

Exhibit I

E202110000180

<p>CITY OF FRESNO</p> <p>NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION</p>	<p>Filed with the FRESNO COUNTY CLERK 2220 Tulare Street, Fresno, CA 93721</p> <p>FILED JUL 23 2021 TIME 9:50am By <u>Jessica Munoz</u> FRESNO COUNTY CLERK DEPUTY</p>
<p>ENVIRONMENTAL ASSESSMENT FOR PLAN AMENDMENT AND REZONE APPLICATION NO. P21-01202</p>	
<p>APPLICANT: Reyna Blackburn Assemi Group 1396 West Herndon Avenue Suite 110 Fresno, CA 93711</p>	
<p>PROJECT LOCATION: Located on the east side of North Fowler Avenue between East Shields and East Princeton Avenues in the City of Fresno, California Site Latitude: 36°46'39.2"N Site Longitude: 119°40'47.9"W Assessor's Parcel Number(s): 574-120-02, 03 & 04 Mount Diablo Base & Meridian, Township 13S, Range 21E, Section 27</p>	
<p>The full Initial Study and the Fresno General Plan Master Environmental Impact Report (MEIR) are on file in the Planning and Development Department, Fresno City Hall, 3rd Floor, Room 3043, 2600 Fresno Street, Fresno, CA 93721.</p>	
<p>PROJECT DESCRIPTION: Reyna Blackburn of the Assemi Group has filed Plan Amendment and Rezone Application No. P21-01202 pertaining to ±7.94 acres of property located on the east side of North Fowler Avenue between East Shields and East Princeton Avenues. Plan Amendment Application No. P21-01202 is a proposal to amend ±7.94 acres of property located within the Fresno General Plan and McLane Community Plan from the Business Park planned land use to the Medium Density Residential planned land use. Rezone Application No. P21-01202 is a proposal to reclassify ±7.94 acres of property from the BP/UGM/cz (<i>Business Park/Urban Growth</i></p>	

Management/conditions of zoning) zone district to the RS-5/UGM/cz (*Single Family Residential, Medium Density/Urban Growth Management/conditions of zoning*) zone district.

The City of Fresno has prepared an Initial Study of the above-described project and proposes to adopt a Mitigated Negative Declaration. The environmental analysis contained in the Initial Study is tiered from the MEIR State Clearinghouse No. 2012111015 prepared for the Fresno General Plan pursuant to CEQA Guidelines § 15152 and incorporates the MEIR by reference pursuant to CEQA Guidelines § 15150.

Pursuant to the California Public Resources Code (PRC) §§ 21093 and 21094 and California Environmental Quality Act (CEQA) Guidelines §§ 15070 to 15075, 15150, and 15152, this project has been evaluated with respect to each item on the attached Appendix G/Initial Study Checklist to determine whether this project may cause any additional significant effect on the environment, which was not previously examined in the MEIR. After conducting a review of the adequacy of the MEIR pursuant to PRC § 21157.6(b)(1) and CEQA Guidelines §§ 15151 and 15179(b), the Planning and Development 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 completed Appendix G/Initial Study Checklist, its associated narrative, technical studies and proposed mitigation measures reflect applicable comments of responsible and trustee agencies and research and analyses conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the project application and its related environmental assessment application, responses to requests for comment, checklist, initial study narrative, and any attachments thereto, combine to form a record indicating that an Initial Study has been completed in compliance with the State CEQA Guidelines and the CEQA.

All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of feasible mitigation measures.

Based upon the evaluation guided by the Appendix G/Initial Study Checklist, it was determined that there are foreseeable impacts from the Project that are additional to those identified in the MEIR, and/or impacts which require mitigation measures not included in the MEIR Mitigation Measures Checklist.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the project, or may be related to the design and characteristics of the individual project. Effects so rated are not sufficient in themselves to require the preparation of an Environmental Impact Report, and have been mitigated to the extent feasible. With the project specific mitigation imposed, there is no substantial evidence in the record that this

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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. Both the MEIR Mitigation Measures Checklist and the Project Specific Mitigation Measures Checklist will be imposed on this project.

The project is not located on a site which is included on any of the lists enumerated under § 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.

The Initial Study has concluded that the proposed project will not result in any adverse effects, which fall within the "Mandatory Findings of Significance" contained in § 15065 of the State CEQA Guidelines. The finding is, therefore, made that the proposed project will not have a significant adverse effect on the environment.

Public notice has been provided regarding staff's finding in the manner prescribed by § 15072 of the CEQA Guidelines and by § 21092 of the PRC Code (CEQA provisions).

Additional information on the proposed project, including the MEIR proposed environmental finding of a Mitigated Negative Declaration and the Initial Study may be obtained from the Planning and Development Department, Fresno City Hall, 2600 Fresno Street, 3rd Floor Fresno, Room 3043, California 93721-3604. Please contact Chris Lang at (559) 621-8023 or via email at Chris.Lang@fresno.gov for more information.

ANY INTERESTED PERSON may comment on the proposed environmental finding. Comments must be in writing and must state (1) the commentor's name and address; (2) the commentor's interest in, or relationship to, the project; (3) the environmental determination being commented upon; and (4) the specific reason(s) why the proposed environmental determination should or should not be made. Any comments may be submitted at any time between the publication date of this notice and close of business on August 20, 2021. Please direct comments to Chris Lang, Planner, City of Fresno Planning and Development Department, City Hall, 2600 Fresno Street, Room 3043, Fresno, California, 93721-3604; or by email to Chris.Lang@fresno.gov.

INITIAL STUDY PREPARED BY:

Chris Lang, Planner

DATE: July 23, 2021

SUBMITTED BY:



Israel Trejo, Supervising Planner
CITY OF FRESNO PLANNING AND
DEVELOPMENT DEPARTMENT

BLISS AVENUE PLAN AMENDMENT

PLAN AMENDMENT/REZONE APPLICATION NO. P21-01202

INITIAL STUDY/ NEGATIVE DECLARATION

Project Sponsor:

Assemi Group
1396 W Herndon Suite 110
Fresno, CA, 93711

Lead Agency:

City of Fresno
Planning and Development Department
2600 Fresno Street, 3rd Floor
Fresno, CA 93721

Prepared by:

Precision Civil Engineering, Inc.
1234 O Street
Fresno, CA 93721

July 23, 2021






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Negative Declaration

Lead Agency:

City of Fresno
Planning and Development Department
(559) 621-8277

Project Name: Bliss Avenue Plan Amendment (Plan Amendment/Rezone Application No. P21-01202)

Project Location: 2920 North Fowler Avenue; Located just southeast of the southeast corner of North Fowler and East Shields Avenues (APN: 574-120-03, 04 (portions))

Project Description: Plan Amendment/Rezone Application No. P21-01202 proposes to amend the Fresno General Plan and McLane Community Plan for 7.94 acres of property located south of East Shields Avenue between North Fowler and North Bliss Avenues from Employment- Business Park to Residential- Medium Density land uses. The rezone application is a request to change the property from the BP/UGM/cz (Business Park/Urban Growth Management/conditions of zoning) zone district to the RS-5/UGM/cz (Residential Single-Family, Medium Density/Urban Growth Management/conditions of zoning) zone district. This Initial Study includes the analysis of 72 single family residential units at an approximate density of 9 units per acre, but no specific project is proposed at this time.

Environmental Determination: The City of Fresno has conducted an Initial Study and proposes to adopt a Negative Declaration for the above-described project. The environmental analysis contained in the Initial Study and this Negative Declaration is tiered from Master Environmental Impact Report (MEIR) SCH No. 2012111015 prepared for the Fresno General Plan. A copy of the MEIR may be reviewed in the City of Fresno Planning and Development Department as noted above. The proposed project has been determined to be a subsequent project that is not fully within the scope of the MEIR SCH No. 2012111015 prepared for the Fresno General Plan. Pursuant to Public Resources Code §21157.1 and California Environmental Quality Act (CEQA) Guidelines §15177, this project has been evaluated with respect to each item on the attached environmental checklist to determine whether this project may cause any additional significant effect on the environment which was not previously examined in the MEIR. After conducting a review of the adequacy of the MEIR pursuant to Public Resources Code, Section 21157.6(b)(1), the City of Fresno Planning and Development 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.

This completed environmental impact checklist form, and its associated narrative, reflect applicable comments of responsible and trustee agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the project application and its related environmental assessment application, responses to requests for comment, checklist, initial study narrative, and any attachments thereto, combine to form a record indicating that an initial study has been completed in compliance with the State CEQA Guidelines and the CEQA.

All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of existing feasible mitigation measures established in the Fresno General Plan MEIR.

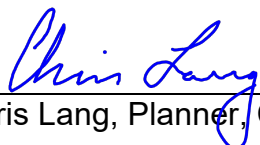
Based upon the evaluation guided by the environmental checklist form, it was determined that there are no foreseeable impacts from the Project that are additional to those identified in the MEIR, and/or impacts which require mitigation measures not included in the MEIR Mitigation Measure Checklist.

The completed environmental checklist form indicates whether an impact is potentially significant, less than significant with mitigation, or less than significant.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the project, or may be related to the design and characteristics of the individual project. Effects so rated are not sufficient in themselves to require the preparation of an Environmental Impact Report and have been mitigated to the extent feasible. With the MEIR mitigation measures 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. The MEIR mitigation checklist measures will be imposed on this project.

The Initial Study has concluded that the proposed project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines.

The finding is, therefore, made that the proposed project will not have a significant adverse effect on the environment.



Chris Lang, Planner, City of Fresno

7/23/21

Date

Initial Study

This Initial Study was prepared pursuant to the California Environmental Quality Act (CEQA) Public Resources Code Sections 21000 et seq., CEQA Guidelines Title 14, Section 15000 et seq. of the California Code of Regulations.

Project Title	Bliss Avenue Plan Amendment (Plan Amendment/Rezone Application No. P21-01202)
Lead Agency Name and Address	City of Fresno Planning and Development Department 2600 Fresno Street Fresno, CA 93721
Contact Person and Phone Number	Chris Lang Planner (559) 621-8023 Chris.Lang@fresno.gov
Project Location	2920 North Fowler Avenue; <i>Located just southeast of the southeast corner of North Fowler and East Shields Avenues</i> (APN: 574-120-03, 04 (portions))
Project Sponsor's Name and Address	Jeff Roberts Assemi Group 1396 W Herndon Suite 110 Fresno, CA, 93711
Land Use Designation (General Plan and Community Plan)	Existing: Employment – Business Park Proposed: Medium Density Residential
Zoning Designation	Existing: BP/UGM/cz Proposed: RS-5/UGM/cz
Project Description	Plan Amendment/Rezone Application No. P21-01202 proposes to amend the Fresno General Plan and McLane Community Plan for 7.94 acres of property located south of East Shields Avenue between North Fowler and North Bliss Avenues from Employment- Business Park to Residential- Medium Density land uses. The rezone application is a request to change the property from the BP/UGM/cz (Business Park/Urban Growth Management/conditions of zoning) zone district to the RS-5/UGM/cz (Residential Single-Family, Medium Density/Urban

Growth Management/conditions of zoning) zone district. This Initial Study includes the analysis of 72 single family residential units at an approximate density of 9 units per acre, but no specific project is proposed at this time.

Surrounding Land Uses and Setting		Planned Land Use	Existing Zoning	Existing Land Use
	North	Business Park	BP/UGM <i>(Business Park/Urban Growth Management)</i>	Vacant Lot & Single Family Residential
	East	Medium Density Residential	RS-5/UGM <i>(Residential Single-Family, Medium Density/Urban Growth Management)</i>	Single Family Residential
	South	Urban Neighborhood	RM-2/UGM <i>(Residential Multi-Family, Urban Neighborhood/Urban Growth Management)</i>	Vacant Lot
	West	Light Industrial	IL/UGM <i>(Light Industrial/Urban Growth Management)</i>	General Industrial Facility

Required Approvals from Other Public Agencies
 City of Fresno (COF) Department of Public Works; COF Department of Public Utilities; COF Fire Department; Fresno Metropolitan Flood Control District; Fresno County Department of Public Health; San Joaquin Valley Air Pollution Control District; and Fresno Irrigation District

Have California Native American tribes traditionally and culturally
 The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality

<p>affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) section 21080.3.1? If so, has consultation begun?</p>	<p>Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias. Fresno County has a number of Rancherias such as Table Mountain Rancheria, Millerton Rancheria, Big Sandy Rancheria, Cold Springs Rancheria, and Squaw Valley Rancheria. These Rancherias are not located within the city limits.</p> <p>Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission’s Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.</p> <p>Pursuant to Senate Bill 18 (SB 18), Native American tribes traditionally and culturally affiliated with the project area were invited to consult regarding the project based on a list of contacts provided by the Native American Heritage Commission (NAHC). This list includes tribes that requested notification pursuant to Assembly Bill 52 (AB 52). The City of Fresno mailed notices of the proposed project to each of these tribes on March 8, 2021 and April 5, 2021 which included the required 90-day time period for tribes to request consultation, which will end on July 6, 2021.</p>
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Environmental Factors Potentially Affected

Pursuant to PRC Section 21157.1(b) and CEQA Guidelines 15177(b)(2), the purpose of this Master Environmental Impact Report (MEIR) Initial Study is to analyze whether the subsequent project was described in MEIR SCH No. 2012111015 and whether the subsequent project may cause any additional significant effect on the environment, which was not previously examined in MEIR SCH No. 2012111015 adopted for the Fresno General Plan.

The Environmental Checklist is the analysis portion of this Mitigated Negative Declaration (MND). This section provides an evaluation of the potential environmental impacts of the project. The CEQA Guidelines require evaluation of the 20 environmental issues analyzed in this section, as well as the Mandatory Findings of Significance. 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. No boxes have been marked because no areas were determined to have a potentially significant impact.

- | | |
|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Land Use Planning |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Tribal and Cultural Resources |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Wildfire |

Determination (To be Completed by the Lead Agency)

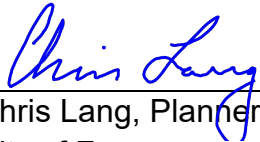
On the basis of this initial evaluation:

- I find that the proposed project is a subsequent project identified in the MEIR but that it is not fully within the scope of the MEIR. However, I find that the proposed project COULD NOT have a significant effect on the environment and all applicable mitigation measures contained in the MEIR Mitigation Measure Monitoring Checklist will be imposed upon the proposed project. A NEGATIVE DECLARATION will be prepared.

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

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Approved By:



Chris Lang, Planner
City of Fresno

7/23/21

Date

Project Overview

Plan Amendment/Rezone Application No. P21-01202 proposes to amend the Fresno General Plan and McLane Community Plan for 7.94 acres of property located south of East Shields Avenue between North Fowler and North Bliss Avenues from Employment- Business Park to Residential- Medium Density land uses. The rezone application is a request to change the property from the BP/UGM/cz (Business Park/Urban Growth Management/conditions of zoning) zone district to the RS-5/UGM/cz (Residential Single-Family, Medium Density/Urban Growth Management/conditions of zoning) zone district. This Initial Study includes the analysis of 72 single family residential units at an approximate density of 9.06 units per acre, but no development proposal is proposed at this time. The project described above is herein referred to throughout the document as “proposed Project” or “Project.” Project details are provided below.

Project Location

As shown in **Figure 1** below, the Project is located south of East Shields Avenue between North Fowler and North Bliss Avenues and totals approximately ± 7.94-acres (APN: 574-120-03, 04 (portions)).The site is located immediately to the southeast of an existing Dollar Tree and Taco Bell and west of existing single family development. There are existing light industrial uses across East Fowler Avenue, to the west of the subject site.

Figure 1. Project Location



Existing Setting

This section describes the existing conditions, surrounding conditions, as well as the General Plan Land Use Designation and Zoning Designation.

1. Existing Conditions

As shown in **Figure 1** above, the existing site is vacant with no improvements, structures, or vegetation. The site has historically been vacant and undeveloped.

2. Surrounding Conditions

As referenced in **Table 1** the Project site is surrounded primarily by vacant property and single-family residential uses to the north, south and east, industrial uses to the west, and commercial uses directly to the northwest.

