a 29% from the "business as usual" scenario of continuing the former rate of escalated GHG emissions over time. In order to achieve these rollbacks formal targets have been established and projects are required to be analyzed as to their compliance with these mandates.

It has been recognized that new development projects would incrementally add GHG emissions and could cumulatively exacerbate global climate change problems, even if the projects are, themselves, small in scale and do not involve powerful GHGs. In order to standardize evaluation of projects under CEQA, Senate Bill 97 (codified as Public Resources Code Sections 21083.05 and 21097) requires the State Resources Agency to adopt guidelines for addressing climate change in environmental analysis. Commonly used air quality emission models now provide project GHG emission estimates. CEQA Guidelines further call for an assessment of projects' sensitivity to global climate change.

The San Joaquin Valley APCD also adopted a protocol for evaluating potential projects as to their compliance with GHG emission reduction mandates. The APCD determined that the most appropriate assessment criteria would be oriented to performance based standards to streamline the CEQA process for determining significance of project impacts, rather than numerical modeling of GHG emissions and emission reductions. Projects meeting the Best Performance Standards ("BPS") established by the APCD would be determined to have a less than significant cumulative impact on global climate change. If projects could not demonstrate compliance with BPS, then a quantification of GHG emissions and demonstration of a 29% reduction in GHG emissions below the "business as usual" level will be required to determine that a project would have a less than significant cumulative impact.

The Fresno General Plan MEIR contains a Greenhouse Gas Reduction Plan that includes strategies to reduce per capita greenhouse gas emissions to 1990 levels by 2020. Even with implementation of the City's Greenhouse Gas Reduction Plan, the MEIR concludes that buildout of the development proposed in the General Plan would have significant and unavoidable impacts; a finding of over-riding consideration was adopted when the MEIR was certified.

a and b. No Impact. The ATP is one of the ways that the City is working to reduce GHG emissions. The proposed ATP network of non-motorized transportation will help reduce the number of vehicle trips. The adoption of ATP would not affect population or employment growth, and therefore would not result in growth that exceeds the estimates of the City's General Plan.

Potential emission sources for projects implemented under the ATP would be limited to construction equipment, as the ATP does not have an operational component (it does not propose new buildings, parking lots or generate traffic). See the Air Quality section above for discussion of construction emissions. Bicycle and pedestrian facilities are not standing sources for GHG emissions and the adoption of the ATP would therefore have no impact on GHG emission.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?		X		
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 for people residing or working in the project area?			X	
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

Affected Environment

Under the California Code of Regulations, hazardous materials are defined as substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials have one or more of the following properties:

- Toxicity - causes human health effects
- Ignitability - has the ability to burn
- Corrosivity - causes burns or damages/degrades materials
- Reactivity - causes explosions or generates toxic gases

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards through being released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste. The contaminated areas in Fresno are largely associated with leaking underground storage tanks and are predominately clustered south of Downtown, near the Fresno Yosemite International Airport and Palm Bluffs Corporate Center, and along the Union Pacific Railroad Tracks (City of Fresno, 2014b: 9-32).

a-c. Less than Significant. The ATP proposes a network of bicycle and pedestrian facilities to improve human-powered transportation in Fresno. Routine use of hazardous materials as part of the ATP would be limited to small amounts of maintenance and custodial supplies to clean infrastructure. Bicycle and pedestrian improvements would not involve the routine transport, use, storage or disposal of hazardous materials to the extent that a significant public or environmental hazard would occur, would not create conditions which could lead to the accidental release of hazardous substances, nor create the significant emission of hazardous materials or the handling of materials, substances or waste within a quarter mile of an existing or proposed school.

d. Less than Significant with Mitigation Incorporation. According to the California Department of Toxic Substances Control and the California Water Resources Control Board there are a number of sites in the City of Fresno that are on the Cortese list of hazardous materials sites. The ATP does not propose any bicycle or pedestrian facilities on any of these listed sites, however proposed projects that are adjacent to Cortese-listed hazardous sites and may require expanding the right-of-way or grading could potentially impact hazardous sites. In order to mitigate this impact, project specific mitigation measures shall be implemented.

e. Less than Significant. Parts of the network proposed by the ATP would include areas located within the Fresno-Yosemite International (FYI) Airport Land Use Compatibility Plan, the Fresno Chandler Executive Airport Land Use Compatibility Policy Plan and the Sierra Sky Park Land Use Policy Plan. Each of these plans contains separate airport analyses and control strategies that conform to FAA protocols (see attached maps of airport safety zones). These plans restrict land uses according to potential safety hazards from aircraft operations. The proposed development of bicycle and pedestrian paths and trails do not conflict with any existing Airport Land Use Compatibility Plan safety compatibility

criteria (ALUC 1998, 8; ALUC 2000, 22; ALUC 2012, 14-15). These uses will not create structures, produce glare or distracting lights, nor create enough open space to be an attractor of birds. Therefore the impacts on this criterion are less than significant.

f. **No Impact.** There are no private airstrips within the Planning Area. As a result, this project would have no impact.

g and h. Less than significant. The ATP proposes bicycle and pedestrian improvements that aim to increase human-powered transportation in Fresno. The majority of these proposed improvements would be created within the rights-of-way of public streets and developed areas which would not impair the implementation or physically interfere with any emergency response plan. Impacts are therefore less than significant.

Although the City of Fresno is proximate to high and very high fire hazard designated areas, the city is largely categorized as little or no threat or moderate fire hazard, which is largely attributed to paved areas. Some small areas along the San Joaquin River Bluff area in northern Fresno are prone to wildfires due to relatively steep terrain/vegetation, and these areas are classified as high fire hazard areas (City of Fresno 2011, 34). Impacts from wildland fires are less than significant.

The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents.

Mitigation Measures

1. The proposed project shall implement the Hazards and Hazardous Material related mitigation measures as identified in the attached Project Specific Monitoring Checklist dated November 17, 2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area			X	

structures which would impede or redirect flood flows?				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

Affected Environment

Fresno is one of the largest cities in the United States still relying primarily on groundwater for its public water supply. Surface water treatment and distribution has been implemented in the northeastern part of the City, but the city is still subject to an EPA Sole Source Aquifer designation. While the aquifer underlying Fresno typically exceeds a depth of 300 feet and is capacious enough to provide adequate quantities of safe drinking water to the metropolitan area well into the twenty-first century, groundwater degradation, increasingly stringent water quality regulations, and an historic trend of high consumptive use of water on a per capita basis (some 250 gallons per day per capita), have resulted in a general decline in aquifer levels, increased cost to provide potable water and localized water supply limitations.

The adverse groundwater conditions of limited supply and compromised quality have been well-documented by planning, environmental impact report and technical studies over the past 20 years including the Master Environmental Impact Report (MEIR) No. SCH No. 2012111015 for the General Plan, the MEIR 10130 for the Fresno General Plan, Final EIR No.10100, Final EIR No.10117, and Final EIR No. SCH 95022029 (Fresno Metropolitan Water Resource Management Plan), et al. These conditions include water quality degradation due to DBCP, arsenic, iron, and manganese concentrations; low water well yields; limited aquifer storage capacity and recharge capacity; and, intensive urban or semi-urban development occurring upgradient from the Fresno Metropolitan Area.

In response to the need for a comprehensive long-range water supply and distribution strategy, the General Plan recognizes the Kings Basin’s Integrated Regional Water Management Plan, Fresno-Area Regional Groundwater Management Plan, and City of Fresno Metropolitan Water Resource Management Plan and cites the findings of the City of Fresno 2010 Urban Water Management Plan. The purpose of these management plans is to provide safe, adequate, and dependable water supplies to meet the future needs of the Kings Basin regions and the Fresno-Clovis metropolitan area in an economical manner; protect groundwater quality from further degradation and overdraft; and, provide a plan of reasonably implementable measures and facilities.