Table 1. Surrounding Land Uses

	Planned Land Use	Zoning (E)	Land Use (E)
North	Business Park	BP/UGM <i>(Business Park/Urban Growth Management)</i>	Vacant Lot & Single Family Residential
East	Medium Density Residential	RS-5/UGM <i>(Residential Single-Family, Medium Density/Urban Growth Management)</i>	Single Family Residential
South	Urban Neighborhood	RM-2/UGM <i>(Residential Multi-Family, Urban Neighborhood/Urban Growth Management)</i>	Vacant Lot
West	Light Industrial	IL/UGM <i>(Light Industrial/Urban Growth Management)</i>	General Industrial Facility

3. Land Use Designation

Plan Amendment/Rezone Application No. P21-01202 proposes to amend the Fresno General Plan and McLane Community Plan from Employment - Business Park (See **Figure 2a**) to Residential- Medium Density land uses.

4. Zoning Designation

The rezone application is a request to change the property from the BP/UGM/cz (Business Park/Urban Growth Management/conditions of zoning) zone district (See **Figure 2b**) to the RS-5/UGM/cz (Residential Single-Family, Medium Density/Urban Growth Management/conditions of zoning) zone district.

Project Description

This section describes the components of the proposed Project in more detail, including site-preparation, proposed structures, and on- and off-site improvements.

1. Project Entitlements

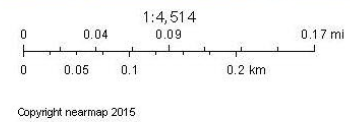
The Project would include a Plan Amendment and Rezone Application. No entitlements or tentative tract maps are proposed as part of this project.

Figure 2a. Existing Land Use



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- | | | |
|--------------------------------------|---------------------------------------|-------------------|
| Parcels | Medium High Density (12-16 D.U./acre) | Light Industrial |
| Planned Land Use | Urban Neighborhood (16-30 D.U./acre) | Neighborhood Park |
| Low Density (1-3.5 D.U./acre) | Community | Ponding Basin |
| Medium Low Density (3.5-6 D.U./acre) | Business Park | Streets |
| Medium Density (5.0-12 D.U./acre) | | |



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Note:



The Project site is outlined in white.

Figure 2b. Existing Zoning



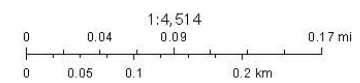
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Parcels
Streets

Zoning

- RS-1 - Residential Single-Family, Extremely Low Density
- RS-4 - Residential Single-Family, Medium Low Density

- RS-5 - Residential Single-Family, Medium Density
- RM-1 - Residential Multi-Family, Medium High Density
- RM-2 - Residential Multi-Family, Urban Neighborhood
- CC - Commercial Community
- IL - Light Industrial
- OS - Open Space
- PR - Park and Recreation
- BP - Business Park



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Note: The Project site is outlined in white.



Required Project Approvals

The City of Fresno requires the following review, permits, and/or approvals for the proposed Project; however, other approvals not listed below may be required as identified throughout the entitlement process.

- General Plan Amendment
- Rezone Application
- Tentative tract map or Development Permit (when development is proposed)
- Grading Permit (when development is proposed)
- Building Permit (when development is proposed)
- San Joaquin Valley Air Pollution Control District (when development is proposed)

Environmental Checklist

Evaluation of additional environmental impacts not assessed in the Master Environmental Impact Report (MEIR):

- For purposes of this Initial Study, the following answers have the corresponding meanings:
 - “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.
 - “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;
 - “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.
 - “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.
- 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).

- 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.
- 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.
- "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, "Earlier Analyses," as described below, may be cross-referenced).
- Earlier analyses may be used where, pursuant to the tiering, program EIR, MEIR, 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:
 - Earlier Analysis Used. Identify and state where they are available for review.
 - 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.

- 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.
- 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.
- Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 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.
- The explanation of each issue should identify:
 - The significance criteria or threshold, if any, used to evaluate each question; and
 - The mitigation measure identified, if any, to reduce the impact to less than significance.

1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Environmental Setting

The City of Fresno approved General Plan (2014) does not identify or designate scenic vistas within the City or Sphere of influence. Although no scenic vista has been designated, the City's approved General Plan identifies six locations along the San Joaquin River bluffs as designated vista points from which views should be maintained. Scenic vistas within the Sphere of Influence could provide distant views of features such as the San Joaquin River to the north and the foothills of the Sierra Nevada Mountains to the east. Distant views of the San Joaquin River and areas north of the river can be seen from the river bluffs. However, the majority of these views are from private property. Partially obstructed views of the San Joaquin River can be seen from Weber Avenue, Milburn Avenue, McCampbell Drive, Valentine Avenue, Palm Avenue, State Route 41, Friant Road, and Woodward Park. Additionally, there are several locations throughout the eastern portion of the City that provide distant views of the Sierra Nevada foothills. It should be noted that these distant views of the Sierra Nevada foothills are impeded many days during the year by the poor air quality in the San Joaquin Valley Air Basin.

According to the California Department of Transportation (Caltrans) State Scenic Highway Mapping System, there is one eligible or officially designated State Scenic Highways within the City of Fresno Sphere of Influence. However, Fresno County has four eligible and one officially designated State Scenic Highways; the nearest designated or eligible highways are several miles east of the subject site...¹

In order to protect and beautify its scenic corridors and vistas, the City outlines specific General Plan policies that regulate the aesthetic value of these corridors (See **Table 1.1. and 1.2.**).

Table 1.1. Fresno General Plan – Urban Form, Land Use, and Design Element

Objective D-2. Enhance the visual image of all "gateway" routes entering the Fresno Planning Area.

Policy D-2-a: Design Requirements for Gateways. Create unified design requirements for gateways to welcome travelers to the City's Activity Centers. Commentary: Gateway route designation will be considered for application to key access routes such as State Routes 99, 41, 168, and 180; passenger rail rights-of-way; Peach Avenue, McKinley Avenue, and Clinton Way where air travelers

¹ California State Scenic Highway System Map, reviewed April 26, 2021

enter Fresno; Van Ness Avenue; Fulton, Divisadero, Tulare, and Fresno Streets; Belmont and Olive; and Blackstone, Abby, Shaw and Herndon Avenues.

Policy D-2-c: Highway Beautification. Work with Caltrans, the Fresno Council of Governments, Tree Fresno, neighboring jurisdictions, and other organizations to obtain funding for highway beautification programs.

Objective D-3. Create unified plans for Green Streets, using distinctive features reflecting Fresno’s landscape heritage.

Policy D-3-a: Green Street Tree Planting. Create a Green Street Tree Planting Program, with a well-balanced variety and spacing of trees to establish continuous shading and visual continuity for each streetscape. Strive to achieve coherent linkages between public and private spaces, prioritizing tree planting along tree-deficient Arterial Roadways in neighborhoods characterized by lower per capita rates of vehicle ownership.

Policy D-3-b: Funding for Green Street Tree Planting Program. Pursue funding for the Green Street Tree Planting Program, including landscaping of median islands.

Policy D-3-c: Local Streets as Urban Parkways. Develop local streets as "urban parkways," where appropriate, with landscaping and pedestrian spaces.

Policy D-3-d: Undergrounding Utilities. Partner with utility companies to continue to pursue the undergrounding of overhead utilities as feasible.

Objective D-4. Preserve and strengthen Fresno’s overall image through design review and create a safe, walkable and attractive urban environment for the current and future generations of residents.

Policy D-4-f: Design Compatibility with Residential Uses. Strive to ensure that all new non-residential land uses are developed and maintained in a manner complementary to and compatible with adjacent residential land uses, to minimize interface problems with the surrounding environment and to be compatible with public facilities and services.

Objective D-5. Maintain and improve community appearance through programs that prevent and abate blighting influences.

Table 1.2. Fresno General Plan – Mobility and Transportation Element

Objective MT-3. Identify, promote and preserve scenic or aesthetically unique corridors by application of appropriate policies and regulations.

Policy MT-3-a: Scenic Corridors. Implement measures to preserve and enhance scenic qualities along scenic corridors or boulevards, including: • Van Ness Boulevard - Weldon to Shaw Avenues • Van Ness Extension - Shaw Avenue to the San Joaquin River Bluff • Kearney Boulevard - Fresno Street to Polk Avenue • Van Ness/Fulton couplet - Weldon Avenue to Divisadero • Butler Avenue - Peach to Fowler Avenues • Minnewawa Avenue - Belmont Avenue to Central Canal •

Huntington Boulevard - First Street to Cedar Avenue • Shepherd Avenue - Friant Road to Willow Avenue • Audubon Drive - Blackstone to Herndon Avenues • Friant Road - Audubon to Millerton Roads • Tulare Avenue - Sunnyside to Armstrong Avenues • Ashlan Avenue- Palm to Maroa Avenues.

Policy MT-3-b: Preserve street trees lining designated scenic corridors or boulevards. Replace trees of the predominant type and in a comparable pattern to existing plantings if there is no detriment to public safety.

Discussion

a) Have a substantial adverse effect on a scenic vista?

No Impact. As mentioned above, the City of Fresno approved General Plan (2014) does not identify or designate scenic vistas within the City or Sphere of influence. Although the City's approved General Plan does identify six locations along the San Joaquin River bluffs as designated vista points from which views should be maintained, the subject site is located several miles away from these vista points. Given that the Project site is not located on or near any scenic resources identified by the City of Fresno, the Project would have no impact on scenic vistas and no mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As stated above, the only designated scenic highways in Fresno County is several miles southeast of the subject site. In addition to this, although the City of Fresno General Plan, in Policy MT-3-a, has identified several Scenic Corridors within the City, none of these corridors are within the vicinity of the subject site. Therefore, there would be no impact by the Project to scenic resources within a state scenic highway.

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

No Impact. As mentioned previously, the existing site is within an urbanized area surrounded by residential, industrial and commercial uses. Thus, the area is generally characterized by varying heights, design, and character. Although no specific project is currently proposed, a future development proposal of approximately 72 single family homes will be required to comply with the design requirements of the RS-5 zone district

as outlined in the Fresno Municipal Code. As such, the future development proposal would be within the scale and character of the area and therefore would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. For these reasons, the Project would have no impact and no mitigation measures are required.

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

Less than Significant Impact. Generally, lighting impacts are associated with artificial lighting in evening hours either through interior lighting from windows or exterior lighting (e.g. street lighting, parking lot lighting, landscape lighting, etc.). The addition of the proposed residential development will create a new source of light or glare in the area for adjacent residences and commercial uses. However, pursuant to the Fresno Municipal Code, any lighting where provided to illuminate parking area and public streets shall be hooded and so arranged and controlled so as not to cause a nuisance either to highway traffic or to the living environment. The amount of light shall be provided according to the standards of the Department of Public Works. Future development of the site will not create a new source of substantial light or glare which would affect day or night time views in the project area, given that during the entitlement process, staff will ensure that lights are located in areas that will minimize light sources to the neighboring properties. Further, Mitigation Measure (MM) AES-1 and MM AES-3 require lighting systems for street and parking areas to be shielded to direct light to surfaces and orient light away from adjacent properties. As a result, the project will have a less than significant impact on aesthetics.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the aesthetic related mitigation measures as identified in the attached MEIR Mitigation Monitoring and Reporting Program dated July 23, 2021.

2. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farm-land), 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 or conversion of forest land to non-forest use?				X

Environmental Setting

The Project site is located in an urban area and is surrounded by urban development and is considered an in-fill property.

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). The assessment model was prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture farmland and impacts to forest resources, including timberland, to determine if there 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.

The California Department of Conservation manages the Farmland Mapping and Monitoring Program (FMMP) that provides maps and data for analyzing land use impacts to farmland. The FMMP produces the Important Farmland Finder as a resource map that shows quality (soils) and land use information. Agricultural land is rated according to soil quality and irrigation status, in addition to many other physical and chemical characteristics. The highest quality land is called "Prime Farmland." Maps are updated every two years.

The California Land Conservation Act of 1965 (i.e., the Williamson Act) allows local governments to enter contracts with private landowners to restrict parcels of land agricultural or open space uses. In return, property tax assessments of the restricted parcels are lower than full market value. The minimum length of a Williamson Act contract is 10 years and automatically renews upon its anniversary date; as such, the contract length is essentially indefinite.

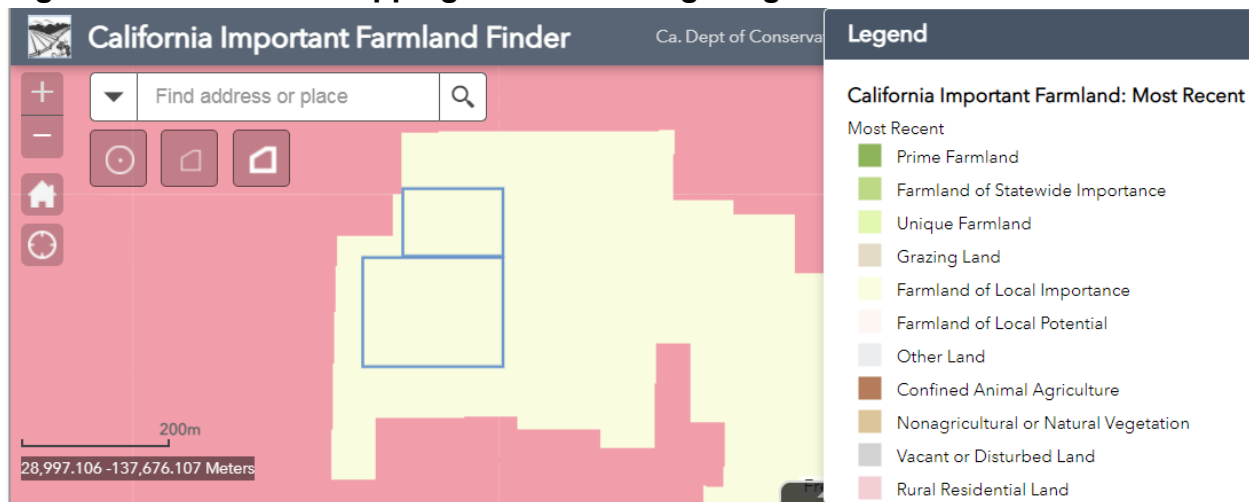
Discussion

- 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?

No Impact. According to the Farmland Monitoring and Mapping Program, California Important Farmland Finder, the Project site is located on land that is designated as "Farmland of Local Importance" (**Figure 2.1**).

This land designation is defined as: “Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee”.² This includes all farmlands within Fresno County that do not meet the definitions of Prime, Statewide, or Unique. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock and dairy, poultry facilities, aquaculture and grazing land. As such, the Project site is not located on lands designated as “Prime Farmland,” “Unique Farmland,” or “Farmland of Statewide Importance,” as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program. For this reason, the Project would result in no impact. No mitigation measures are required.

Figure 2.1. Farmland Mapping and Monitoring Program



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

No Impact. The Project site is not zoned for or located within an area for agricultural uses and is not under a Williamson Act contract. Thus, the Project would result in no impact. No mitigation measures are required.

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))?

² California Department of Conservation, “California Important Farmland Finder.” Accessed October 15, 2020, <https://maps.conservation.ca.gov/DLRP/CIFF/>.

No Impact. The Project site is not zoned for or located within an area that is considered forest land or timberland or timberland zoned Timberland Production, and thus does not conflict with such zoning. As a result, the Project would result in no impact. No mitigation measures are required.

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

No Impact. The Project site is not zoned for or located within an area considered forest land or timberland. Thus, the Project would not result in the loss of forest land or conversion of forest land to non-forest land. As a result, the Project would result in no impact. No mitigation measures are required.

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

No Impact. The Project site is within an urbanized area of the city and is surrounded by a mix of existing development types. Further, the Project site and the surrounding area are not currently farmed or used for forestry. As a result, the Project would result in no impact. No mitigation measures are required.

Mitigation Measures

None Required.

3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

Environmental Setting

The City of Fresno is located in the County of Fresno in the San Joaquin Valley Air Basin (SJVAB). The Air Basin consists of Kings, Madera, San Joaquin, Merced, Stanislaus, and Fresno counties, as well as a portion of Kern County. The local agency with jurisdiction over air quality in the SJVAB is the San Joaquin Valley Air Pollution Control District (SJVAPCD).

The San Joaquin Valley Air Basin is surrounded by the Sierra Nevada mountain range to the east and the Coast Range toward the west. These features direct air circulation and

dispersion patterns. In general, there are four (4) major sources of air pollutant emissions in this Air Basin: motor vehicles, industrial plants, agricultural activities, and construction activities. The principal factors that affect air quality in and around Fresno are: (1) the “sink effect,” climatic subsidence and temperature inversions and low wind speeds; (2) automobile and truck travel; and (3) increases in mobile and stationary pollutants generated by local urban growth.

The Air Quality Section of Appendix G of the 2021 CEQA Guidelines (Environmental Checklist Form) contains a list of effects to be assessed using the significance criteria established by the applicable air quality management or air pollution control district to determine if a project would:

- a) Conflict with or obstruct implementation of the applicable air quality plan.
- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- 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).
- d) Expose sensitive receptors to substantial pollutant concentrations.
- e) Create objectionable odors affecting a substantial number of people.

To assess the air quality impact using these five (5) effects per CEQA guidelines, the San Joaquin Valley Air Pollution Control District (SJVAPCD) established significance thresholds. These thresholds of significance are outlined in the SJVAPCD’s Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI) adopted in 2015 and are summarized as follows:

Criteria Pollutant Emissions

The significance of the impacts of the emissions from construction, operational nonpermitted equipment and activities, and operational permitted equipment and activities are evaluated separately. The thresholds of significance are based on a calendar year basis. For construction emissions, the annual emissions are evaluated on a rolling 12- month period. The 2015 GAMAQI contains thresholds for ROG, NO_x, CO, PM₁₀, and PM_{2.5}. The SJVAPCD’s annual emission significance thresholds are:

- CO: 100 tons per year
- NO_x: 10 tons per year
- ROG: 10 tons per year
- So_x: 27 tons per year
- PM₁₀: 15 tons per year
- PM_{2.5}: 15 tons per year

Ambient Air Quality

Impacts on air quality result from emissions generated during short-term activities (construction) and long-term activities (operations). Construction-related emissions consist mainly of exhaust emissions (NO_x and PM) from construction equipment and other mobile sources, and fugitive dust (PM) emissions from earth moving activities. Operational emissions are source specific and consist of permitted equipment and activities and non-permitted equipment and activities.

The SJVAPCD applies the following guidance in determining whether an ambient air quality analysis should be performed: when assessing the significance of project-related impacts on air quality, it should be noted that the impacts may be significant when on-site emission increases from construction activities or operational activities exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures. Under such circumstance, the District recommends that an ambient air quality analysis be performed.

Odors

The intensity of an odor source's operations and its proximity to sensitive receptors influences the potential significance of odor emissions. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants and rendering plants. The SJVAPCD has identified these common types of facilities that have been known to produce odors in the San Joaquin Valley Air Basin and has prepared screening levels for potential odor sources ranging from one (1) to two (2) miles of distance from the odor-producing facility to sensitive receptors.

Lastly, the San Joaquin Valley Air Basin is in non-attainment for ozone, PM₁₀, and PM_{2.5}, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. The air quality standards have been set to protect public health, particularly the health of vulnerable people. Therefore, if the concentration of those contaminants exceeds the norm, some susceptible individuals in the population are likely to experience health effects. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects.

In regard to local measures and thresholds for air quality impacts, the Fresno General Resource and Conservation Element outlines goals, objectives, and policies for addressing air quality. A sample of applicable goals and policies are as follows (**Table 3.1.**):

Table 3.1. Fresno General Plan – Resource and Conservation Element

Objective RC-4: In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take necessary actions to achieve and maintain compliance with State and federal air quality standards for criteria pollutants.

Policy RC-4-a: Support Regional Efforts. Support and lead, where appropriate, regional, State and federal programs and actions for the improvement of air quality, especially the SJVAPCD's efforts to monitor and control air pollutants from both stationary and mobile sources and implement Reasonably Available Control Measures in the Ozone Attainment Plan.

Policy RC-4-b: Conditions of Approval. Develop and incorporate air quality maintenance requirements, compatible with Air Quality Attainment and Maintenance Plans, as conditions of approval for General Plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals.

Policy RC-4-c: Evaluate Impacts with Models. Continue to require the use of computer models used by SJVAPCD to evaluate the air quality impacts of plans and projects that require such environmental review by the City.

Discussion

- a) Would the project conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?

Less than Significant Impact. CalEEMod was used to determine the potential emissions of regulated criterion pollutants for the Project. **Table 3.2** below shows the Project totals (in tons per year) in relation to the SJVAPCD adopted thresholds outlined in the GAMAQI. The results shown used default CalEEMod factors for Construction emissions except for average daily trips, which were changed to reflect the trip generation numbers prepared by JLB Traffic Engineering, Inc.³

As shown, the estimated Construction (Unmitigated) and Operational (Mitigated) emissions of the Project are below all significant thresholds and the Project is therefore consistent with the GAMAQI. CalEEMod results are presented in **Appendix A**.

³ JLB Traffic Engineering, Inc. (2021), Trip Generation dated April 9, 2021

Table 3.2. CO, NO_x, ROG, PM₁₀, PM_{2.5} Thresholds, Maximum

Emission Source (Tons Per Year)	CO	NO_x	ROG	PM₁₀	PM_{2.5}
Construction					
Construction, Mitigated (maximum)	2.1831	2.1200	1.2220	0.3620	0.2105
Operational					
Operational, Mitigated	7.0214	2.4841	1.3382	1.4840	0.9290
Percent Reduction (%)	0%	0%	0%	0%	0%
Total Emissions					
Construction and Operational	9.2045	4.6041	2.5602	1.846	1.1395
Significance Threshold	100	10	10	15	15
<u>Exceed Threshold?</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>	<u>No</u>

Source: CalEEMod, Version 2016.3.2, ran on April 13, 2021.

Additionally, the proposed project shall comply with all rules and regulations administered by the SJVAPCD including but not limited to Regulation VIII - Fugitive PM₁₀ Prohibitions, Rules 8011-8081 which intend to minimize human-generated PM₁₀ emissions (e.g. dust and dirt) and Indirect Source Review, Rule 9510 which intends to minimize NO_x and PM₁₀ emissions through on-site mitigation or district-administered projects off-site. Thus, any impacts related to construction activities of the Project would be regulated through SJVAPCD regulations and requirements.

Overall, the Project would not have potential emissions of regulated criterion pollutants that exceed the SJVAPCD adopted thresholds as outlined in the GAMAQI and the Project shall be conditioned to meet additional rules and regulations administered by the SJVAPCD to minimize and mitigate on-site emissions. Consequently, the Project would result in a less-than-significant impact and no mitigation measures are required.

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

Less than Significant Impact. The San Joaquin Valley Air Basin is in non-attainment for ozone, PM₁₀, and PM_{2.5}, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. As discussed in item (a) above, the construction and operations of the Project would not exceed the thresholds of significance

for criteria pollutants as set by the GAMAQI (See **Table 3.2**). This analysis includes PM₁₀, and PM_{2.5}. Thus, because the Project's potential emissions were determined to be below the SJVAPCD's regional significance thresholds, the Project would have a less than significant impact and no mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). The nearest receptors are single-family homes to the north, east and south of the Project site. As stated in item (a) above, emissions during construction or operation would not reach the significance thresholds and would not be anticipated to result in concentrations that reach or surpass ambient air quality requirements. Therefore, the Project would have a less than significant impact on any known sensitive receptor and no mitigation measures are required.

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

Less than Significant Impact. Specific land uses that are considered sources of undesirable odors include landfills, transfer stations, composting facilities, sewage treatment plants, wastewater pump stations, asphalt batch plants and rendering plants. The Project will not consist of such land uses; rather, the Project proposes a single-family residential development, and thus, is unlikely to produce odors that would be considered to adversely affect a substantial number of people. Further, there are no major odor-generating sources within close proximity of the site. Although some odors would be emitted during construction of the site (i.e., through diesel fuel and exhaust from equipment), these odors would be temporary and last only during construction activities. Further, a residential development is not generally considered to be an odor-causing use. For these reasons, the odor impacts associated with the Project would be less-than-significant and no project specific mitigation measures are required.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the air quality related mitigation measures as identified in the attached MEIR Mitigation Monitoring and Reporting Program dated July 23, 2021.

4. BIOLOGICAL RESOURCES

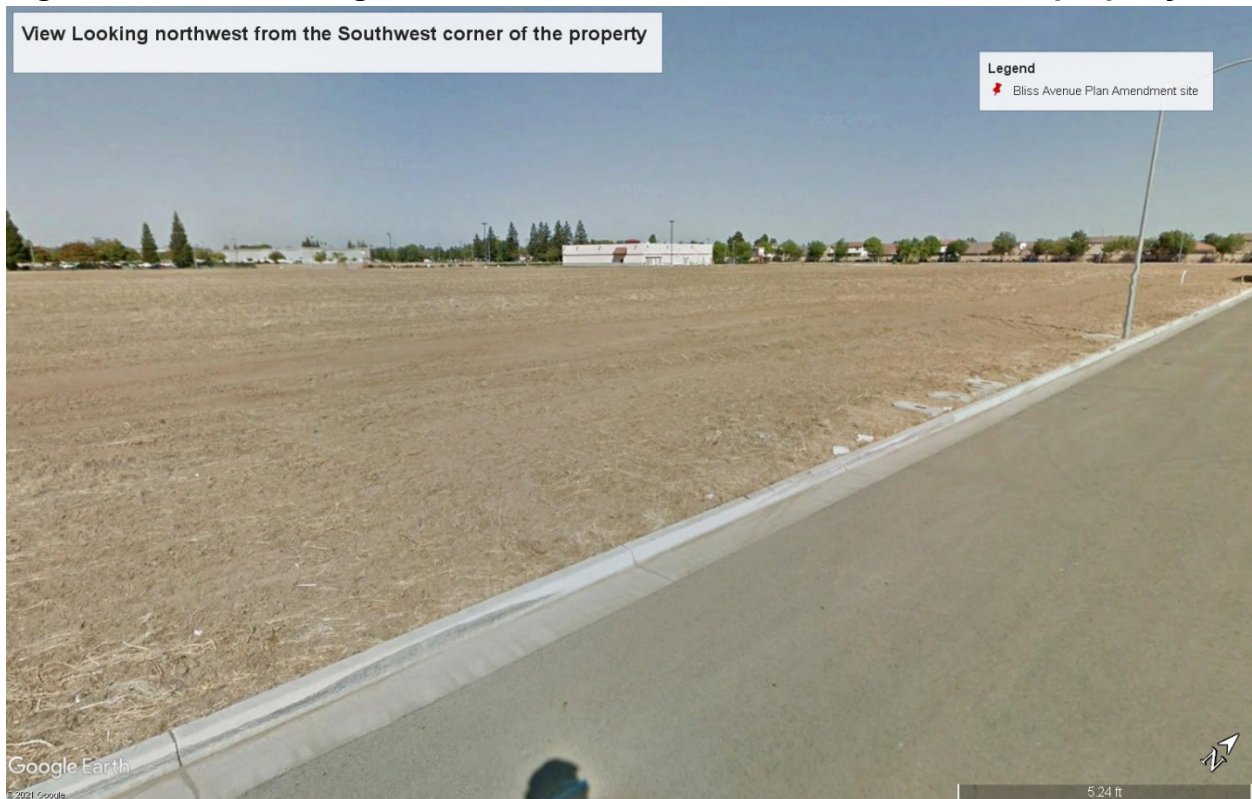
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				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 provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.				X

Environmental Setting

Property within the City’s Sphere of Influence contains riparian habitat areas and special-status natural communities, primarily along the sphere of influence boundaries. The riparian habitat within the area provides suitable habitat for a number of special-status plant and wildlife species known to occur in the region. However, the subject site is on a site that has been cleared and disked for the last 5-10 years and contains no suitable habitat for special status plant and wildlife species (**Figure 4.1**).

Figure 4.1. View looking northwest from the Southwest corner of the property



Discussion

- 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 Wildlife or the U.S. Fish and Wildlife Service?

No Impact. The California Department of Fish and Wildlife’s Natural Diversity Database indicates nine federally listed, state listed, or special-status wildlife and plant species that have been observed in or near the Clovis Quad: California Tiger Salamander, Swainson’s Hawk, Western Yellow-Billed Cuckoo, Tricolored Blackbird, least Bell’s vireo, Crotch Bumble Bee, Vernal Pool Fairy Shrimp, Greene’s Tuctoria, and California Jewelflower.⁴ The Project site is currently vacant and undeveloped, has been highly disturbed as a result of periodic grading and disking, and there are no vegetative cover, trees, or water features on site. In addition, the site is an infill property that is planned for urban uses. For these reasons, the site does not provide essential habitat for special-status species and as a result, the Project would have no impact and no mitigation measures are required.

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

No Impact. As mentioned above, given that the subject site has been regularly disked, it is highly unlikely that the site would serve as a riparian habitat or other sensitive natural community identified in any plans or regulations. The site is not expected to support native vegetation, due to previous agricultural activities. The subject site is completely vacant and cleared of vegetation and does not contain riparian habitat or other sensitive natural community. In addition, the site is completely surrounded by urban uses. For these reasons, the Project would have no impact on any riparian habitat or other sensitive natural community and no mitigation measures are required.

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

⁴ California Department of Fish and Wildlife, “Biogeographic Information and Observation System.” Accessed April 6, 2021, <https://apps.wildlife.ca.gov/bios/?tool=cnddbQuick>.

The federal government defines wetlands in Clean Water Act (CWA) Section 404 as “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support (and do support, under normal circumstances) a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 C.F.R. § 328.3(b) and 40 C.F.R. § 230.3). The federal definition of wetlands requires three wetland identification parameters to be present: wetland hydrology, hydric soils, and hydrophytic vegetation.

No Impact. A search of the National Wetlands Inventory shows no federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) on the Project site or within the broader Project area.⁵ Further, no water features exist on site. Therefore, the Project would have no impact on state or federally protected wetlands and no mitigation measures are required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. As mentioned previously, the Project site has been graded and disked over time, is planned for urban uses, and is an infill property within an urbanized area surrounded by a variety of existing development. As such, the Project site is disturbed and does not provide appropriate habitat for fish or wildlife species. In addition, the site does not contain any riparian or other sensitive natural community identified in local or regional plans, or by the National Wetlands Inventory. For these reasons, the Project would have no impact on native resident or migratory fish, or wildlife species and no mitigation measures are required.

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

No Impact. While the Fresno General Plan calls for the protection of biological resources, the Project site does not indicate the presence of any sensitive habitat or wildlife features. In addition, the Fresno Municipal Code identifies tree protection policies; however, no trees exist on site. Due to the lack of any identified special-status species or habitat for

⁵ USGS, “National Wetlands Inventory.” Accessed April 6, 2021, <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>.

special-status species, the Project would have no impact and no mitigation measures are required.

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

No Impact. The Project site is within the PG&E San Joaquin Valley Operation and Maintenance Habitat Conservation Plan; however, the PG&E HCP applies only to PG&E construction and maintenance activities and is not applicable to the Project site. In addition, the City, County, and Regional Planning Agency do not have any adopted or approved plans for habitat or natural community conservation. For these reasons, the Project would have no impact and no mitigation measures are required.

5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?			X	
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Environmental Setting

Original occupation of the San Joaquin Valley occurred over 11,000 years ago. The indigenous people of the San Joaquin Valley and its bordering foothills of the Sierra and Diablo Ranges are speakers of Yokustan languages from the Penutian language family. The majority of Yokuts lived along rivers, seasonal streams, and permanent springs on the more well-watered eastern side of the San Joaquin Valley⁶.

A cultural resources survey was prepared for the subject site in 2018 (**Appendix B**). The study area for this survey is located at the northeast corner of East Princeton and North Fowler Avenues, in the City of Fresno. The subject site was a portion of the overall study area. According to the survey, given the distance of the project site from any water source, Native American occupation of the immediate study area is highly unlikely within the discernable past.

⁶ A Cultural Resources Survey of 13.76 Acres. Prepared for Granville homes and dated February 2018

Discussion

The following discussion is an analysis for criteria (a) and (b):

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less than Significant Impact. Based on a review of the Cultural Resources survey, including field work and record searches, conducted as part of this survey, there are no local, state, or federal designated historical resources in the Project area. While there is no evidence that historical resources exist on the Project site, there is some possibility that hidden and buried resources may exist in the area with no surface evidence. In the event of the accidental discovery and recognition of previously unknown resources before or during grading activities, the proposed project shall incorporate General Plan MEIR mitigation measures to reduce any potentially significant impacts to a less than significant.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact. Based on a review of the Cultural Resources survey, including field work and record searches, conducted as part of this survey, there are no local, state, or federal designated archeological resources in the Project area. While there are no evidence that archeological resources exist on the Project site, there is some possibility that hidden and buried resources may exist in the area with no surface evidence. In the event of the accidental discovery and recognition of previously unknown resources before or during grading activities, the proposed project shall incorporate General Plan MEIR mitigation measures to reduce any potentially significant impacts to a less than significant with mitigation incorporated.