The 2016 Urban Water Management Plan illustrates the City of Fresno’s goals to achieve a ‘water balance’ between supply and demand while decreasing reliance upon and use of groundwater. To achieve these goals the City is implementing a host of strategies, including:

- Intentional groundwater recharge through reclamation at the City’s groundwater recharge facility at Leaky Acres (located northwest of Fresno-Yosemite international Airport), refurbish existing streams and canals to increase percolation, and recharge at Fresno Municipal Flood Control District’s (FMFCD) storm water basins;

- Increase use of existing surface water entitlements from the Kings River, United States Bureau of

Reclamation and Fresno Irrigation District for treatment at the Northeast Storm Water Treatment Facility (NESWTF) and construct a new Southeast Storm Water Treatment Facility (SESWTF); and

Recycle wastewater at the Fresno-Clovis Regional Wastewater Reclamation Facility (RWRF) for treatment and re-use for irrigation, and to percolation ponds for groundwater recharge. Further actions include the General Plan, Policy RC-6-d to prepare, adopt and implement a City of Fresno Recycled Water Master Plan.

The City of Fresno has adopted a key objective of balancing its groundwater operations by 2025. Groundwater is replenished mainly by natural recharge and subsurface flows; however the major component of this objective is the use of treated surface water from existing entitlements. The City is entitled to 60,000 acre feet from the Bureau of Reclamation and 85,000 acre feet from the Kings River annually. Use of treated surface water from the NESWTF has increased from 100 percent dependence on groundwater in 2004 to 28,347 acre feet per year (af/yr) in 2015. Increases in surface water use effectively reduced groundwater use from 156,487 af/yr in 2000 to 83,360 af/yr in 2015 (City of Fresno 2016, 4-2). By 2025, with the addition of recycled water from the RWRF, groundwater use will drop to 53,500 af/yr, with 25,000 af/yr from recycled water and 123,000 af/yr from treated surface water.

In addition, the General Plan policies require the City to maintain a comprehensive conservation program to help reduce per capita water usage, and includes conservation programs such as landscaping standards for drought tolerance, irrigation control devices, leak detection and retrofits, water audits, public education and implementing US Bureau of Reclamation Best Management Practices for water conservation to maintain surface water entitlements.

Implementation of the Fresno General Plan policies, the Kings Basin Integrated Regional Water Management Plan, City of Fresno Urban Water Management Plan, Fresno-Area Regional Groundwater Management Plan, and City of Fresno Metropolitan Water Resource Management Plan and the applicable mitigation measures of approved environmental review documents will address the issues of providing an adequate, reliable, and sustainable water supply for the project's urban domestic and public safety consumptive purposes.

Although not currently included in the CEQA Guidelines Appendix G Checklist as a significant criterion, impact on irrigation canals is considered at the end of the section.

a – c, e-f. Less than Significant. The majority of the improvements proposed by the ATP are bicycle and pedestrian improvements within existing rights-of-way. These improvements are unlikely to contribute a substantial change in the amount of impervious surface, cause significant storm water pollution or violate water quality standards. While ground disturbance for projects outside existing paved rights-of-way associated with construction of any of the proposed facilities could cause erosion and sedimentation into waterways, and paving bicycle/pedestrian facility surfaces with impermeable materials could increase the rate of runoff also causing erosion and sedimentation, potentially contributing to the violation of water quality standards, both the priority network and the build out of the active transportation network would predominantly take place within existing rights-of-way that are already paved.

The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual

project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents.

Any development project disturbing one or more acres of soil must obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activities subject to the Construction General Permit includes clearing, grading, and other ground-disturbing activities such as stockpiling or excavation. The Construction General Permit requires development and implementation of an erosion control site plan and Storm Water Pollution Prevention Plan (SWPPP). Mandated items in a SWPPP include features designed to eliminate contact of rainfall and stormwater runoff with sources of pollution that occur on construction sites, of which a primary source is soil erosion as a result of unstabilized soils coming in contact with water and wind. These features are known as Best Management Practices (BMPs). Common BMPs to limit pollution in stormwater runoff from construction sites include maintaining or creating drainages to convey and direct surface runoff away from bare areas and installing physical barriers such as berms, silt fencing, waddles, straw bales, and gabions.

Compliance with current development requirements would reduce these impacts to less than significant.

d. **Less than Significant with Mitigation Incorporated.** The majority of the proposed bicycle and pedestrian facilities predominantly take place within existing rights-of-way that are already paved, which would not substantially alter the existing drainage pattern of the area. However, some Class I multi-use paths are proposed along irrigation canals, which could potentially impact drainage patterns associated with those canals.

The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents. In order to mitigate this impact, project specific mitigation measures shall be implemented.

g. No Impact. No housing is proposed as a part of the ATP and therefore the project would not place housing in a 100 year flood plain.

h and i. Less than Significant. FEMA has prepared and the City of Fresno has adopted the Flood Insurance Rate Maps (FIRMs) for the Planning Area. The effective FIRM maps were last revised February 18, 2009. The FIRMS show portions of the Planning Area are within numbered and un-numbered SPHA Zone A. SPHA Zone A means that these areas are within the floodplain of the base flood or 1 percent exceedance probability flood event. The 1 percent exceedance probability flood event is also known as the 100-year recurrence interval flood event.

The SFHA Zone A areas within the Planning Area are located below the bluff line of the San Joaquin River; along Redbank Creek between the Planning Area boundary and Redbank Detention Basin (North

DeWolf Avenue and East Clinton Avenue alignment); northeast of State Route 99 between Ventura Avenue on the north, East Jensen Avenue on the south and South Orange Avenue on the east; and north of West Central Avenue between South Walnut Avenue and South East Avenue (FEMA 2009).

Sources of flooding due to the failure of a dam or levee within the Planning Area include the San Joaquin River floodplain as a result of the failure of Friant Dam, the Redbank Creek floodplain as a result of the failure of Redbank Creek Detention Basin Dam and levee, and the Fancher Creek floodplain as a result of the failure of Fancher Creek Detention Basin Dam and levee (City of Fresno 2011).

The majority of the proposed bicycle and pedestrian improvements proposed by the ATP are in existing roadways; although some Class I multi-use paths are proposed along irrigation canals. It is not anticipated that new structures would be developed in 100 year flood hazard areas which might impede or redirect flood flows. As mentioned above, individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents. Development within dam inundation areas would be required to be flood proof in accordance with the City of Fresno floodplain ordinance and 40CFR60. Impacts are therefore less than significant.

j. No Impact. Official Statewide Tsunami Inundation Maps, coordinated by California Office of Emergency Services (Cal OES), are developed for all populated areas at risk to tsunamis in California. According to Cal OES' MY HAZARD website and Official Statewide Tsunami Inundation Maps, the Planning Area is located outside a tsunami hazard zone.

A seiche is a "standing" wave oscillating in a body of water. This phenomenon occurs in large bodies of water such as bays and lakes. A seiche may occur in any semi- or fully-enclosed body of water. They can be caused by strong winds and earthquakes. The nearest body of water capable of producing a seiche is Big Creek Dry Dam and Reservoir located northeast of the Planning Area (OES 2015). The ATP does not propose any bicycle or pedestrian facilities near this area. Additionally, this is a relatively small reservoir and would not be subject to strong oscillations during an earthquake event. Fresno is not susceptible to soil erosion with the exception of the San Joaquin River Bluffs. No impacts related to inundation by seiche, tsunami or mudflow are expected to occur at the project site.