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

Less Than Significant Impact. It is not anticipated that the proposed project will disturb any human remains including those interred outside of formal cemeteries. In the event that human remains are identified during construction of the proposed project, then the proposed project shall incorporate General Plan MEIR mitigation measures to reduce any potentially significant impacts to less than significant with mitigation incorporated.

Therefore, due to the ground disturbing activities that will occur as a result of the project, the measures within MEIR SCH No. 2012111015 for the Fresno General Plan, Mitigation Measure Monitoring Checklist to address archaeological resources, paleontological

resources, and human remains will be employed to guarantee that should archaeological and/or animal fossil material be encountered during project excavations, then work shall stop immediately; and, that qualified professionals in the respective field are contacted and consulted in order to ensure that the activities of the proposed project will not involve physical demolition, destruction, relocation, or alteration of historic, archaeological, or paleontological resources.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the cultural resource related mitigation measures as identified in the attached MEIR Mitigation Monitoring and Reporting Program dated July 23, 2021.

6. ENERGY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Environmental Setting

Appendix F – Energy Conservation of the CEQA Guidelines requires consideration of energy implications in project decisions, including a discussion of the potential energy impacts with emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy resources (Public Resources Code Section 21100(b)(3)). Per Appendix F, a project would be considered inefficient, wasteful and unnecessary if it violated existing energy standards, had a negative effect on local and regional energy supplies and requirements for additional capacity, had a negative effect on peak and base period demands for electricity and other energy forms, and effected energy resources.

The California Energy Commission updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every three years as part of the California Code of Regulations. The standards were established in 1978 in effort to reduce the state’s energy consumption. They apply for new construction of, and additions and alterations to, residential and nonresidential buildings and relate to various energy efficiencies including but not limited to ventilation, air conditioning, and lighting.⁷ Part 11, or the California Green

⁷ California Energy Commission, “2019 Building Energy Efficiency Standards.” Accessed April 6, 2021, <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency>.

Building Standards Code (CALGreen), was developed in 2007 to meet the state goals for reducing Greenhouse Gas emissions pursuant to AB32. CALGreen covers five (5) categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.⁸ The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020. Additionally, the California Air Resources Board (CARB) oversees air pollution control efforts, regulations, and programs that contribute to reduction of energy consumption. Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources.

Energy resources and conservation are discussed in the Resource Conservation Element of the Fresno General Plan. A sample of the City’s energy policies are highlighted in **Table 6.1**.⁹ The City cites benefits for energy consumption reduction, namely cost savings, air quality, and other environmental benefits.

Table 6.1. Fresno General Plan – Resource Conservation Element

Objective RC-2: Promote land uses that conserve resources.

Policy RC-4-a: Support Regional Efforts. Support and lead, where appropriate, regional, State and federal programs and actions for the improvement of air quality, especially the SJVAPCD’s efforts to monitor and control air pollutants from both stationary and mobile sources and implement Reasonably Available Control Measures in the Ozone Attainment Plan

Policy RC-7-c: Best Practices for Conservation. Require all City facilities and all new private development to follow U.S. Bureau of Reclamation Best Management Practices for water conservation, as warranted and appropriate.

Policy RC-8-h: Solar Assistance. Identify and publicize information about financial mechanisms for private solar installations and provide over-the-counter permitting for solar installations meeting specified standards, which may include maximum size (in kV) of units that can be so approved

⁸ California Department of General Services, “CALGreen.” Accessed April 6, 2021, <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen>.

⁹ City of Fresno General Plan.

Discussion

The following discussion is an analysis for criteria (a) and (b):

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

No Impact. The Project proposes the future construction of a single-family residential development with associated site improvements such as landscaping, parking, sidewalks, and utilities infrastructure. Construction would require typical site preparation, grading, paving, architectural coating, and trenching. Demolition would not be required because there are no existing structures. Construction would consist of typical activities for construction projects, and therefore would not require use of new resources. While such activities would consume petroleum-based fuels, such consumption would be temporary and conclude upon completion of construction. Furthermore, construction of the project would be required to meet applicable state and local regulations and programs described previously in order to reduce energy waste. Therefore, construction would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

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

No Impact. Operationally, the Project would be served by PG&E and would not require extensions of energy infrastructure or new energy supplies. As mentioned previously, the Project site is an infill property within an urbanized area. Sources of operational energy consumption would include natural gas and/or electricity for space and water heating and transportation fuels (i.e., gasoline and diesel) for vehicle trips. Applicable state and local regulations and programs would be implemented to reduce energy waste from operation. Therefore, the proposed project would not consume energy in a manner that is wasteful, inefficient, or unnecessary nor would the project conflict with any state or local plan for energy efficiency. Thus, the project would have no impact.

Mitigation Measures

None Required.

7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			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 wastewater disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

Discussion

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than Significant Impact. Fresno has no known active earthquake faults and is not in any Alquist-Priolo Special Studies Zones. The project site and its vicinity are located in an area traditionally characterized by relatively low seismic activity. The site is not located in an Alquist-Priolo Earthquake Fault Zone as established by the Alquist-Priolo Fault Zoning Act (Section 2622 of Chapter 7.5, Division 2 of the California Public Resources Code). Based on review of published data and a current understanding of the geologic framework and tectonic setting of the proposed development, the primary source of seismic shaking at this site is anticipated to be the Coast Ranges Sierra Block Fault. 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.

ii. Strong seismic ground shaking?

Less Than Significant Impact. As mentioned above, the Fresno area 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. All proposed single-family residential structures proposed by this project are required to conform to current seismic protection standards in the California Building Code. These standards are intended to minimize potential risks

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. There are no geologic hazards or unstable soil conditions known to exist on the site. For this reason, liquefaction or seismically induced settlement or bearing loss is considered unlikely, even if there should be a substantial increase in ground water level.

The existing topography is relatively flat with no apparent unique or significant landforms such as vernal pools. Development of the property requires compliance with grading and drainage standards of the City of Fresno. A civil engineer or soils engineer registered in this state shall complete a Soils Investigation and Evaluation Report prior to construction. The report shall provide detailed recommendation for foundations, drainage, and other items. The preparation of the Soils Investigation and Evaluation Report is an existing standard required prior to the construction of single-family homes.

iv. Landslides?

No Impact. The subject site and surrounding area are completely flat. Thus, there is no potential for the proposed project to directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

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

Less Than Significant Impact. The topography of the Project site is relatively flat with little to no slope. Development of the Project site would require grading and construction activities that may result in the potential for short-term soil disturbance or erosion impacts. Such impacts would be addressed by applicable regulations set forth by the Regional

Water Quality Control Board (RWQCB), including regulations set forth in State Water Resources Control Board (SWRCB) as described above. Further, because the proposed project would disturb one (1) or more acres of soil it would be subject to the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) and would need to develop a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer that includes best management practices (BMPs) to be implemented during and post construction, consistent with the California Storm Water Quality Association Best Management Practice Handbooks or equivalent guidelines. Implementation of a SWPPP minimizes the potential for the proposed project to result in substantial soil erosion or loss of topsoil. With these provisions in place, impacts to soil and topsoil by the proposed project would be considered less than significant and no mitigation measures are required.

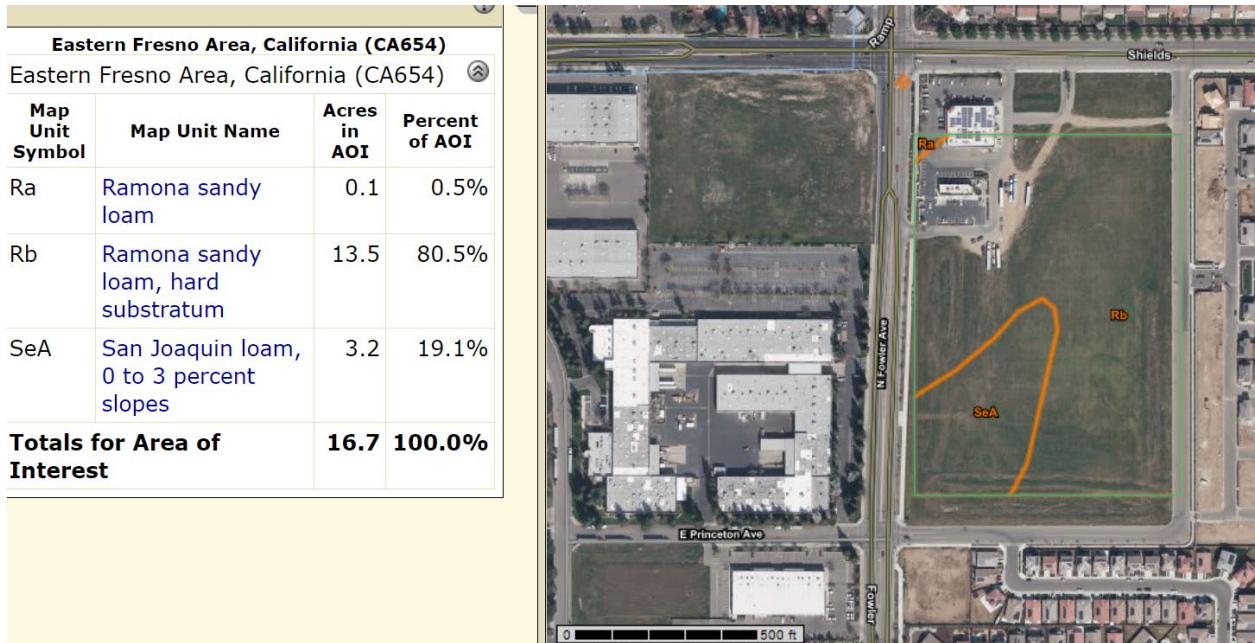
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

No Impact. The subject site is not located in an area that has soil that is unstable or could become unstable enough to result in a landslide any other catastrophic soil event. The site is essentially flat which makes the potential for a landslide unlikely, if not impossible. Therefore, there is no impact.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. The Project site is relatively flat with stable soils of the Rb Roama sandy loam, hard substratum series that is not classified as expansive soil (See **Figure 7.1**). Furthermore, the Project site is in an area of infrequent and low historic seismic activity of nearby faults. Such factors minimize the potential for other geologic hazards such as landslides, lateral spreading, subsidence, liquefaction or collapse. Therefore, any development on the native, stable soils is unlikely to become unstable and result in geologic hazards. As such, the proposed project would have a less than significant impact and no mitigation measures are required.

Figure 7.1. Soil Map



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

No Impact. The project will not involve the installation of a septic tank or alternative wastewater disposal system. The Project site will be connected to the City’s water and sewer systems. Therefore, there would be no impact by the Project and no mitigation measures are required.

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

No Impact. As discussed in the Cultural Resources section above, there are no known paleontological resources or unique geological on the subject site. In addition, General Plan MEIR Mitigation Measures will address resources if discovered during construction. Therefore, there would be no impact and no further mitigation measures are required.

8. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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	

Environmental Setting

Various gases in the Earth’s atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth’s surface temperature. Solar radiation enters Earth’s atmosphere from space, and a portion of the radiation is absorbed by the Earth’s surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring greenhouse gases include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct greenhouse gases CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2011, concentrations of these three GHGs have increased globally by 40, 150, and 20 percent, respectively (Intergovernmental Panel on Climate Change [IPCC], 2013).

GHGs, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect

are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

The emissions from a single project will not cause global climate change, however, GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. Therefore, the analysis of GHGs and climate change presented in this section is presented in terms of the proposed project's contribution to cumulative impacts and potential to result in cumulatively considerable impacts related to GHGs and climate change.

Cumulative impacts are the collective impacts of one or more past, present, and future projects that, when combined, result in adverse changes to the environment. In determining the significance of a proposed project's contribution to anticipated adverse future conditions, a lead agency should generally undertake a two-step analysis. The first question is whether the combined effects from both the proposed project and other projects would be cumulatively significant. If the agency answers this inquiry in the affirmative, the second question is whether "the proposed project's incremental effects are cumulatively considerable" and thus significant in and of themselves.

The cumulative project list for this issue (climate change) comprises anthropogenic (i.e., human made) GHG emissions sources across the globe and no project alone would reasonably be expected to contribute to a noticeable incremental change to the global climate. However, legislation and executive orders on the subject of climate change in California have established a statewide context and process for developing an enforceable statewide cap on GHG emissions. Given the nature of environmental consequences from GHGs and global climate change, CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and, therefore, significant.

In assessing the significance of impacts from GHG emissions, Section 15064.4(b) of the CEQA Guidelines states that a lead agency may consider the following:

- The extent to which the project may increase or reduce GHG emissions as compared to the environmental setting;
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project;
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

The SJVAPCD's Guidance for Valley Land Use Agencies in Addressing GHG Impacts for New Projects Under CEQA (2009) provides screening criteria for climate change analyses, as well as draft guidance for the determination of significance.^{10,11} These criteria are used to evaluate whether a project would result in a significant climate change impact (see below). Projects that meet one of these criteria would have less than significant impact on the global climate.

- Does the project comply with an adopted statewide, regional, or local plan for reduction or mitigation of GHG emissions? If no, then:
- Does the project achieve 29% GHG reductions by using approved Best Performance Standards (BPS)? If no, then
- Does the project achieve AB 32 targeted 29% GHG emission reductions compared with Business As Usual (BAU)?

Because BPS have not yet been adopted and identified for specific development projects, and because the City of Fresno has not yet adopted a plan for reduction of GHG with which the Project can demonstrate compliance, the California Air Resources Board (CARB) 2017 Climate Change Scoping Plan will be used as an additional threshold of significance for this analysis as the adopted statewide plan for reduction or mitigation of GHGs. Assembly Bill (AB) 32 was enacted by the California State legislature in 2006 with the aim to reduce GHG emissions to levels of 1990 by 2020. Recommended actions to achieve these aims were adopted by the California Air Resources Board (CARB) in 2008 (i.e., the Climate Change Scoping Plan). The Scoping Plan involves several measures to reduce pollution and GHG emissions, indicating a decrease of GHG emissions to 389 million metric tons (MMT) of CO₂e by 2030.

Additionally, the SJVAPCD requires quantification of GHG emissions for all projects which the lead agency has determined that an EIR is required. Although an EIR is not required for the proposed project, the GHG emissions are quantified below. Short-term construction and long-term operational GHG emissions for project buildout were estimated using CalEEModTM (v.2016.3.2). (See **Appendix A**). CalEEMod is a statewide

¹⁰ San Joaquin Valley Air Pollution Control District. (2009). Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Accessed April 6, 2021, <http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf>.

¹¹ San Joaquin Valley Air Pollution Control District. (2000). Environmental Review Guidelines: Procedures for Implementing the California Environmental Quality Act. Accessed April 6, 2021, http://www.valleyair.org/transportation/CEQA%20Rules/ERG%20Adopted%20_August%202000_.pdf

model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify GHG emissions from land use projects. The model quantifies direct GHG emissions from construction and operation (including vehicle use), as well as indirect GHG emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Emissions are expressed in annual metric tons of CO₂ equivalent units of measure (i.e., MTCO_{2e}), based on the global warming potential of the individual pollutants.

Discussion

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

Less than Significant Impact. The SJVAPCD does not recommend assessing pollution associated with construction, as pollution-related construction will be temporary. The maximum short-term annual construction emissions of GHG associated with development of the project are estimated to be 345.3143 MTCO_{2e} (2023). These construction GHG emissions are a one-time release. Cumulatively, these construction emissions would not generate a significant contribution to global climate change over the lifetime of the proposed project.

In regard to the long-term operational related GHG emissions, the estimated operational emissions for buildout of the Project incorporates the potential area source and vehicle emissions, and emissions associated with utility and water usage, and wastewater and solid waste generation. As described in Section 3. Air Quality above, the Operational emission estimates also included the following mitigation measures:

- Improve Pedestrian Network
- Low-Flow Faucets, toilets, and fixtures
- Water-wise landscaping

The annual operational GHG emissions associated with buildout of the proposed project would be 1,603.5709 MTCO_{2e}. Additionally, as discussed in more detail below, the project would be generally consistent with the applicable goals and policies related to GHG reduction measures. Because of this, the proposed project will not occur at a scale or scope with potential to contribute substantially or cumulatively to the generation of greenhouse gas emissions and therefore the impact would be less than significant, and no mitigation measures are required.

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

Less than Significant Impact. While the City of Fresno General Plan does not meet the criteria of the CEQA Guidelines 15064.4(b)(3) for an appropriate GHG emissions reduction program, it includes policies aimed at reducing vehicle travel and energy usage which would include GHG reductions. Therefore, the compatibility of the project with the relevant policies of the General Plan are evaluated. The proposed project is consistent with several greenhouse gas related measures in the General Plan and the Scoping Plan as shown in **Table 8.1 and Table 8.2** below.

General Plan Compliance

In August 2014 the City of Fresno revised its General Plan which includes very few measures specifically relevant to climate change, however, some of the Air Quality and Circulation goals, policies, and action items will reduce GHG emissions as well as other pollutant emission thresholds, as they aim to eliminate driven vehicle miles and boost energy efficiency. The project conforms to applicable items, as shown in **Table 8.1** below.

Table 8.1. Plan Consistency

General Plan Policy	Project Consistency
Objective RC-4. In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take necessary actions to achieve and maintain compliance with State and federal air quality standards for criteria pollutants.	The project will comply with all applicable policies and rules related to air quality and will thus comply with this policy. The project will be required to submit an ISR/AIA to the San Joaquin Valley Air Pollution Control District.
RC-4-a Support Regional Efforts. Support and lead, where appropriate, regional, State and federal programs and actions for the improvement of air quality, especially the SJVAPCD’s efforts to monitor and control air pollutants from both stationary and mobile sources and implement Reasonably Available Control Measures in the Ozone Attainment Plan.	City effort, not applicable.
RC-4-b Conditions of Approval. Develop and incorporate air quality maintenance requirements, compatible with Air Quality	The City of Fresno Development Code incorporates relevant general plan policies, including this policy, into

<p>Attainment and Maintenance Plans, as conditions of approval for General Plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals.</p>	<p>development code requirements. Given that the City will ensure all development code requirements are met during the review of the proposed project, the project complies with this policy.</p>
<p>RC-4-c Evaluate Impacts with Models. Continue to require the use of computer models used by SJVAPCD to evaluate the air quality impacts of plans and projects that require such environmental review by the City.</p>	<p>CalEEMod was used to analyze air quality impacts of this project. The findings of this model run are attached.</p>
<p>RC-4-d Forward Information. Forward information regarding proposed General Plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals that require air quality evaluation, and amendments to development regulations to the SJVAPCD for their review of potential air quality and health impacts.</p>	<p>The rezone and plan amendment application will be routed by the City to the San Joaquin Valley Air Pollution Control District. In addition, the applicant will be required to submit an ISR/AIA to the District for review prior to tentative tract application submittal to the City.</p>
<p>RC-4-k Electric Vehicle Charging. Develop standards to facilitate electric vehicle charging infrastructure in both new and existing public and private buildings, in order to accommodate these vehicles as the technology becomes more widespread.</p>	<p>Citywide requirement. The City has developed a streamlined entitlement process for EV Charging facilities.</p>
<p>Policy RC-2-a Link Land Use to Transportation. Promote mixed-use, higher density infill development in multi-modal corridors. Support land use patterns that make more efficient use of the transportation system and plan future transportation investments in areas of higher-intensity development. Discourage investment in infrastructure that would not meet these criteria.</p>	<p>The project is proposing single family development that will provide sidewalks that connect to existing schools, parks and commercial uses.</p>

<p>Policy UF-14-b Local Street Connectivity. Design local roadways to connect throughout neighborhoods and large private developments with adjacent major roadways and pathways of existing adjacent development. Create access for pedestrians and bicycles where a local street must dead end or be designed as a cul-de-sac to adjoining uses that provide services, shopping, and connecting pathways for access to the greater community area.</p>	<p>The future project will be required to provide pedestrian access points to major streets and other facilities.</p>
<p>Policy UF-14-c Block Length. Create development standards that provide desired and maximum block lengths in residential, retail, and mixed-use districts in order to enhance walkability.</p>	<p>This policy is a requirement in the Fresno Municipal Code and will be required during the tentative map process.</p>

State Scoping Plan

Assembly Bill 32 was enacted by the state in 2006 in an effort to reduce GHGs to 1990 levels by 2020. In 2008, the ARB adopted the Climate Change Scoping Plan in accordance with the requirements of AB 32 which outlines the actions recommended to achieve that aim. The Scoping Plan involves a number of measures to reduce the pollution from the State. The project is in compliance with several of the measures as described below.

Table 8.4. Scoping Plan Reduction Measures Consistency Analysis

Reduction Measure	Consistency/Applicability Determination
<p>Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms.</p>	<p>As new construction, the proposed project is required to meet the State Building Energy Efficiency Standards (Title 24, Parts 6 and 11). Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources. Therefore, the proposed project is consistent with this measure.</p>
<p>Renewable Portfolio Standard. Achieve 33% renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small</p>	<p>This measure is a statewide measure that is not implemented by a project applicant or lead agency. Therefore, the measure is not applicable to the proposed project.</p>

hydroelectric, biomass, anaerobic digestion, and landfill gas.	
Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	This measure is a statewide measure that is not implemented by a project applicant or lead agency. Therefore, the measure is not applicable to the proposed project. However, when the measure is initiated, it would be applicable to vehicles that would access the Project site.
Regional Transportation-Related Greenhouse Gas Targets. Develop regional greenhouse gas emissions reduction targets for passenger vehicles.	This measure refers to SB 375 adopted in 2008 (Steinberg). SB 375 does not have requirements that directly apply to development projects. Therefore, the measure is not applicable to the proposed project.
Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	This measure is a statewide measure that is not implemented by a project applicant or lead agency. Therefore, the measure is not applicable to the proposed project. However, when the measure is initiated, it would be applicable to light-duty vehicles that would access the Project site.
Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	This measure is implemented by electricity providers and existing solar programs throughout the State. Therefore, the measure is not applicable to the proposed project.
Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost effectively reduce greenhouse gas emissions and provide other pollution reduction co-benefits.	This measure applies to industrial uses; the proposed project is not an industrial use. Therefore, the measure is not applicable to the proposed project.
Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	As new construction, the proposed project is required to meet the State Building Energy Efficiency Standards (Title 24, Parts 6 and 11) (i.e., CALGreen). Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary

	consumption of energy sources. Therefore, the proposed project is consistent with this measure.
Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	The Fresno General Plan outlines goals and policies for source reduction and recycling. The future project will be required to comply with these goals and policies during the tentative tract map approval process.
Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	As new construction, the proposed project is required to meet the State Building Energy Efficiency Standards (Title 24, Parts 6 and 11) (i.e., CALGreen). Compliance with these energy efficiency regulations and programs ensure that development will not result in wasteful, inefficient, or unnecessary consumption of energy sources. Therefore, the proposed project is consistent with this measure.

In reviewing the local goals and policies (see **Tables 8.2 and 8.3** above), the Project complies as it proposes to develop an infill property with a single-family residential development. In conclusion, the Project contains features that would reduce GHG emissions. These features are in accordance with several measures from the Scoping Plan and the Fresno General Plan. As such the Project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs, and therefore the impact would be less than significant, and no mitigation measures are required.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the air quality related mitigation measures as identified in the attached MEIR Mitigation Monitoring and Reporting Program dated July 23, 2021.

9. HAZARDOUS AND HAZARDOUS MATERIAL

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			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) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

Environmental Setting

For the purposes of this section, the term “hazardous materials” refers to "injurious substances," which include flammable liquids and gases, poisons, corrosives, explosives, oxidizers, radioactive materials, and medical supplies and waste. These materials are either generated or used by various commercial and industrial activities. Hazardous wastes are injurious substances that have been or will be disposed. Potential hazards arise from the transport of hazardous materials, including leakage and accidents involving transporting vehicles. There also are hazards associated with the use and storage of these materials and wastes.

“Hazardous wastes” are defined in California Health and Safety Code Section 25141(b) as wastes that: “...because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.”

Discussion

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

Less than Significant Impact. The Project consists of a Plan Amendment and Rezone necessary to create the land use designation and zoning to accommodate a future development proposal for approximately 72 single-family homes. The type of hazardous materials that would be associated with the Project are those typical of single-family residential developments: household cleaners, landscape maintenance, soaps, pesticides for pest control, etc. Because of the use, it is not expected that the Project would routinely transport, use, or dispose of hazardous materials other than those typical of residential uses and such materials would not be of the type or quantity that would

pose a significant hazard to the public. Further, there are no listed hazardous sites in the vicinity of the Project site as indicated by the California Department of Toxic Substances Control Envirostor database. For these reasons, the Project would have a less than significant impact and no mitigation measures are required.

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

Less than Significant Impact. As described under item (a), it is not anticipated that the project itself will involve any operations that would require routine transport, use, or disposal of hazardous materials and therefore is not anticipated to create a significant hazard to the public or the environment through release of hazardous materials. Therefore, the Project would have a less than significant impact and no mitigation measures are required.

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

No Impact. The closest school is Roger S. Orazo Elementary School, which is approximately 1-mile northeast of the subject site. As described under (a) and (b) above, the proposed project is not anticipated to emit hazardous emissions or handle hazardous materials, substances, or waste that would pose a risk or threat to the school or surrounding area. Therefore, the Project would have no impact and no mitigation measures are required.

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

No Impact. According to the California Department of Toxic Substances Control EnviroStor database there are no listed hazardous sites in the vicinity of the Project site. Therefore, the proposed project would have no impact and no mitigation measures are required.

- 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?

Less than Significant Impact. The nearest public use airport is the Fresno-Yosemite International Airport which is approximately ± one-two (1-2)-miles west of the Project site. According to Fresno Airport Land Use Compatibility Plan, the Project site is located within the airport's Airport Influence Area. However, the subject property is not located within any of the approach zones, where there is a higher potential for a safety hazard for people. Therefore, the proposed project would have a less than significant impact.

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

No Impact. The project is proposing a single-family residential development at a density consistent with surrounding uses. The development does not have the potential to interfere with an adopted emergency plan or evacuation plan because it is proposing development on an infill property and the development will not impede access routes. In addition, the proposed project does not impair the implementation of the Fresno County Hazard Mitigation Plan.

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

Less than Significant Impact. The subject site is not near a forested area or an area with the potential to result in a wildfire. The proposed residential development does not pose a significant risk of loss, injury or death involving wildland fires. For these reasons, there is a less than significant impact.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the hazards and hazardous materials related mitigation measures as identified in the attached MEIR Mitigation Monitoring and Reporting Program dated July 23, 2021.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			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, or through the addition of impervious surfaces, in a manner which would:			X	
i. Result in a substantial erosion or siltation on- or off-site;			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:			X	
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or			X	

	provide substantial additional sources of polluted runoff; or			
iv.	Impede or redirect flood flows?			X
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X

Discussion

Implementation of the Fresno General Plan policies, the Kings Basin Integrated Regional Water Management Plan, City of Fresno UWMP, 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. The recently adopted 2015 UWMP analyzed the Fresno General Plan’s land use capacity.

The applicant will be required to comply with all requirements of the City of Fresno Department of Public Utilities that will reduce the project’s water impacts to less than significant. When development permits are issued, the subject site will be required to pay drainage fees pursuant to the Drainage Fee Ordinance. The Fresno Metropolitan Flood Control District (FMFCD) has stated (in a 2017 review of a similar project) that the FMFCD system can accommodate the proposed request subject to several conditions of approval.

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

Less than Significant Impact. Prior to construction, the contractor is required to prepare a SWPPP per the General Construction Permit requirements of the NPDES program. The SWPPP incorporates water quality control Best Management Practices, which would prevent water quality degradation, control erosion and siltation, and minimize any impacts to water quality to a level that is less than significant. Therefore, the Project would have a less than significant impact and no mitigation measures are required.

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

Less than Significant Impact. Water service would be provided to the Project by the City of Fresno. Project water demand was determined using the City's adopted 2015 Urban Water Management Plan (UWMP) methodologies and calculated on the basis of the following assumptions:

- Residential: 72 single-family units; historic water usages per capita adjusted for City Urban Water Management Plan assumptions regarding water conservation usage effects.
-
- 72 dwelling units X 3.07 persons per dwelling unit = 222 persons
- 222 X 240 GPCD = 53,280 total gallons per day
- 53,280 GPCD X 365 days per year = 19,447,200 gallons per year

While the Project would increase demand for water resources beyond current levels, based on the assumptions in the City's UWMP, the Project would not negatively impact water supplies or otherwise deplete groundwater supplies. Moreover, the proposed Project is not anticipated to interfere with groundwater recharge efforts being implemented by the City. The City's UWMP contains a detailed evaluation of existing sources of water supply, anticipated future water demand, extensive conservation measures, and the development of new water supplies (recycled water, increased recharge, surface water treatment, etc.). Measures contained in the UWMP as well as the City's General Plan are intended to reduce demands on groundwater resources by augmenting supply and introducing conservation measures and other mitigation strategies. Implementation of MEIR Mitigation Measure HYD – 1 will ensure that any impacts remain less than significant.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:
- i. Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. The Project (as submitted in 2017) has been reviewed by the Fresno Metropolitan Flood Control District and conditions and requirements of the Project pertaining to storm drainage facilities have been provided or will be provided in a future tract map application which will address potential impacts. In addition, construction related to the development of the proposed project will involve ground preparation work for the proposed houses and associated improvements. These activities may expose soils to natural elements, including rain and wind, which could result in erosion on the site. However, during construction the contractor would be required to employ appropriate sediment and erosion control as part of a Stormwater Pollution Prevention Plan (SWPPP) that is required in the California National Pollution Discharge Elimination System (NPDES). This is already required for projects of this type. Given that these are standard requirements and processes, these are not considered mitigation measures for the purposes of CEQA. For these reasons, this impact can be determined to be less than significant.

- ii. Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

Less Than Significant Impact. The future tract map will be reviewed by the Fresno Metropolitan Flood Control District and conditions and requirements of the Project pertaining to storm drain facilities will be provided and required which will address potential impacts of surface runoff and because of this, there will be no increase in the rate or amount of surface runoff that would result in flooding on- or off- site. On a review of a previous project of similar scope on the subject site, the flood control district determined there were adequate facilities to serve the subject site. For these reasons, this impact can be determined to be less than significant.

- iii. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. The future tract map will be reviewed by the Fresno Metropolitan Flood Control District and conditions and requirements of the Project pertaining to storm drain facilities will be provided and required which will address potential impacts. In addition, single family residential uses are not considered a use that produces polluted runoff, and thus, this project would not result in substantial sources of polluted runoff water and the impacts would be less than significant. Implementation of MEIR Mitigation Measure HYD – 5.1 will ensure that any impacts remain less than significant.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The proposed project will be designed to address and meet all requirements of the Fresno Metropolitan Flood Control District and thus will not impede or redirect flood flows and the impacts can be deemed less than significant.

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

Less than Significant Impact. The Project site is designated as Zone X on the most recent Flood Insurance Rate Map (FIRM) No. 06047C045G dated February 18, 2009. Zone X is an area of minimal flood hazards with a 0.2 percent-annual-chance of flood (i.e., 500-year flood). Therefore, as a low-risk area, the Project would have a less than significant impact and no mitigation measures are required.

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

Less Than Significant Impact. The proposed Project will be in compliance with all water quality control plans and other hydrological requirements established by the City of Fresno and subject to compliance, this impact can be deemed less than significant.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the hydrology and water quality related mitigation measures as identified in the attached MEIR Mitigation Monitoring and Reporting Program dated July 23, 2021.

11. LAND USE PLANNING

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

Environmental Setting

In general, the Project site is an infill property that is located within an urbanized area of the city and is surrounded by existing residential uses to the north, south and east, and industrial uses to the west. As a result, the area inclusive of the Project site can be considered an established community characterized by a mix of development types and uses. The 7.94 acres of the subject property is proposed to be redesignated from the Business Park planned land use to the Medium Density Residential (5-12 du/acre) planned land use. The proposed zone district (RS-5) is consistent with the proposed planned land use designation.