Mitigation Measures

1. The proposed project shall implement and incorporate the hydrology and water quality related mitigation measures as identified in the attached Master Environmental Impact Report SCH No. 2012111015 Fresno General Plan Mitigation Monitoring Checklist dated November 17, 2016.
2. The proposed project shall implement the Hydrology and Water Quality related mitigation measures as identified in the attached Project Specific Monitoring Checklist dated November 17, 2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING -- Would the project:				
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Affected Environment

The City of Fresno updated its General Plan in 2014, and adopted a supporting Development Code in 2015. The General Plan anticipates a population of 780,600 by the year 2035 and is the vision for the city in accommodating that growth in a way that enhances quality of life for all Fresnoans. The General Plan redefines geographical areas of the city and emphasizes complete streets and multi-modal connectivity through neighborhood and street design that allows and encourages walking, biking, transit and auto options.

a-c. No Impact. The majority of projects proposed in the ATP would be in the right-of-way of existing roadways. Projects that are not within existing roadways, notably some Class I multi-use paths, are proposed along existing land features, specifically, irrigation canals and railroad tracks. None of the proposed projects would physically divide an established community, in fact the goal of the ATP is to connect establish communities through providing a well-connected human-powered transportation network.

The General Plan puts strong emphasis on complete streets with multi-modal connectivity. The following objectives most directly relate to the adoption of the ATP:

MT-4 Establish and maintain a continuous, safe, and easily accessible bikeways system throughout the metropolitan area to reduce vehicle use, improve air quality and the quality of life, and provide public health benefits.

MT-5 Establish a well-integrated network of pedestrian facilities to accommodate safe, convenient, practical, and inviting travel by walking, including for those with physical mobility and vision impairments.

MT-6 Establish a network of multi-purpose pedestrian and bicycle paths, as well as limited access trails, to link residential areas to local and regional open spaces and recreation areas and urban Activity Centers in order to enhance Fresno's recreation amenities and alternative transportation options.

The adoption of the ATP would support the Fresno General plan and Development Code objectives.

The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents.

Additionally, there are no Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP) or other adopted local, regional or state HCP involving the subject plan area. Therefore, development within the Planning Area will not result in any impacts to an adopted HCP or NCCP.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:				
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?				X
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?				X

Affected Environment

The California Geological Survey conducted a study of the Fresno Production-Consumption Region in 1999 to analyze the mineral resources in the area. According to that study, the principal area for mineral resources is located in and immediately adjacent to the Planning Area along the San Joaquin River Corridor (California Geologic Survey 1999). These materials are removed via surface mining operations. These areas have been and are designated as Open Space, and the activities continue to require conditional use permits. The City anticipates that these uses will continue until the resources are substantially removed, and it is no longer economically feasible to mine the areas.

a and b. No Impact. The proposed priority network is both within areas where there are no known mineral resources of significant value and within the right-of-way of existing roadways (California Geologic Survey 1999). No impacts to mineral resources are anticipated with the bicycle and pedestrian facilities proposed by the ATP.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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 expose people residing or working in the project area to excessive noise levels?			X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Affected Environment

Three primary sources of substantial noise that affect Fresno residents on a day to day basis are transportation-related and consist of local streets and regional highways, airport operations at Fresno Yosemite International, the Fresno-Chandler Downtown and the Sierra Sky Park Airports, and rail lines along the BNSF Railway and the Union Pacific Railroad lines.

As part of the General Plan MEIR, ambient noise conditions in the City of Fresno Planning Area were measured over 24-hour intervals at various locations, with day-night statistical noise level trends were recorded to develop DNL (Day-Night Sound Level) values. This study informed policy formation for the Fresno General Plan with regard to transportation facilities, so that 65 dB (decibels) LDN or CNEL (Community Noise Equivalent Level) impinging on outdoor areas associate with residences was adopted in the Fresno General Plan as the acceptable noise limit for ground-based transportation facilities.

Allowable indoor noise levels remained at 45 dB LDN, because it is feasible to control noise using design features for a building envelope.

The findings of this study were that, even with the relaxation of transportation facility noise limits and application of General Plan objectives and significant policies for acoustical treatments to limit noise impinging on outdoor areas of residential property, ambient noise levels could exceed existing local standards, and that this potential adverse noise impact of building out the General Plan's designated land uses would be significant and unavoidable. The MEIR analysis found that future development activities within the City's planning area would result in increased traffic volumes, thus incrementally increasing noise levels along existing roadways and highways by 2 dB to 10 dB. New roadways, significantly expanded roadways, and increased use of roadways in sparsely populated areas where new development is expected to occur may see noise levels increase by more than 10 dB. Potential impacts were found to be significant and unavoidable, even with implementation of the General Plan policies. A finding of over-riding consideration was adopted for these noise impacts when the General Plan MEIR was certified.

The MEIR analyzed potential ground borne vibration impacts that could result from buildout under the General Plan and found vibration impacts relating to the buildout of the Fresno General Plan to be less than significant.

a-d. Less than Significant.

The ATP envisions the development of an integrated bicycle and pedestrian network. Human-powered transportation methods create minimal noise and a complete ATP network has the potential for reducing vehicle trips which could reduce noise levels. However, construction of the various bicycle and pedestrian improvements proposed by the ATP could temporarily increase noise sources due to construction vehicles and equipment. Given the limited nature of the construction- no substantial excavation or grading is proposed- vibration impacts are expected to be limited and not substantial. The Fresno Municipal Code allows for construction noise in excess of standards if it complies with the section below (Chapter 10, Article 1, Section 10-109 – Exemptions). It states that the provisions of Article 1 – Noise Regulations of the Fresno Municipal Code shall not apply to:

Construction, repair or remodeling work accomplished pursuant to a building, electrical, plumbing, mechanical, or other construction permit issued by the city or other governmental agency, or to site preparation and grading, provided such work takes place between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.

Thus, construction activity would be exempt from City of Fresno noise regulations, as long as such activity is conducted pursuant to an applicable construction permit and occurs between 7:00 a.m. and 10:00 p.m., excluding Sunday. Therefore, short-term construction impacts associated with the exposure of persons to or the generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies would be less than significant.

Parts of the network proposed by the ATP would include areas located within the Fresno-Yosemite International (FYI) Airport Land Use Compatibility Plan, the Fresno Chandler Executive Airport Land Use Compatibility Policy Plan and the Sierra Sky Park Land Use Policy Plan. Each of these plans contain separate airport analysis and control strategy that conforms to FAA protocols (see attached maps of airport noise contours). These plans restrict land uses according to the potential for noise from aircraft

operations. The proposed development of bicycle and pedestrian paths and trails do not conflict with any existing Airport Land Use Compatibility Plan noise compatibility criteria (ALUC 1998, 3; ALUC 2000, 17; ALUC 2012, 12). Bicyclists and pedestrians could be temporarily exposed to existing airport noise operations when using those sections of the proposed ATP network that pass next to the three airports. The temporary nature of the exposure renders exposure to excessive noise impacts less than significant.

The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents.

f. **No Impact.** There are no private airstrips within the Planning Area. As a result, this project would have no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial 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)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Affected Environment

The Fresno General Plan projects a population 780,600 by the year 2035. In addition, the General Plan is anticipated to accommodate up to approximately 425,000 additional persons for a total of 970,000 persons within the Planning Area by the buildout year of 2056. In addition, the General Plan area is projected to accommodate approximately 145,000 additional housing units for a total of approximately 332,000 units by the buildout year of 2056.

a-c No Impact. None of the proposed projects contained within the ATP would have the potential to induce population growth or displace housing or people. The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents.

Adoption of the ATP would not create any population and housing impacts because specific development is not being proposed under this ATP and it would not authorize any development. Therefore, there is no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
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?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

Affected Environment

The City of Fresno provides full service police and fire protection services. There are numerous schools, parks, libraries and other public facilities located throughout Fresno.

a. No Impact. The adoption of the ATP would not result in impacts on public services. The recommendations for improved pedestrian and bicycles facilities throughout the city are intended to improve pedestrian and bicyclist safety and mobility. While the ATP is intended to connect attractive land uses, such as parks, schools, and other public facilities such as community or recreation centers, the demand or level of use of these facilities would not necessarily increase. Instead, fewer residents or visitors would be expected to arrive by motor vehicle and more would be expected to arrive by human-powered transportation.

The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION --				
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?			X	
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?			X	

Affected Environment

According to the General Plan, the City of Fresno maintains approximately 1,617 acres of open space, nearly 230,000 square feet of building space dedicated to recreational/educational purposes distributed among 104 sites. The park system also provides and maintains 115 acres of paths and trails for pedestrians and bicyclists.

a and b. Less than Significant. The adoption of the ATP would create improved connections to existing neighborhood and regional parks and could increase usage of these facilities. Implementation of the ATP would not be expected to increase the use of existing neighborhood parks and recreation facilities to such extent that these facilities would be physically degraded or accelerate their substantial deterioration. Therefore this project would have a less-than-significant impact on the deterioration of existing facilities.

Additionally, the ATP would increase the number of Class I multi-use paths which are recreation facilities and promote increased use of sidewalks and bicycle facilities, both of which are used by some as recreational facilities rather than strictly as transportation facilities.

The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?			X	
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?			X	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.			X	

Affected Environment

The projects proposed by the ATP would affect public rights-of-way throughout the city with projects that would restripe travel lanes on city streets, sidewalks, and park paths. No projects are proposed that would affect travel on highways and freeways. The ATP includes guidelines and programs that would guide the development and maintenance of pedestrian and bicycle facilities, as well as strategies for education and safety to encourage community members to walk and bike around the city.

a. Less than Significant.

Streets/Vehicles

Vehicle level of service (LOS) is defined in terms of a letter grade ranging from A to F, with LOS A as the best level of operation (free-flowing conditions), and LOS F as the worst level of operations (excessive delays, long vehicle queues, and intolerable conditions). The City of Fresno maintains a peak-hour LOS standard of D or better for all roadways outside of identified Activity Center and Bus Rapid Transit Corridor districts (City of Fresno 2014b, 4-29). The ATP would not increase vehicle trips on city streets compared to existing conditions, but would potentially reduce vehicle travel by encouraging use of alternate modes by improving pedestrian and bicycle facilities and connections to transit. Some proposed improvements would create physical changes that could affect vehicle travel, including potentially decreasing vehicular travel and parking lane widths, which could slow traffic speeds. The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents.

Transit

The ATP supports transit ridership through enhanced and safer bicycle and pedestrian connections to public transit. However, improvements proposed by the ATP are not anticipated to significantly affect transit performance or operations.

Bicycles/Pedestrians

The City does not have adopted standards for bicycle and pedestrian facility performance. Although the General Plan calls for the adoption of multi-modal level of service standards, this has yet to be implemented. The General Plan puts strong emphasis on complete streets with multi-modal connectivity. The following General Plan objectives most directly relate to the adoption of the ATP:

MT-4 Establish and maintain a continuous, safe, and easily accessible bikeways system throughout the metropolitan area to reduce vehicle use, improve air quality and the quality of life, and provide public health benefits.

MT-5 Establish a well-integrated network of pedestrian facilities to accommodate safe, convenient, practical, and inviting travel by walking, including for those with physical mobility and vision impairments.

MT-6 Establish a network of multi-purpose pedestrian and bicycle paths, as well as limited access trails, to link residential areas to local and regional open spaces and recreation areas and urban Activity Centers in order to enhance Fresno's recreation amenities and alternative transportation options.

The ATP would increase bicycle and pedestrian circulation within the city, therefore impacts would be

less than significant.

As a result of the analysis provided above, the potential impact projects proposed by the ATP to conflict with an applicable plan, ordinance, or policy establishing measure of the effectiveness for the performance of the circulation system would be less than significant.

b. No Impact. The passage of California Assembly Bill 2419 in 1996 allowed counties to “opt out” of the California Congestion Management Program, reference above, if a majority of local governments elected to exempt themselves from California’s congestion management plans. On September 25, 1997, the Fresno COG Policy Board rescinded the Fresno County Congestion Management Program at the request of the local member agencies. Therefore, this impact criteria is not applicable.

c. Less than significant. Although parts of the projects proposed by the ATP are located within an Airport influence area, the projects proposed by the ATP are bicycle and pedestrian facility improvements and would not change air traffic patterns. Impacts to air traffic would be less than significant.

d. Less than significant. The ATP proposes the development of pedestrian and bicycle facilities and features that are intended to make intersections safer for pedestrians, bicycles and drivers. All projects that are developed using the ATP will comply with Public Works standards; therefore potential hazard impacts are less than significant.

e. Less than Significant. Some projects proposed by the ATP would alter street design, including pedestrian safety design elements such as mid-block crossings and sidewalk bulb outs, which have the potential to affect emergency access. The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents. Through the city’s standard process, when specific projects are proposed they must comply with the Fire Department requirements regarding emergency access. Some Class I multi-use paths are proposed along irrigation canals. Trail design would need to comply with the following General Plan policy:

MT-6-n Emergency Vehicle Access along Paths and Trails. Provide points of emergency vehicle access within the path and trail corridors, via parking areas, service roads, emergency access gates in fencing, and firebreaks.

Compliance with the above requirements and policies render impacts on emergency access less than significant.

f. Less than Significant. The ATP is a proposed plan that contains programs related to increased bicycle and pedestrian access. It will update and supersede the 2010 City of Fresno Bicycle, Pedestrian and Trails Master Plan. In addition to updating elements of the BMP, the ATP includes more robust planning for pedestrian travel and infrastructure than that included in the BMP. The General Plan puts strong emphasis on complete streets with multi-modal connectivity. The following General Plan objectives most directly relate to the adoption of the ATP:

MT-4 Establish and maintain a continuous, safe, and easily accessible bikeways system

throughout the metropolitan area to reduce vehicle use, improve air quality and the quality of life, and provide public health benefits.

MT-5 Establish a well-integrated network of pedestrian facilities to accommodate safe, convenient, practical, and inviting travel by walking, including for those with physical mobility and vision impairments.

MT-6 Establish a network of multi-purpose pedestrian and bicycle paths, as well as limited access trails, to link residential areas to local and regional open spaces and recreation areas and urban Activity Centers in order to enhance Fresno's recreation amenities and alternative transportation options.

The ATP also seeks to increase the safety and performance of the Fresno Area Express (FAX) transit facilities by improving connections to these facilities and potentially increasing ridership. Adoption of the ATP would have a beneficial impact on policies, plans and programs regarding public transit, bicycle and pedestrian facilities, resulting in a less than significant impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) 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?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

a and b. No Impact. The programs and projects proposed in the ATP would not result in impacts on the capacity of existing utilities, but are intended to increase mobility within the city for pedestrians and bicyclists. Projects proposed by the ATP would not generate wastewater and would not require or result in the construction of new water or wastewater treatment facilities, and therefore would have no impact on the wastewater treatment requirements of the Central Valley Regional Water Quality Control Board.

c. Less than Significant. The ATP network does not proposed to substantially increase impervious surface areas, since most proposed components would affect portions of the city that are already paved.