Discussion

a) Physically divide an established community?

No Impact. Typically, physical division of an established community is associated with new, intersecting roadways, or new incompatible uses inconsistent with the planned or existing land uses. The Project site is an undeveloped, infill property within an urbanized area characterized by a mix of development types and uses as well as typical infrastructure such as roadways, streetlights, parking lot lights, and ambient light sources typical of residential and commercial development. As a result, this area can generally be classified as an established community.

The proposed change in land use will result in future development of single-family residential uses, which is compatible with the uses in the neighborhood. The future development will be required to connect to adjacent streets and sidewalks and will blend with the existing infrastructure and environment. As such, the Project does not represent a significant change in the surrounding area as it will develop an infill property with a use that is compatible with the planned and existing land uses within the area. Further, the Project does not propose any new major roadways as it is within an urbanized area that has existing infrastructure (i.e., roadways). For these reasons, the Project would have no impact.

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

Less than Significant Impact. Although the project proposes a general plan amendment to allow for future residential uses, this future residential development will not conflict with any land use plan or regulation adopted for the purpose of mitigating an environmental impact. In fact, the project is in compliance with many of the goals and policies of the Fresno General Plan. Specifically, the project will comply with the following goals and policies:

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

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

Implementing Policies LU-1-a and LU-2-a of the Fresno General Plan: promote development of vacant, underdeveloped, and re-developable land within the within the Existing City Limits as of December 31, 2012 where urban services are available.

The subject site has been within City limits since October of 2007. The future residential development will be constructed on property surrounded by existing development and where existing infrastructure is available.

In addition to this, through the entitlement process, the Project is reviewed for compliance with applicable regulations inclusive of those adopted for the purpose of avoiding or mitigating environmental effects. Overall, the entitlement process will ensure that the Project complies with the General Plan, Municipal Code, and any other applicable policies. As such, the Project would have a less than significant impact and no mitigation measures are required.

12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				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

DISCUSSION

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?

No Impact. The subject site is not located in an area designated for mineral resource preservation or recovery; therefore, the project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

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

No Impact. The subject site is not delineated on a local general plan, specific plan or other land use plan as a locally important mineral resource recovery site; therefore, it will not result in the loss of availability of a locally-important mineral resource. In conclusion, the proposed project would not result in any mineral resource environmental impacts beyond those analyzed in MEIR SCH No. 2012111015.

Mitigation Measures

None Required.

13. NOISE

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

Environmental Setting

The Project is located within an area characterized by single-family residential, commercial, and industrial land uses in the eastern portion of the City of Fresno.

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The City of Fresno is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of

noise in the City. In addition, commercial, industrial, and institutional land uses throughout the City (i.e., schools, fire stations, utilities) generate stationary-source noise. The Project is located in an area with a mix of uses. The predominant noise sources in the Project area include traffic on local roadways, residential noise (lawn mowers, audio equipment, voices, etc.), and noise from nearby agricultural operations. Sensitive receptors in the area include the residential housing to the north, south and east of the subject site.

Discussion

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

Less Than Significant Impact. Guidance for acceptable noise levels are provided in Section 10-102(b) of the City’s Municipal Code. Section 10 provides existing ambient noise levels to be applied to various districts, further divided into various hours of the day. For residential projects, a noise violation is expected to occur if ambient noise levels (measured in dBA) are increased by more than 5 dBA.

Proposed Project construction related activities will involve temporary noise sources. Typical construction related equipment include graders, trenchers, small tractors and excavators. Activities involved in construction will generate maximum noise levels ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls. In order to address the potential impacts construction activities would not occur between the hours of 10:00 PM and 7:00 AM, Monday through Saturday, and not at all on Sundays, in accordance with Fresno Municipal Code Section 10-109, which limits work hours “to between the hours of 7 AM and 10 PM on any day except Sunday.”

The primary source of on-going noise from the future residential project will be from vehicles traveling to and from the site. The Project will generate an increase in traffic on some roadways in the Project area. However, the relatively low number of new trips associated with the Project is not likely to increase the ambient noise levels by a significant amount.

Given the amount of existing vehicular activity in the Project area, the moderate increase in traffic associated with 72 single-family residential homes is not expected to increase ambient noise levels significantly. The area is active with vehicles, residential housing and commercial/industrial operations and the proposed Project will not introduce a new

significant source of noise that isn't already occurring in the area.

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

Less than Significant Impact. Construction of the proposed project would not involve equipment that would generate substantial groundborne vibration, nor would the proposed residential use generate substantial groundborne vibration. Thus, because of the nature of the proposed use, the Project would result in minimal impacts related to groundborne vibration and noise levels and no mitigation measures are required.

c) 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?

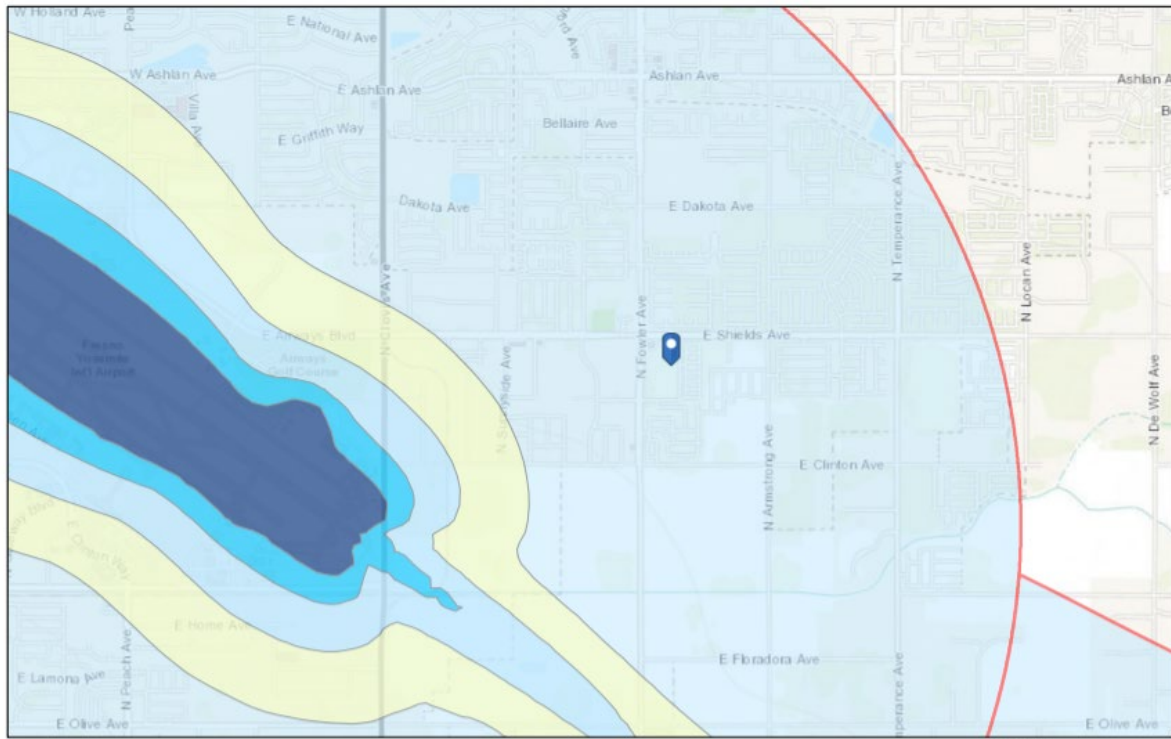
Less than Significant Impact. The nearest public use airport is the Fresno-Yosemite International Airport which is approximately ± one-two (1-2)-miles west of the Project site. According to Fresno Airport Land Use Compatibility Plan, the Project site is located within the airport's Airport Influence Area but is not located within an identified noise contour areas (**Figure 13.1**). Therefore, the proposed project will have a less than significant impact and no mitigation measures are required.

Mitigation Measures

None Required.

Figure 13.1. Project Site (blue pin drop) in Relation to Airport Noise Contours

Project Site in Relation to Airport Noise Contours



4/16/2021, 1:55:46 PM

FAT CNEL 65 CNEL 75 CNEL
 60 CNEL 70 CNEL Airport Influence Area

1:36,112
 0 0.25 0.5 1 mi
 0 0.38 0.75 1.5 km

Fresno County Dept. PWP, Bureau of Land Management, Esri, HERE,
 Web AppBuilder for ArcGIS
 Esri, HERE, FAO, NOAA

14. POPULATION AND HOUSING

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

Environmental Setting

The Project site is an infill property that is planned for urban uses.

Discussion

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

Less than Significant Impact. Unplanned population growth is typically associated with service provision or infrastructure in remote areas of the city that were not previously identified in the General Plan. The Project site is an infill property in an urbanized area that is surrounded by existing development and is serviced by existing infrastructure (i.e., roadways, utilities, etc.). As previously mentioned, the Project proposes the future construction of 72 single-family residential units. The construction of these 72 homes in an area planned for urban development with existing infrastructure, does not have the potential to induce substantial unplanned growth either directly or indirectly.

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

No Impact. While the Project does propose the construction of a residential development, the Project site is currently vacant and undeveloped. Thus, the Project would not displace people or housing. As such, no impacts associated with the displacement of housing or people would occur and no mitigation measures are required.

Mitigation Measures

None Required.

15. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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:			X	
i. Fire protection?			X	
ii. Police protection?			X	
iii. Schools?			X	
iv. Parks?			X	
v. Other public facilities?			X	

Discussion

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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:
 - i. Fire protection? **Less than significant.** Once constructed, the Project would result in an incremental increase in fire protection service demand. However, the project area is within the City of Fresno City limits where Fire Services are

already planned. The nearest fire station is Station 10, approximately 2 miles southwest of the project site.

As such, the proposed project could be served by existing fire protection resources. Given the fact that it would be required to meet standard requirements, including fire sprinklers for new single-family residential development, which would minimize the need for services, the project would not result in a need for new fire facilities. Thus, the impact of the Project would be less than significant and no mitigation measures are required.

- ii. Police protection? **Less than significant.** Protection services would be provided to the Project from the existing Southeast Police District, approximately eight miles to the southwest at 1617 South Cedar Avenue, Fresno, CA 93702. The Fresno Police Department provides a full range of police services including uniformed patrol response to calls for service, crime prevention, tactical crime and enforcement (including gang and violent crime suppression), and traffic enforcement/accident prevention. The Project site is located in an area currently served by the Police Department; the Department would not need to expand its existing service area or construct a new facility to serve the Project site. Because the Project will propose a new development application for future development, the application will be forwarded to the City of Fresno Police Department for review to ensure that building and site designs consider utilization of crime prevention features and techniques. As such, the Project would not significantly impact police protection services or require the construction of new or altered facilities. Therefore, the Project would have a less than significant impact and no mitigation measures are required.

- iii. Schools? **Less than Significant Impact.** The closest school is Roger S. Orazo Elementary School, which is approximately 1-mile northeast of the subject site. The closest middle and high schools are Reyburn Intermediate School and Clovis East High School at approximately 3.5 miles northeast of the subject site. Educational services for the proposed Project will be provided by Clovis Unified School District and the Project developer will be required to pay a School Impact Fee to mitigate impacts to the school when residential development is proposed. Funding for schools and school facilities impacts is outlined in Education Code Section 17620 and Government Code Section 65995 et. seq., which governs the amount of fees that can be levied against new development. These fees are used to construct new or expanded school facilities. Payment of fees authorized by the statute is deemed “full and

complete mitigation.” The proposed Project will be required to pay impact fees from new development based on the Developer Fee rates that are in place at the time payment is due. The payment amount is determined by the School District and the State Allocation Board (SAB). Payment of the applicable impact fees by the Project applicant would fund capital and labor costs associated with providing school services to the Project.

- iv. Parks? **Less than Significant Impact.** The proposed development of 72 single-family residential units would increase the current population, thereby increasing the demand for and use of local parks. The nearest public park to the Project site Melody Park (+/- 0.25-miles). Since more than 50 homes will be constructed when the site is ultimately developed, the future development project will have to provide a small amount of open space on-site. In addition, future project will be required to pay the City park facility impact fees. As such, the Project would contribute its proportionate share in order to mitigate any potential impacts to the City’s park and recreation facilities generated by the incremental population increase. For these reasons, the Project would have a less than significant impact and no mitigation measures are required.

- v. Other public facilities? **Less than Significant Impact.** Development of the Project will increase the demand for other public services. However, the small increase in demand will not require construction of additional facilities. In addition, General Plan MEIR mitigation measure PUB-1 (Payment of public service impact fees) requires that the Project Applicant pay development impact fees for police, fire, recreation and other public services as determined by the City of Fresno.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the public service-related mitigation measures as identified in the attached MEIR Mitigation Monitoring and Reporting Program dated July 23, 2021.

16. RECREATION

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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	

Environmental Setting

The nearest public park to the Project site Melody Park (+/- 0.25-miles).

Discussion

a) 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?

Less than Significant Impact. As previously described above, the proposed development of 72 single-family residential units would increase the current population, thereby increasing the demand for and use of local parks. The nearest public park to the Project site Melody Park (+/- 0.25-miles). Since more than 50 homes will be constructed, the future development project will be required to provide a small amount of open space on-site pursuant to the City of Fresno’s pocket park ordinance (No. 2016-57). In addition, a future development project will be required to pay the City park facility impact fees. As such, the Project would contribute its proportionate share in order to mitigate any potential impacts to the City’s park and recreation facilities generated by the incremental population

increase. For these reasons, the Project would have a less than significant impact and no mitigation measures are required.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less than Significant Impact. The proposed project, which includes the construction of 72 single-family homes, will require the construction of a small neighborhood park on-site. The future construction of this small park with this future single-family neighborhood will not be at a scale to cause an adverse physical effect on the environment. Thus, the Project would have a less than significant impact and no mitigation measures are required.

Mitigation Measures

None Required.

17. TRANSPORTATION

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

Environmental Setting

Under Senate Bill 743 (SB743), traffic impacts are related to Vehicle Miles Traveled (VMT). The VMT metric became mandatory on July 1, 2020. The City of Fresno adopted guidelines in June 25, 2020 and are contained in the document titled “CEQA Guidelines for Vehicle Miles Traveled Threshold for the City of Fresno.” The following comes from this document:

“Senate Bill (SB) 743, signed in 2013, changes the way transportation studies are conducted in California Environmental Quality Act (CEQA) documents. Vehicle miles traveled (VMT) replaces motorist delay and level of service (LOS) as the metric for impact determination. For development projects, VMT is simply the product of the daily trips generated by a new development and the distance those trips travel to their destinations. For capital projects, impacts are identified as the new VMT attributable to the added

capital project, both from the installation of the facility and the induced growth—a new term in the CEQA lexicon—generated as a result of induced land use.

In January 2019, the Natural Resources Agency and the Governor’s Office of Planning and Research (OPR) codified SB 743 into the Public Resources Code (PRC) and the State CEQA Guidelines. State CEQA Guidelines Section 15064.3 subdivision (b) states:

- 1. Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.”*

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

Less Than Significant Impact. The proposed project will be required to comply with all project level requirements implemented by a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. When a tentative tract map is submitted for the subject site, the map will be required to incorporate design standards that are required in the Subdivision Design Standards contained in the Fresno Municipal Code, many of which are intended to increase alternative modes of travel by requiring street design that accommodates multi-modal transportation facilities. The project also complies with General Plan Policy MT-2-1. A trip generation analysis dated April 9, 2021 was prepared for the proposed the project by JLB Traffic Engineering, Inc.¹² This was reviewed by the City of Fresno Public Works Department on April 14, 2021 and they determined that no additional analysis will be required. Thus, it can be determined that the project will not conflict with a transportation related plan, policy or ordinance and the impact is less than significant.

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

Less than Significant.

¹² JLB Traffic Engineering, Inc. (2021), Trip Generation dated April 9, 2021

Vehicle Miles Traveled:

Senate Bill (SB) 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact.

The State CEQA Guidelines were amended to implement SB 743, by adding Section 15064.3. Among its provisions, Section 15064.3 confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, LOS measures of impacts on traffic facilities is no longer a relevant CEQA criteria for transportation impacts.

CEQA Guidelines Section 15064.3(b)(4) states that “[a] lead agency has discretion to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project’s vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.”