The majority of project improvements would be constructed within existing paved areas, including streets and sidewalks, and therefore would not substantially affect stormwater drainage. The ATP does propose some Class I multi-use paths along irrigation canals which may have impacts on storm water drainage. The Fresno ATP is a programmatic document that outlines the vision for human-powered transportation in the City of Fresno. It is intended as a guidance document that envisions a complete, safe and comfortable network of trails, sidewalks and bikeways that serves all residents of Fresno. Individual project details including precise project locations, project timing, material types, equipment used and construction drawings are not currently available. When specific individual projects are implemented, the City will conduct site-specific CEQA analysis as necessary. Implementation under the ATP is required to comply with the goals and policies of the General Plan, Development Code and other regulatory documents.

d. Less than Significant. The network proposed by the ATP is not anticipated to substantially increase demand for water supplies. In some locations, project improvements may generate a small increase in irrigation for new landscaping, while other projects may reduce existing landscaped medians. As a result, no new water delivery would be required to serve the project and therefore the impact would be less than significant.

e. No Impact. The network proposed by the ATP would not generate wastewater demand and therefore would have no impact on wastewater treatment capacity.

f and g. Less than Significant. There are three landfills that serve Fresno County, American Avenue Landfill, Clovis Landfill and Coalinga Landfill, which are scheduled to close in 2031, 2047 and 2029 respectively. As of 2014, the City is also achieving a 71 percent diversion rate for solid waste, with a Zero Waste goal by 2025 (City of Fresno 2014b, 6-28). Development of bicycle and pedestrian facility improvements would only generate solid waste temporarily during demolition and construction. There would be no solid waste associated with the operation of these facilities. As a result, the solid waste associated with construction would be minimal and would not substantially affect the projected life of any landfill. Additionally, proposed projects would be required to meet federal, state and local solid regulation. Therefore the potential impacts regarding solid waste would be less than significant.

Mitigation Measures

1. The proposed project shall implement and incorporate the utilities- related mitigation measures as identified in the attached Master Environmental Impact Report SCH No. 2012111015-- Fresno General Plan Mitigation Monitoring Checklist dated November 17, 2016.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --				
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?				X
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.)				X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

In summary, given the mitigation measures required of the proposed project and the analysis detailed in the preceding Initial Study, the proposed project:

Does not have environmental impacts which will cause substantial adverse effects on human beings, either directly or indirectly.

Does not have the potential to degrade the quality of the environmental, substantially reduce the habitat of a fish/wildlife or native plant species (or cause their population to drop below self-sustaining levels), does not threaten to eliminate a native plant or animal community, and does not threaten or restrict the range of a rare or endangered plant or animal.

Does not eliminate important examples of elements of California history or prehistory.

Does not have impacts which would be cumulatively considerable even though individually limited.

Therefore, there are no mandatory findings of significance and preparation of an Environmental Impact Report is not warranted for this project.

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EXHIBIT B

**MEIR Mitigation Measure Monitoring Checklist for Environmental Assessment No. A-16-15
Conducted for Plan Amendment Application No. A-16-15 for the adoption of the Active Transportation Plan
November 17, 2016**

**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).

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

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:

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					

MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Aesthetics (continued):

<p>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.</p> <p>Verification comments:</p>	<p>Prior to issuance of building permits</p>	<p>DARM.</p>	<p>X</p>					
<p>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.</p> <p>Verification comments:</p>	<p>Prior to issuance of building permits</p>	<p>DARM</p>						<p>X</p>
<p>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</p> <p>Verification comments:</p>	<p>Prior to issuance of building permits</p>	<p>DARM</p>						<p>X</p>

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

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

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: <ul style="list-style-type: none"> • 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

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

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Air Quality *(continued)*:

<p>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:</p> <ul style="list-style-type: none"> • 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. <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to development project approval</p>	<p>DARM</p>						<p>X</p>
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Air Quality (continued):

<p>AIR-2 (continued from previous page)</p> <ul style="list-style-type: none"> 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. <p>Verification comments:</p>	<p>[see previous page]</p>	<p>[see previous page]</p>						
<p>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.</p> <p>Verification comments:</p>	<p>Prior to development project approval</p>	<p>DARM</p>						X

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Air Quality (continued):

<p>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).</p> <p>Verification comments:</p>	<p>Prior to development project approval</p>	<p>DARM</p>	<p>X</p>					
<p>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.</p> <p>Verification comments:</p>	<p>Prior to development project approval</p>	<p>DARM</p>						<p>X</p>

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

Biological Resources:

<p>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 a 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.</p> <p>Verification comments:</p>	<p>Prior to development project approval</p>	<p>DARM</p>	<p>X</p>					
<p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to development project approval</p>	<p>DARM</p>	<p>X</p>					

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Biological Resources *(continued)*:

<p>BIO-2 <i>(continued from previous page)</i> 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.</p> <p>Verification comments:</p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
<p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to development project approval</p>	<p>DARM</p>					X	

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Biological Resources *(continued)*:

<p>BIO-3 <i>(continued from previous page)</i>: 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.</p> <p>Verification comments:</p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
<p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to development project approval and during construction activities</p>	<p>DARM</p>	<p>X</p>					

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

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Biological Resources *(continued)*:

<p>BIO-4 <i>(continued from previous page)</i>: may continue in the vicinity of the nest only at the discretion of the biological monitor.</p> <p>Verification comments:</p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
<p>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>i.e.</i>, CDFW or USFWS) on a case-by-case basis.</p> <p>Verification comments:</p>	<p>Prior to development project approval</p>	<p>DARM</p>	X					

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

Biological Resources *(continued)*:

<p>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.</p> <p>Verification comments:</p>	<p>Prior to development project approval</p>	<p>DARM</p>						X

<p>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.</p> <p>Verification comments:</p>	<p>Prior to development project approval</p>	<p>DARM</p>						X

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Biological Resources *(continued)*:

<p>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.</p> <p>Verification comments:</p>	<p>Prior to development project approval</p>	<p>DARM</p>						X
<p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to development project approval; but for long-term operational BMPs, prior to issuance of occupancy</p>	<p>DARM</p>						X

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Biological Resources *(continued)*:

<p>BIO-9 <i>(continued from previous page)</i>: incorporating detention basins shall assist in ensuring project-related impacts to wetland habitat are minimized to the greatest extent feasible.</p> <p>Verification comments:</p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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Cultural Resources:

<p>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.</p> <p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to commencement of, and during, construction activities</p>	<p>DARM</p>	X					
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Cultural Resources *(continued)*:

<p>CUL-1 <i>(continued from previous page)</i></p> <p>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.</p> <p>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.</p> <p>Verification comments:</p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
<p>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.</p> <p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to commencement of, and during, construction activities</p>	<p>DARM</p>	X					

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Cultural Resources *(continued)*:

<p>CUL-2 <i>(continued from previous page)</i></p> <p>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.</p> <p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Cultural Resources *(continued)*:

<p>CUL-2 <i>(further continued from previous two pages)</i></p> <p>to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.</p> <p>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.</p> <p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p><i>[see Page 14]</i></p>	<p><i>[see Page 14]</i></p>						
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Cultural Resources *(continued)*:

<p>CUL-2 <i>(further continued from previous three pages)</i> excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed. Verification comments:</p>	<p><i>[see Page 14]</i></p>	<p><i>[see Page 14]</i></p>						
<p>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 <i>(continued on next page)</i></p>	<p>Prior to commencement of, and during, construction activities</p>	<p>DARM</p>	X					