On June 25, 2020, the City of Fresno adopted CEQA Guidelines for Vehicle Miles Traveled Thresholds, dated June 25, 2020, pursuant to Senate Bill 743 to be effective of July 1, 2020. The thresholds described therein are referred to herein as the City of Fresno VMT Thresholds. The City of Fresno VMT Thresholds document was prepared and adopted consistent with the requirements of CEQA Guidelines Sections 15064.3 and 15064.7. The December 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) published by the Governor’s Office of Planning and Research (OPR), was utilized as a reference and guidance document in the preparation of the Fresno VMT Thresholds.

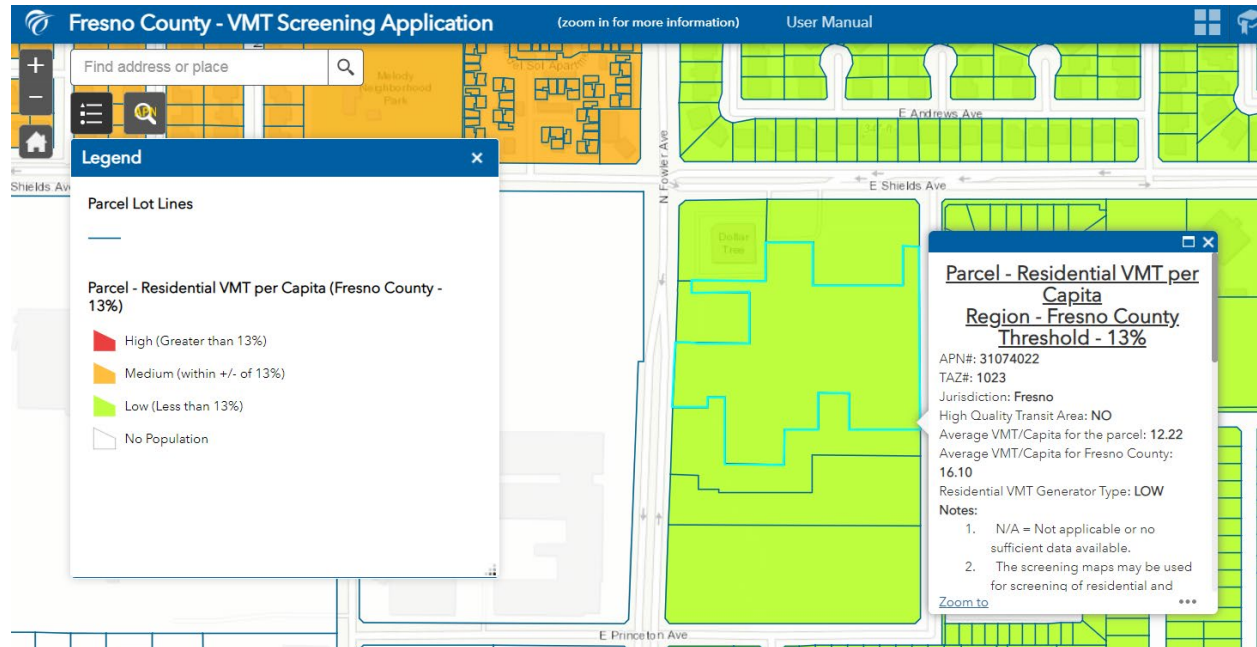
The City of Fresno VMT Thresholds adopted a screening standard and criteria that can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis.

The City of Fresno VMT Thresholds Section 3.0 regarding Project Screening discusses a variety of projects that may be screened out of a VMT analysis including specific development and transportation projects. For development projects, conditions may exist that would presume that a development project has a less than significant impact. These may be size, location, proximity to transit, or trip-making potential. For transportation projects, the primary attribute to consider with transportation projects is the potential to increase vehicle travel, sometimes referred to as “induced travel.”

The proposed project is eligible to screen out because of the analysis detailed below:

The City of Fresno has established a threshold for land use developments, specifically residential and office, of 13 percent or more than the existing regional VMT per capita as indicative of a significant environmental impact. Project VMT may be calculated using the Fresno COG Fresno County VMT Calculation Tool for residential projects having less than or equal to 500 dwelling units or office projects having less than or equal to 375 employees. As shown below (**Figure 17.1**), the project site is located within an area where vehicle miles traveled per capita from residential uses would be below the County average.

Figure 17.1. Fresno County VMT Screening Tool, Fresno COG, 2021



Although it is clear that a residential use at this location will generate less vehicle miles traveled than average, given that the project includes a plan amendment, the project can not be automatically screened out and must be considered on a case-by-case basis.

Since this project must be evaluated on a case-by-case basis instead of utilizing the City's existing screening thresholds, to evaluate the significance of the Project as it relates to VMT, Section 15064.3 of the CEQA Guidelines and the Office of Planning and Research (OPR) 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory) were used. Page 15 of this Technical Advisory states the following: ***“Recommended threshold for residential projects: A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita”***; and ***“Residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT per capita, measured against the region or city, may indicate a less-than significant transportation impact.”*** Thus, for this project, if it can be determined that the development would generate vehicle travel that is more than 15% below the existing County residential VMT per capita, the project can be determined to be less than significant.

The average residential VMT per capita in Fresno County is 16.1 miles per day. Based on Fresno COG's Fresno County VMT Calculation Tool, the Average residential VMT per capita for this property is 12.22 miles per day. 12.22 is 24% less than 16.1. This, the proposed project will generate vehicle travel that is 24% below the existing residential VMT per capita, measured against the region and thus will have a less-than significant transportation impact.

In conclusion, the Project will result in a less than significant VMT impact and is consistent with CEQA Guidelines section 15064.3(b).

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

Less than Significant. The Project design does not contain any features that would create a hazard or incompatible uses. The Project site is an infill property and as a result, is within an urbanized area characterized by a mix of development types and uses as well as typical infrastructure such as roadways that have been previously constructed to City roadway standards. Further, the Project does not propose any incompatible uses and is consistent with other residential development in the area. In addition, the future tract map will be reviewed by multiple City departments, including Fire and Public Works, to ensure that site layout conforms to applicable regulations and codes. Therefore, the Project

would be consistent with and adhere to design and site layout guidelines and would thereby have a less than significant impact. No mitigation measures are required.

d) Result in inadequate emergency access?

No Impact. The proposed Project does not involve a change to any emergency response plan. Access points to the Project will be determined during the tentative map process and will remain accessible to emergency vehicles of all sizes. Thus, there would be not impact, and no mitigation measures are required.

Mitigation Measures

None Required.

18. TRIBAL CULTURAL RESOURCES

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

Environmental Setting

Assembly Bill 52 (AB 52) requires consultation with California Native American tribes during the CEQA process to determine potential effects of proposed projects on a tribal cultural resource. Pursuant to Public Resources Code (PRC) Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and supported by substantial evidence, chooses to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias.

Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See PRC Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

On March 8, 2021 and April 5, 2021, consistent with AB 52 and SB 18, invitations to consult on the Project were mailed to several tribes within the Project area. Pursuant to AB 52, tribes have up to 30 days and 90 days, respectively to request consultation. No requests for consultation were requested during that time.

On a previously approved project for the subject site, the City of Fresno Planning and Development Department extended an invitation to consult on the CEQA review for the then proposed plan amendment and rezone applications on October 6, 2017. The City received requests for consultation from the Dumna Wo Wah Tribal Government and the Table Mountain Rancheria Tribe. The City conducted consultation meetings with each tribe to address potential adverse impacts to tribal cultural resources. The consultation with the Native American Tribes resulted in the City adopting a project specific mitigation measure, which included preparation of a cultural resource study, which has already been completed and incorporated into this analysis. This prior mitigation measure will reduce impacts to tribal cultural resources to less than significant.

Discussion

- a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. As discussed in the Cultural Resources section, the Project site is vacant and does not contain any property or site features that are eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k). As such, the Project would have no impact and no mitigation measures are required.

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

Less than Significant Impact. As mentioned above, the City invited several tribes to consult on the Project under AB 52 and SB 18. No tribes requested consultation within the 30-day or 90-day, respectively, response periods. The Project site is currently vacant and undeveloped and is an infill property within an urbanized area characterized by a mix of existing development types. While there is no evidence that cultural resources exist on the Project site pursuant to the cultural resources study previously discussed, there is some possibility that hidden and buried resources may exist in the area with no surface evidence. In the event of the accidental discovery and recognition of previously unknown resources before or during grading activities, the proposed project shall incorporate Mitigation Measures Cul-1 and Cul-4 to reduce any potentially significant impacts to a less than significant with mitigation incorporated.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the cultural resource related mitigation measures as identified in the attached MEIR Mitigation Monitoring and Reporting Program dated July 23, 2021.

19. UTILITIES AND SERVICE SYSTEMS

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

Environmental Setting

Utilities and service systems will be required prior to development of the subject property. The proposed plan amendment and rezone is expected to result in the construction of new storm water drainage facilities or expansion of existing facilities. The rezone request will be increasing the number of dwelling units in the area; however, the impact will be less than significant.

The Department of Public Utilities has determined (in 2017 on a similar project for the site) that adequate sanitary sewer and water services will be available to serve the proposed project subject to the payment of any applicable connection charges and/or fees; and, compliance with the Department of Public Utilities standards, specifications, and policies.

The City's groundwater aquifer has been documented by the State Department of Water Resources (Bulletin 118) to be critically over drafted and has been designated a high priority basin for corrective action through the Sustainable Groundwater Management Act (SGMA). The City has worked with existing ratepayers to develop a compliance plan for the proposed project. The SGMA compliance requirements for the proposed project will be applied as conditions of approval for water supply.

Sanitary sewer and water service delivery is also subject to payment of applicable connection charges and/or fees; compliance with the Department of Public Utilities standards, specifications, and policies; the rules and regulations of the California Public Utilities Commission and California Health Services; and, implementation of the City-wide program for the completion of incremental expansions to facilities for planned water supply, treatment, and storage.

The project site will be serviced by the City of Fresno solid waste division and will have water and sewer facilities available subject to the conditions stipulated for the proposed project.

The MEIR has provided mitigation measures that the proposed project must implement and comply with to mitigate drainage in the area. Development of the property requires compliance with grading and drainage standards of the City of Fresno and FMFCD.

The proposed project is not expected to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. The impact to storm drainage facilities will be less than significant given the developer will be required to provide drainage services and convey runoff to Master Plan Facilities.

Discussion

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

Less than Significant Impact. The Project will include the future construction of a single-family residential development on an infill property within an urbanized area characterized by a mix of development types and uses. The Project would connect to existing water, wastewater, stormwater drainage, electricity, and natural gas systems. As part of these connections, the Project would not be required to relocate or construct new lines to serve the Project. In addition, the City reviewed a similar project in 2017 on this project site and determined there was adequate capacity in these systems to accommodate development within the Project area. For these reasons, the Project would result in a less than significant impact and no mitigation measures are required.

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

Less than Significant Impact. As mentioned in the above section (a), the Project site is an infill property within an urbanized area and would connect to the existing water system. Water service would be provided to the Project by the City of Fresno. Project water demand will be determined using the City's adopted 2015 Urban Water Management Plan (UWMP) methodologies and will be calculated on the basis of the following assumptions:

- Residential: 72 single-family units; historic water usages per capita adjusted for City Urban Water Management Plan assumptions regarding water conservation usage effects.
- 72 dwelling units X 3.07 persons per dwelling unit = 222 persons
- 222 X 240 GPCD = 53,280 total gallons per day
- 53,280 GPCD X 365 days per year = 19,447,200 gallons per year

While the Project would increase demand for water resources beyond current levels, based on the assumptions in the City's UWMP, the Project would not negatively impact water supplies or otherwise deplete groundwater supplies. Moreover, the proposed

Project is not anticipated to interfere with groundwater recharge efforts being implemented by the City. The City's UWMP contains a detailed evaluation of existing sources of water supply, anticipated future water demand, extensive conservation measures, and the development of new water supplies (recycled water, increased recharge, surface water treatment, etc.). Measures contained in the UWMP as well as the City's General Plan are intended to reduce demands on groundwater resources by augmenting supply and introducing conservation measures and other mitigation strategies. Implementation of MEIR Mitigation Measure HYD – 1 will ensure that any impacts remain less than significant.

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

As such, the Project would not negatively impact the City's water supplies and thus, would have a less than significant impact subject to implementation of MEIR Mitigation Measure HYD – 1 noted above.

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

Less than Significant Impact. The project has been reviewed by the City of Fresno Department of Public Utilities and has been determined that the capacity exists to serve the proposed project subject to standard conditions of approval (based on a 2017 review). The Project will result in wastewater from residential units that will be discharged into the City's existing wastewater treatment system. The wastewater will be typical of other urban/residential developments consisting of bathrooms, kitchen drains and other similar features. The Project will not discharge any unusual or atypical wastewater that would violate the City's waste discharge requirements. The City of Fresno Department of Public Utilities has reviewed the Project and determined that it can accommodate the wastewater generated from the project. Therefore, the impact of the Project on wastewater treatment is less than significant.

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

Less than Significant Impact. The project has been reviewed by the Solid Waste Division of the City of Fresno Department of Public Utilities (in 2017) and it has been determined that the capacity exists to serve the proposed project subject to standard conditions of approval.

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

Less than Significant Impact. The proposed Project will comply with federal, state and local management and reduction statutes related to solid waste. In addition, the City requires all developments, including residential developments to comply with all standards related to recycling. All single-family residential homes will be mandated to have separate garbage, recycling and green waste bins. For these reasons, there impact to solid waste will be less than significant.

Mitigation Measures

1. The proposed project shall implement and incorporate, as applicable, the utilities and service systems related mitigation measures as identified in the attached MEIR Mitigation Monitoring and Reporting Program dated July 23, 2021.

20. WILDFIRE – IF LOCATED IN OR NEAR STATE RESPONSIBILITY OR LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Environmental Setting

Although the City of Fresno is proximate to high and very high fire hazard designated areas, the City itself is largely categorized as little or no threat or moderate fire hazard, which is largely attributed paved areas. Some small areas along the San Joaquin River Bluff in the northern portion of the City of Fresno are prone to wildfire due to the relatively steep terrain and vegetation and are classified as having a high fire hazard. The City does have an adopted Emergency Operations Plan (EOP); however, the EOP does not designate evacuation routes, which may not be necessary since Fresno does not face any expected natural hazards from likely sources or locations.

Discussion

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The proposed Project would be required to comply with adopted emergency response plans. As such, there is no impact.

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

No Impact. The project area is flat and does not pose any factors that would or could exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, therefore, there is no impact.

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

No Impact. The proposed Project is located in an area developed with urban and semi-urban uses and thus will not require the installation or maintenance of facilities that may exacerbate fire risk or result in impacts to the environment.

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

No Impact. The Project site is located on vacant land that is adjacent to roadways, commercial, and single-family tract homes. There is no impact given the highly developed nature of the area, the lack of slopes and lack of conditions that increase wildfire risk.

Mitigation Measures

None Required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>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?</p>			X	
<p>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)?</p>			X	
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>			X	

Discussion

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

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the proposed project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Standard requirements that will be implemented through the tentative tract map process will be incorporated in the project to reduce all potentially significant impacts to less than significant. In addition, General Plan MEIR Mitigation measures and project specific mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to less than significant. Therefore, the proposed project would have a less than significant impact.

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

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

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

Less than Significant Impact. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Standard requirements and conditions have been incorporated in the project to reduce all potentially significant impacts to less than significant. Therefore, the proposed project would have a less than significant impact.

References

Pursuant to CEQA Guidelines Section 15063(a)(3), the following expert opinion, technical studies, and substantial evidence has been referenced and/or cited in the discussion included in the Initial Study.

Cal Fire, "FHSZ Viewer."

California Department of Conservation, "California Important Farmland Finder."

California Department of Conservation, "EQ Zapp: California Earthquake Hazards Zone Application."

California Department of Fish and Wildlife, "Biogeographic Information and Observation System."

California Department of General Services, "CALGreen."

California Energy Commission, "2019 Building Energy Efficiency Standards."

California Environmental Protection Agency. (2005). Air Quality and Land Use Handbook: A Community Health Perspective.

Caltrans, "Scenic Highways," California Department of Transportation.

City of Fresno, Program Environmental Impact Report, Public Review Draft dated March 2020, prepared by LSA

City of Fresno, California. (2014). City of Fresno General Plan.