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D - Responsible Agency Contacted

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

MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
<p>CUL-3 (continued from previous page)</p> <p>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.</p> <p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Cultural Resources *(continued)*:

<p>CUL-3 <i>(further continued from previous two pages)</i></p> <p>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.</p> <p>Verification comments:</p>	<p><i>[see Page 16]</i></p>	<p><i>[see Page 16]</i></p>						
<p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to commencement of, and during, construction activities</p>	<p>DARM</p>	X					

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Cultural Resources *(continued)*:

<p>CUL-4 <i>(continued from previous page)</i></p> <p>likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains.</p> <p>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.</p> <p>Verification comments:</p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

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

Hazards and Hazardous Materials

<p>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.</p> <p>Verification comments:</p>	<p>Prior to development approvals</p>	<p>DARM</p>						<p>X</p>
<p>HAZ-2: Limit the proposed low density residential at (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.</p> <p>Verification comments:</p>	<p>Prior to development approvals</p>	<p>DARM</p>						<p>X</p>
<p>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.</p> <p>Verification comments:</p>	<p>Prior to development approvals</p>	<p>DARM</p>						<p>X</p>

Hazards and Hazardous Materials (continued):

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
<p>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.</p> <p>Verification comments:</p>	Prior to development approvals	DARM						X
<p>HAZ-5: Prohibit residential uses within Safety Zone 1 northwest of the Hawes Avenue and South Thorne Avenue intersection.</p> <p>Verification comments:</p>	Prior to development approvals	DARM						X
<p>HAZ-6: Establish an alternative Emergency Operations Center in the event the current Emergency Operations Center is under redevelopment or blocked.</p> <p>Verification comments:</p>	Prior to redevelopment of the current Emergency Operations Center	Fresno Fire Department and Mayor/ City Manager's Office						X

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

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Hydrology and Water Quality

<p>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.</p> <p>Verification comments:</p>	Prior to water demand exceeding water supply	Department of Public Utilities (DPU)						X
<p>HYD-2: The City shall continue to be an active participant in the Kings Water Authority and the implementation of the Kings Basin IRWMP.</p> <p>Verification comments:</p>	Ongoing	DPU					X	
<p>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.</p> <ul style="list-style-type: none"> 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. <p style="text-align: right;"><i>(continued on next page)</i></p>	Prior to exceedance of capacity of existing stormwater drainage facilities	Fresno Metropolitan Flood Control District (FMFCD), DARM, and PW	X				X	

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Hydrology and Water Quality (continued):

<p>HYD-5.1 (continued from previous page)</p> <ul style="list-style-type: none"> 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. Implementation of the updated SDMP to provide stormwater collection systems that have sufficient capacity to convey the peak runoff rates from the areas of increased imperviousness. <p>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.</p> <p>Verification comments:</p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Hydrology and Water Quality (continued):

<p>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:</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>Verification comments:</p>	<p>Prior to exceedance of capacity of existing retention basin facilities</p>	<p>FMFCD, DARM, and PW</p>	<p>X</p>				<p>X</p>	
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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Hydrology and Water Quality (continued):

<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>Verification comments:</p>	<p>Prior to exceedance of capacity of existing urban detention basin (stormwater quality) facilities</p>	<p>FMFCD, DARM, and PW</p>	<p>X</p>				<p>X</p>	
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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Hydrology and Water Quality (continued):

<p>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.</p> <ul style="list-style-type: none"> • 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 update. <p>Verification comments:</p>	<p>Prior to exceedance of capacity of existing pump disposal systems</p>	<p>FMFCD, DARM, and PW</p>					X	
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Hydrology and Water Quality (continued):

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
<ul style="list-style-type: none"> HYD-5.5: The City shall work with FMFCD to develop and adopt an update to the SDMP for the Southeast Development Area that is 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. <p>Verification comments:</p>	Prior to development approvals in the Southeast Development Area	FMFCD, DARM, and PW					X	

Public Services:

<p>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:</p> <ul style="list-style-type: none"> <i>Noise:</i> Barriers and setbacks on the fire department sites. <i>Traffic:</i> Traffic devices for circulation and a “keep clear zone” during emergency responses. <i>Lighting:</i> Provision of hoods and deflectors on lighting fixtures on the fire department sites. <p>Verification comments:</p>	During the planning process for future fire department facilities	DARM					X	
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Public Services (continued):

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
<p>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:</p> <ul style="list-style-type: none"> • <i>Noise:</i> Barriers and setbacks on the police department sites. • <i>Traffic:</i> Traffic devices for circulation. • <i>Lighting:</i> Provision of hoods and deflectors on lighting fixtures on the fire department sites. <p>Verification comments:</p>	<p>During the planning process for future Police Department facilities</p>	<p>DARM</p>					X	
<p>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:</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>During the planning process for future school facilities</p>	<p>DARM, local school districts, and the Division of the State Architect</p>					X	

Public Services *(continued):*

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
<p>PS-3 (continued from previous page)</p> <ul style="list-style-type: none"> • <i>Noise</i>: Barriers and setbacks placed on school sites. • <i>Traffic</i>: Traffic devices for circulation. • <i>Lighting</i>: Provision of hoods and deflectors on lighting fixtures for stadium lights. <p>Verification comments:</p>	[see previous page]	[see previous page]						
<p>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:</p> <ul style="list-style-type: none"> • <i>Noise</i>: Barriers and setbacks placed on school sites. • <i>Traffic</i>: Traffic devices for circulation. • <i>Lighting</i>: Provision of hoods and deflectors on lighting fixtures for outdoor play area/field lights. <p>Verification comments:</p>	During the planning process for future park and recreation facilities	DARM					X	

Public Services (continued):

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
<p>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:</p> <ul style="list-style-type: none"> • <i>Noise:</i> Barriers and setbacks placed on school sites. • <i>Traffic:</i> Traffic devices for circulation. • <i>Lighting:</i> Provision of hoods and deflectors on outdoor lighting fixtures <p>Verification comments:</p>	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						

Utilities and Service Systems

<p>USS-1: The City shall develop and implement a wastewater master plan update.</p> <p>Verification comments:</p>	Prior to wastewater conveyance and treatment demand exceeding capacity	DPU					X	

Utilities and Service Systems (continued):

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
<p>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:</p> <ul style="list-style-type: none"> • 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. <p>Verification comments:</p>	Prior to exceeding existing wastewater treatment capacity	DPU					X	
<p>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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	Prior to exceeding existing wastewater treatment capacity	DPU					X	

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

Utilities and Service Systems (continued):

<p>USS-3 (continued from previous page) approximately the year 2025, the City shall construct the following improvements:</p> <ul style="list-style-type: none"> • 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. <p>Verification comments:</p>	<p>[see previous page]</p>	<p>[see previous page]</p>						
<p>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.</p> <p>Verification comments:</p>	<p>Prior to construction of water and sewer facilities</p>	<p>PW for work in the City; PW and Fresno County Public Works and Planning when unincorporated area roadways are involved</p>					X	

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Utilities and Service Systems *(continued)*:

<p>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.</p> <ul style="list-style-type: none"> • 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. <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to exceeding capacity within the existing wastewater collection system facilities</p>	<p>DPU</p>					X	
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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

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Utilities and Service Systems (continued):

<p>USS-5 (continued from previous page)</p> <ul style="list-style-type: none"> • 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. <p>Verification comments:</p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Utilities and Service Systems (continued):

<p>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.</p> <p>Verification comments:</p>	<p>Prior to exceeding capacity within the existing 28 pipeline segments shown in Figures 1 and 2 in Appendix J-1 of the MEIR</p>	<p>DPU</p>					X	
<p>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.</p> <ul style="list-style-type: none"> 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. <p><i>(continued on next page)</i></p>	<p>Prior to exceeding existing water supply capacity</p>	<p>DPU</p>					X	

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Utilities and Service Systems (continued):

<p>USS-7 (continued from previous page)</p> <ul style="list-style-type: none"> 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. <p>Verification comments:</p>	<p>[see previous page]</p>	<p>[see previous page]</p>						
<p>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.</p> <ul style="list-style-type: none"> Construct 65 new groundwater wells, in accordance with Chapter 9 and Figure 9-1 of the 2014 Metro Plan Update. <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to exceeding capacity within the existing water conveyance facilities</p>	<p>DPU</p>					X	

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B - Mitigated

C - Mitigation in Process
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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

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Utilities and Service Systems (continued):

<p>USS-8 (continued from previous page)</p> <ul style="list-style-type: none"> • 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. <p style="text-align: right;"><i>(continued on next page)</i></p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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Utilities and Service Systems (continued):

<p>USS-8 (continued from previous two pages)</p> <ul style="list-style-type: none"> 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. <p>Verification comments:</p>	<p>[see Page 37]</p>	<p>[see Page 37]</p>						
<p>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.</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to exceeding capacity within the existing water conveyance facilities</p>	<p>DPU</p>					X	

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Utilities and Service Systems (continued):

<p>USS-9 (continued from previous page)</p> <ul style="list-style-type: none"> 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. <p>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.</p> <p>Verification comments:</p>	<p>[see previous page]</p>	<p>[see previous page]</p>						
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Utilities and Service Systems - Hydrology and Water Quality

<p>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.</p> <p>Verification comments:</p>	<p>During the dry season</p>	<p>Fresno Irrigation District (FID)</p>						X

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Utilities and Service Systems - *Biological Resources:*

<p>USS-11: When FMFCD proposes to provide drainage service outside of urbanized areas:</p> <p>(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.</p> <p>(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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to development approvals outside of highly urbanized areas</p>	<p>California Regional Water Quality Control Board (RWQCB), and USACE</p>						X
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Utilities and Service Systems - *Biological Resources* (continued):

<p>USS-11 <i>(continued from previous page)</i></p> <p>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.</p> <p>(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:</p> <ul style="list-style-type: none"> 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 <p style="text-align: right;"><i>(continued on next page)</i></p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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Utilities and Service Systems - *Biological Resources* (continued):

<p>USS-11 <i>(continued from previous two pages)</i></p> <p>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.</p> <p>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.</p> <p>(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.</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p><i>[see Page 41]</i></p>	<p><i>[see Page 41]</i></p>						
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Utilities and Service Systems - *Biological Resources* (continued):

<p>USS-11 (continued from previous three pages)</p> <p>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.</p> <p>Or</p> <p>(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.</p> <p>Verification comments:</p>	<p>[see Page 41]</p>	<p>[see Page 41]</p>						
<p>MM USS-12: When FMFCD proposes to provide drainage service outside in areas that support seasonal wetlands or vernal pools:</p> <p>(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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>During facility design and prior to initiation of ground disturbing activities in areas that support seasonal wetlands or vernal pools</p>	<p>California Department of Fish & Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS)</p>						X

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. A-16-15 November 17, 2016

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

<p>USS-12 <i>(continued from previous page)</i></p> <p>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.</p> <p>(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:</p> <ul style="list-style-type: none"> • The status of the species in question (<i>e.g.</i>, 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. <p style="text-align: right;"><i>(continued on next page)</i></p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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Utilities and Service Systems - *Biological Resources* (continued):

<p>USS-12 (continued from previous two pages)</p> <ul style="list-style-type: none"> The habitat quality of the on-site occurrence relative to historic, current or potential distribution of the population. <p>(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.</p> <p>Verification comments:</p>	[see Page 44]	[see Page 44]						
<p>USS-13: When FMFCD proposes to provide drainage service outside in areas that support seasonal wetlands or vernal pools:</p> <p>(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.</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	During facility design and prior to initiation of ground disturbing activities in areas that support seasonal wetlands or vernal pools	CDFW and USFWS						X

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

<p>USS-13 <i>(continued from previous page)</i></p> <p>(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.</p> <p>(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.</p> <p>Verification comments:</p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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Utilities and Service Systems - *Biological Resources* (continued):

<p>USS-14: When FMFCD proposes to construct drainage facilities in an area where elderberry bushes may occur:</p> <p>(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.</p> <p>(b) FMFCD shall avoid and protect all potential identified VELB habitat where feasible.</p> <p>(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.</p> <p>Verification comments:</p>	<p>During facility design and prior to initiation of construction activities</p>	<p>CDFW and USFWS</p>						X
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Utilities and Service Systems - *Biological Resources* (continued):

<p>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.</p> <p>Verification comments:</p>	<p>Prior to ground disturbing activities during nesting season (March through July) for a project that supports bird nesting habitat</p>	<p>CDFW and USFWS</p>						X
<p>USS-16: When FMFCD proposes to construct drainage facilities in an area that supports bird nesting habitat:</p> <p>(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.</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to ground disturbing activities during nesting season (March through July) for a project that supports bird nesting habitat</p>	<p>CDFW and USFWS</p>						X

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

<p>USS-16 <i>(continued from previous page)</i></p> <p>(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.</p> <p>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.</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
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Utilities and Service Systems - *Biological Resources* (continued):

<p>USS-16 (continued from previous two pages)</p> <p>For each burrow destroyed, a new burrow shall be created (by installing artificial burrows at a ratio of 2:1 on protected lands nearby).</p> <p>Verification comments:</p>	<p>[see Page 49]</p>	<p>[see Page 49]</p>						
<p>USS-17: When FMFCD proposes to construct drainage facilities in the San Joaquin River corridor:</p> <p>(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.</p> <p>(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</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>During instream activities conducted between October 15 and April 15</p>	<p>National Marine Fisheries Service (NMFS), CDFW, and Central Valley Flood Protection Board (CVFPB)</p>						X

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Utilities and Service Systems / Biological Resources (continued):

<p>USS-17 (continued from previous page)</p> <p>FMFCD berms, detention ponds or river channels shall be approved by FMFCD and the Central Valley Flood Protection Board.</p> <p>Verification comments:</p>	<p>[see previous page]</p>	<p>[see previous page]</p>						
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Utilities and Service Systems – Recreation / Trails:

<p>USS-18: When FMFCD updates its District Service Plan:</p> <p>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:</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>Prior to final design approval of all elements of the District Services Plan</p>	<p>DARM, PW, City of Clovis, and County of Fresno</p>					X	
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Utilities and Service Systems – Recreation / Trails (continued):

<p>USS-18 (continued from previous page)</p> <p>(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.</p> <p>(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.</p> <p>Verification comments:</p>	<p>[see previous page]</p>	<p>[see previous page]</p>						
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Utilities and Service Systems – Air Quality:

<p>USS-19: When District drainage facilities are constructed, FMFCD shall:</p> <p>(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.</p> <p style="text-align: right;"><i>(continued on next page)</i></p>	<p>During storm water drainage facility construction activities</p>	<p>Fresno Metropolitan Flood Control District and SJVAPCD</p>						X

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Utilities and Service Systems – Air Quality (continued):

<p>USS-19 (continued from previous page)</p> <p>(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.</p> <p>(c) Off-road trucks should be equipped with on-road engines if possible.</p> <p>(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.</p> <p>Verification comments:</p>	<p>[see previous page]</p>	<p>[see previous page]</p>						
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Utilities and Service Systems – Adequacy of Storm Water Drainage Facilities:

<p>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.</p> <p>Verification comments:</p>	<p>Prior to exceeding capacity within the existing storm water drainage facilities</p>	<p>FMFCD, PW, and DARM</p>	X					X

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Utilities and Service Systems – Adequacy of Water Supply Capacity:

<p>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.</p> <p>Implementation of Mitigation Measure USS-5 is also required prior to approximately the year 2025.</p> <p>Verification comments:</p>	<p>Prior to exceeding existing water supply capacity</p>	<p>DPU and DARM</p>					X	
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Utilities and Service Systems – Adequacy of Landfill Capacity:

<p>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.</p> <p>Verification comments:</p>	<p>Prior to exceeding landfill capacity</p>	<p>DPU and DARM</p>					X	
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A - Incorporated into Project
B - Mitigated

C - Mitigation in Process
D - Responsible Agency Contacted

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

EXHIBIT C

PROJECT-SPECIFIC MITIGATION MONITORING CHECKLIST For Environmental Assessment No. A-16-15 November 17, 2016

This monitoring checklist for the above noted environmental assessment is being prepared in accordance with the requirements of the California Environmental Quality Act (CEQA), as required under Assembly Bill 3180, and is intended to establish a project-specific reporting/monitoring program for Environmental Assessment No. A-16-15. Verification of implementation of these mitigation measures, in addition to the applicable measures specified for this project per the Mitigation Monitoring Checklist prepared for this project pursuant to Master Environmental Impact Report No. SCH No. 2012111015 Fresno General Plan, will be required upon the application for subdivision of the project site, special permits, or grading on the project site. The captions below refer to corresponding sections of the Initial Study checklist for this project, using the Appendix G format from the CEQA Guidelines.

MITIGATION MEASURES FOR ENVIRONMENTAL ASSESSMENT NO. A-16-15

MITIGATION MEASURE	IMPLEMENTED BY	WHEN IMPLEMENTED	VERIFIED BY
1. Project shall implement and incorporate, as appropriate all mitigation measures as identified in the attached Master Environmental Impact Report No. SCH No. 2012111015 Fresno General Plan Mitigation Monitoring Checklist dated November 10, 2016.	Applicant	Processing and review of project proposal prior to construction.	City of Fresno Development & Resource Management and Public Works Departments
VIII. Hazards and Hazardous Materials-1a. Prior to the issuance of a grading permit, the applicant shall ensure that a Phase I ESA shall be conducted for each individual property to ascertain the presence or absence of Recognized Environmental Conditions, Historical Recognized Environmental	Applicant	Prior to issuance of grading permits or construction	City of Fresno Development & Resource Management and Public Works Departments

EXHIBIT C: PROJECT-SPECIFIC MITIGATION MONITORING CHECKLIST FOR EA No. A-16-15

November 17, 2016

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<p>Conditions, and Potential Environmental Concerns. The findings and conclusions of the Phase I ESA shall become the basis for potential recommendations for follow-up investigation, if found to be warranted.</p>			
<p>VIII. Hazards and Hazardous Materials 1b. In the event that the findings and conclusions of the Phase I ESA for a property result in evidence of RECs, HRECs, and/or PECs warranting further investigation, the applicant shall ensure that a Phase II ESA shall be conducted to determine the presence or absence of a significant impact to the subject site from hazardous materials.</p> <p>The Phase II ESA may include, but may not be limited to, the following: (1) Collection and laboratory analysis of soils and/or groundwater samples to ascertain the presence or absence or significant concentrations of constituents of concern; (2) Collection and laboratory analysis of soil vapors to ascertain the presence or absence or significant concentrations of volatile constituents of concern; and/or (3) Geophysical surveys to ascertain the presence or absence of subsurface features of concern such as USTs,</p>	<p>Applicant</p>	<p>Prior to issuance of grading permits or construction</p>	<p>City of Fresno Development & Resource Management and Public Works Departments</p>

EXHIBIT C: PROJECT-SPECIFIC MITIGATION MONITORING CHECKLIST FOR EA NO. A-16-15

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<p>drywells, drains, plumbing, and septic systems. The findings and conclusions of the Phase II ESA shall become the basis for potential recommendations for follow-up investigation, site characterization, and/or remedial activities, if found to be warranted</p>			
<p>VIII. Hazards and Hazardous Materials 1c. In the event the findings and conclusions of the Phase II ESA reveal the presence of significant concentrations of hazardous materials warranting further investigation, the applicant shall ensure that site characterization shall be conducted in the form of additional Phase II ESAs in order to characterize the source and maximum extent of impacts from constituents of concern. The findings and conclusions of the site characterization shall become the basis for formation of a remedial action plan and/or risk assessment.</p>	<p>Applicant</p>	<p>Prior to issuance of grading permits or construction</p>	<p>City of Fresno Development & Resource Management and Public Works Departments</p>
<p>VIII. Hazards and Hazardous Materials 1d. If the findings and conclusions of the Phase II ESAs, site characterization and/or risk assessment demonstrate the presence of concentrations of hazardous</p>	<p>Applicant</p>	<p>Prior to issuance of grading permits or construction</p>	<p>City of Fresno Development & Resource Management and Public Works Departments</p>

EXHIBIT C: PROJECT-SPECIFIC MITIGATION MONITORING CHECKLIST FOR EA No. A-16-15

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<p>materials exceeding regulatory threshold levels, prior to the issuance of a grading permit applicant shall complete site remediation and potential risk assessment with oversight from the applicable regulatory agency including, but not limited to, the Cal-EPA Department of Toxic Substance Control (DTSC) and Fresno County Department of Environmental Health Services (FCEHS). Potential remediation could include the removal or treatment of water and/or soil. If removal occurs, hazardous materials shall be transported and disposed at a hazardous materials permitted facility.</p>			
<p>VIII. Hazards and Hazardous Materials 2a. In the event that unknown soil contamination is discovered during grading activities, the applicant shall ensure that site characterization shall be conducted in the form of a Phase II ESA in order to characterize the source and maximum extent of impacts from constituents of concern. The findings and conclusions of the site characterization shall become the basis for formation of a remedial action plan and/or risk assessment</p>	<p>Applicant</p>	<p>During construction activities</p>	<p>City of Fresno Development & Resource Management and Public Works Departments</p>

EXHIBIT C: PROJECT-SPECIFIC MITIGATION MONITORING CHECKLIST FOR EA NO. A-16-15

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<p>VIII. Hazards and Hazardous Materials 2b. If the findings and conclusions of the Phase II ESA, site characterization and/or risk assessment demonstrate the presence of hazardous materials exceeding regulatory threshold levels, the applicant shall complete sites remediation and potential risk assessment with oversight from the applicable regulatory agency, including but not limited to, the Cal-EPA DTSC or RWQCB, and FCEHS. Potential remediation could include the removal or treatment of water and/or soil. If removal occurs, hazardous materials shall be transported and disposed of at a hazardous materials permitted facility</p>	<p>Applicant</p>	<p>During construction activities</p>	<p>City of Fresno Development & Resource Management and Public Works Departments</p>
<p>IX. Hydrology and Water Quality 1. For Class 1 Trails proposed along Fresno Irrigation District Canals, trail design and operation must allow for and accommodate all aspects of the maintenance and operation of the canals.</p>	<p>Applicant</p>	<p>Processing and review of project proposal prior to issuance of grading permit or construction</p>	<p>City of Fresno Development & Resource Management and Public Works Departments Fresno Irrigation District</p>