City of Fresno, California. (2021). City of Fresno Municipal Code.

Fresno County Airport Land Use Compatibility Plan (2018)

JLB Traffic Engineering, Inc. (2021), Trip Generation

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San Joaquin Valley Air Pollution Control District. (2000). Environmental Review Guidelines: Procedures for Implementing the California Environmental Quality Act.

San Joaquin Valley Air Pollution Control District. (2015). Guidance for Assessing and Mitigating Air Quality Impacts.

San Joaquin Valley Air Pollution Control District. (2009). Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA.

US Department of Agriculture, Natural Resources Conservation Service, "Web Soil Survey."

USGS, "National Wetlands Inventory."

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JLB Traffic Engineering, Inc. (Trip Generation)

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Appendix A: CalEEMOD Results Summary (Annual)

Ran by Precision Civil Engineering, Inc. on April 12, 2021, CalEEMod Version 2016.3.2.

Princeton and Fowler Project - Fresno County, Annual

**Princeton and Fowler Project
Fresno County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	72.00	Dwelling Unit	23.38	129,600.00	206

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Proposed Project Trip Generation per JLB Trip Generation Analysis

Table Name	Column Name	Default Value	New Value
tblVehicleTrips	WD_TR	9.52	9.44

2.0 Emissions Summary

Princeton and Fowler Project - Fresno County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2201	2.1200	1.8771	3.6100e-003	0.2629	0.0991	0.3620	0.1182	0.0923	0.2105	0.0000	315.7767	315.7767	0.0818	0.0000	317.8223
2023	0.2143	1.9316	2.1831	3.9700e-003	0.0330	0.0900	0.1230	8.9200e-003	0.0846	0.0935	0.0000	345.3146	345.3146	0.0748	0.0000	347.1855
2024	1.2220	0.0457	0.0713	1.2000e-004	8.2000e-004	2.2500e-003	3.0700e-003	2.2000e-004	2.1200e-003	2.3400e-003	0.0000	10.1733	10.1733	2.4200e-003	0.0000	10.2339
Maximum	1.2220	2.1200	2.1831	3.9700e-003	0.2629	0.0991	0.3620	0.1182	0.0923	0.2105	0.0000	345.3146	345.3146	0.0818	0.0000	347.1855

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2201	2.1200	1.8771	3.6100e-003	0.2629	0.0991	0.3620	0.1182	0.0923	0.2105	0.0000	315.7764	315.7764	0.0818	0.0000	317.8219
2023	0.2143	1.9316	2.1831	3.9700e-003	0.0330	0.0900	0.1230	8.9200e-003	0.0846	0.0935	0.0000	345.3143	345.3143	0.0748	0.0000	347.1852
2024	1.2220	0.0457	0.0713	1.2000e-004	8.2000e-004	2.2500e-003	3.0700e-003	2.2000e-004	2.1200e-003	2.3400e-003	0.0000	10.1733	10.1733	2.4200e-003	0.0000	10.2338
Maximum	1.2220	2.1200	2.1831	3.9700e-003	0.2629	0.0991	0.3620	0.1182	0.0923	0.2105	0.0000	345.3143	345.3143	0.0818	0.0000	347.1852

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-13-2022	7-12-2022	1.2117	1.2117
2	7-13-2022	10-12-2022	0.6030	0.6030
3	10-13-2022	1-12-2023	0.5965	0.5965
4	1-13-2023	4-12-2023	0.5396	0.5396
5	4-13-2023	7-12-2023	0.5455	0.5455
6	7-13-2023	10-12-2023	0.5515	0.5515
7	10-13-2023	1-12-2024	0.6084	0.6084
8	1-13-2024	4-12-2024	1.0988	1.0988
		Highest	1.2117	1.2117

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2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1235	0.1037	4.8733	0.0143		0.7110	0.7110		0.7110	0.7110	94.5189	32.0642	126.5831	0.4433	5.7000e-004	137.8358
Energy	0.0102	0.0867	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	283.9543	283.9543	0.0102	3.5600e-003	285.2702
Mobile	0.2045	2.2937	2.1112	0.0125	0.7593	6.6600e-003	0.7660	0.2047	6.2500e-003	0.2109	0.0000	1,166.0959	1,166.0959	0.0842	0.0000	1,168.2002
Waste						0.0000	0.0000		0.0000	0.0000	15.0538	0.0000	15.0538	0.8897	0.0000	37.2952
Water						0.0000	0.0000		0.0000	0.0000	1.4883	10.3956	11.8838	0.1533	3.7100e-003	16.8216
Total	1.3382	2.4841	7.0214	0.0274	0.7593	0.7247	1.4840	0.2047	0.7243	0.9290	111.0609	1,492.5099	1,603.5709	1.5807	7.8400e-003	1,645.4231

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1235	0.1037	4.8733	0.0143		0.7110	0.7110		0.7110	0.7110	94.5189	32.0642	126.5831	0.4433	5.7000e-004	137.8358
Energy	0.0102	0.0867	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	283.9543	283.9543	0.0102	3.5600e-003	285.2702
Mobile	0.2045	2.2937	2.1112	0.0125	0.7593	6.6600e-003	0.7660	0.2047	6.2500e-003	0.2109	0.0000	1,166.0959	1,166.0959	0.0842	0.0000	1,168.2002
Waste						0.0000	0.0000		0.0000	0.0000	15.0538	0.0000	15.0538	0.8897	0.0000	37.2952
Water						0.0000	0.0000		0.0000	0.0000	1.4883	10.3956	11.8838	0.1533	3.7100e-003	16.8216
Total	1.3382	2.4841	7.0214	0.0274	0.7593	0.7247	1.4840	0.2047	0.7243	0.9290	111.0609	1,492.5099	1,603.5709	1.5807	7.8400e-003	1,645.4231

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/13/2022	5/10/2022	5	20	
2	Site Preparation	Site Preparation	5/11/2022	5/24/2022	5	10	
3	Grading	Grading	5/25/2022	7/12/2022	5	35	
4	Building Construction	Building Construction	7/13/2022	12/12/2023	5	370	
5	Paving	Paving	12/13/2023	1/9/2024	5	20	
6	Architectural Coating	Architectural Coating	1/10/2024	2/6/2024	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 262,440; Residential Outdoor: 87,480; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	26.00	8.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

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3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669
Total	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

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3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669
Total	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0903	8.0600e-003	0.0984	0.0497	7.4200e-003	0.0571	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

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3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.0000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5798	0.5798	1.0000e-005	0.0000	0.5801
Total	3.3000e-004	2.0000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5798	0.5798	1.0000e-005	0.0000	0.5801

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0903	8.0600e-003	0.0984	0.0497	7.4200e-003	0.0571	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

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3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.0000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5798	0.5798	1.0000e-005	0.0000	0.5801
Total	3.3000e-004	2.0000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5798	0.5798	1.0000e-005	0.0000	0.5801

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6798	0.5082	1.0900e-003		0.0286	0.0286		0.0263	0.0263	0.0000	95.4356	95.4356	0.0309	0.0000	96.2072
Total	0.0634	0.6798	0.5082	1.0900e-003	0.1518	0.0286	0.1804	0.0629	0.0263	0.0893	0.0000	95.4356	95.4356	0.0309	0.0000	96.2072

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3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-003	7.6000e-004	8.0500e-003	2.0000e-005	2.8000e-003	2.0000e-005	2.8200e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.2548	2.2548	5.0000e-005	0.0000	2.2561
Total	1.3000e-003	7.6000e-004	8.0500e-003	2.0000e-005	2.8000e-003	2.0000e-005	2.8200e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.2548	2.2548	5.0000e-005	0.0000	2.2561

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0634	0.6798	0.5082	1.0900e-003		0.0286	0.0286		0.0263	0.0263	0.0000	95.4354	95.4354	0.0309	0.0000	96.2071
Total	0.0634	0.6798	0.5082	1.0900e-003	0.1518	0.0286	0.1804	0.0629	0.0263	0.0893	0.0000	95.4354	95.4354	0.0309	0.0000	96.2071

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3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-003	7.6000e-004	8.0500e-003	2.0000e-005	2.8000e-003	2.0000e-005	2.8200e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.2548	2.2548	5.0000e-005	0.0000	2.2561
Total	1.3000e-003	7.6000e-004	8.0500e-003	2.0000e-005	2.8000e-003	2.0000e-005	2.8200e-003	7.4000e-004	2.0000e-005	7.6000e-004	0.0000	2.2548	2.2548	5.0000e-005	0.0000	2.2561

3.5 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1049	0.9604	1.0064	1.6600e-003		0.0498	0.0498		0.0468	0.0468	0.0000	142.5110	142.5110	0.0341	0.0000	143.3646
Total	0.1049	0.9604	1.0064	1.6600e-003		0.0498	0.0498		0.0468	0.0468	0.0000	142.5110	142.5110	0.0341	0.0000	143.3646

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3.5 Building Construction - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3800e-003	0.0525	7.8100e-003	1.4000e-004	3.2600e-003	1.3000e-004	3.3900e-003	9.4000e-004	1.2000e-004	1.0600e-003	0.0000	13.0181	13.0181	1.5400e-003	0.0000	13.0566
Worker	5.9200e-003	3.4800e-003	0.0368	1.1000e-004	0.0128	8.0000e-005	0.0129	3.4000e-003	7.0000e-005	3.4700e-003	0.0000	10.3012	10.3012	2.4000e-004	0.0000	10.3070
Total	7.3000e-003	0.0560	0.0446	2.5000e-004	0.0160	2.1000e-004	0.0163	4.3400e-003	1.9000e-004	4.5300e-003	0.0000	23.3193	23.3193	1.7800e-003	0.0000	23.3636

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1049	0.9604	1.0064	1.6600e-003		0.0498	0.0498		0.0468	0.0468	0.0000	142.5109	142.5109	0.0341	0.0000	143.3644
Total	0.1049	0.9604	1.0064	1.6600e-003		0.0498	0.0498		0.0468	0.0468	0.0000	142.5109	142.5109	0.0341	0.0000	143.3644

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3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3800e-003	0.0525	7.8100e-003	1.4000e-004	3.2600e-003	1.3000e-004	3.3900e-003	9.4000e-004	1.2000e-004	1.0600e-003	0.0000	13.0181	13.0181	1.5400e-003	0.0000	13.0566
Worker	5.9200e-003	3.4800e-003	0.0368	1.1000e-004	0.0128	8.0000e-005	0.0129	3.4000e-003	7.0000e-005	3.4700e-003	0.0000	10.3012	10.3012	2.4000e-004	0.0000	10.3070
Total	7.3000e-003	0.0560	0.0446	2.5000e-004	0.0160	2.1000e-004	0.0163	4.3400e-003	1.9000e-004	4.5300e-003	0.0000	23.3193	23.3193	1.7800e-003	0.0000	23.3636

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2789	286.2789	0.0681	0.0000	287.9814

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3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-003	0.0823	0.0127	2.7000e-004	6.5500e-003	8.0000e-005	6.6300e-003	1.8900e-003	8.0000e-005	1.9700e-003	0.0000	25.5034	25.5034	2.0900e-003	0.0000	25.5556
Worker	0.0111	6.2500e-003	0.0674	2.2000e-004	0.0257	1.5000e-004	0.0258	6.8200e-003	1.4000e-004	6.9600e-003	0.0000	19.9104	19.9104	4.2000e-004	0.0000	19.9209
Total	0.0130	0.0886	0.0801	4.9000e-004	0.0322	2.3000e-004	0.0325	8.7100e-003	2.2000e-004	8.9300e-003	0.0000	45.4137	45.4137	2.5100e-003	0.0000	45.4765

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811
Total	0.1942	1.7765	2.0061	3.3300e-003		0.0864	0.0864		0.0813	0.0813	0.0000	286.2785	286.2785	0.0681	0.0000	287.9811

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3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.9000e-003	0.0823	0.0127	2.7000e-004	6.5500e-003	8.0000e-005	6.6300e-003	1.8900e-003	8.0000e-005	1.9700e-003	0.0000	25.5034	25.5034	2.0900e-003	0.0000	25.5556
Worker	0.0111	6.2500e-003	0.0674	2.2000e-004	0.0257	1.5000e-004	0.0258	6.8200e-003	1.4000e-004	6.9600e-003	0.0000	19.9104	19.9104	4.2000e-004	0.0000	19.9209
Total	0.0130	0.0886	0.0801	4.9000e-004	0.0322	2.3000e-004	0.0325	8.7100e-003	2.2000e-004	8.9300e-003	0.0000	45.4137	45.4137	2.5100e-003	0.0000	45.4765

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	1.9000e-004	2.0500e-003	1.0000e-005	7.8000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6046	0.6046	1.0000e-005	0.0000	0.6049
Total	3.4000e-004	1.9000e-004	2.0500e-003	1.0000e-005	7.8000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6046	0.6046	1.0000e-005	0.0000	0.6049

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.7100e-003	0.0663	0.0948	1.5000e-004		3.3200e-003	3.3200e-003		3.0500e-003	3.0500e-003	0.0000	13.0175	13.0175	4.2100e-003	0.0000	13.1227

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3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4000e-004	1.9000e-004	2.0500e-003	1.0000e-005	7.8000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6046	0.6046	1.0000e-005	0.0000	0.6049
Total	3.4000e-004	1.9000e-004	2.0500e-003	1.0000e-005	7.8000e-004	0.0000	7.8000e-004	2.1000e-004	0.0000	2.1000e-004	0.0000	0.6046	0.6046	1.0000e-005	0.0000	0.6049

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4600e-003	0.0333	0.0512	8.0000e-005		1.6400e-003	1.6400e-003		1.5100e-003	1.5100e-003	0.0000	7.0093	7.0093	2.2700e-003	0.0000	7.0660
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.4600e-003	0.0333	0.0512	8.0000e-005		1.6400e-003	1.6400e-003		1.5100e-003	1.5100e-003	0.0000	7.0093	7.0093	2.2700e-003	0.0000	7.0660

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3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	9.0000e-005	1.0100e-003	0.0000	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3128	0.3128	1.0000e-005	0.0000	0.3130
Total	1.7000e-004	9.0000e-005	1.0100e-003	0.0000	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3128	0.3128	1.0000e-005	0.0000	0.3130

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4600e-003	0.0333	0.0512	8.0000e-005		1.6400e-003	1.6400e-003		1.5100e-003	1.5100e-003	0.0000	7.0093	7.0093	2.2700e-003	0.0000	7.0660
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	3.4600e-003	0.0333	0.0512	8.0000e-005		1.6400e-003	1.6400e-003		1.5100e-003	1.5100e-003	0.0000	7.0093	7.0093	2.2700e-003	0.0000	7.0660

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3.6 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	9.0000e-005	1.0100e-003	0.0000	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3128	0.3128	1.0000e-005	0.0000	0.3130
Total	1.7000e-004	9.0000e-005	1.0100e-003	0.0000	4.2000e-004	0.0000	4.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3128	0.3128	1.0000e-005	0.0000	0.3130

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2164					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5569
Total	1.2182	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5569

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3.7 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	9.0000e-005	9.7000e-004	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2979	0.2979	1.0000e-005	0.0000	0.2981
Total	1.6000e-004	9.0000e-005	9.7000e-004	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2979	0.2979	1.0000e-005	0.0000	0.2981

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2164					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5568
Total	1.2182	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5568

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	9.0000e-005	9.7000e-004	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2979	0.2979	1.0000e-005	0.0000	0.2981
Total	1.6000e-004	9.0000e-005	9.7000e-004	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.2979	0.2979	1.0000e-005	0.0000	0.2981

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Princeton and Fowler Project - Fresno County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2045	2.2937	2.1112	0.0125	0.7593	6.6600e-003	0.7660	0.2047	6.2500e-003	0.2109	0.0000	1,166.0959	1,166.0959	0.0842	0.0000	1,168.2002
Unmitigated	0.2045	2.2937	2.1112	0.0125	0.7593	6.6600e-003	0.7660	0.2047	6.2500e-003	0.2109	0.0000	1,166.0959	1,166.0959	0.0842	0.0000	1,168.2002

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Single Family Housing	679.68	713.52	620.64	1,980,691	1,980,691
Total	679.68	713.52	620.64	1,980,691	1,980,691

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Single Family Housing	10.80	7.30	7.50	48.40	15.90	35.70	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Single Family Housing	0.496766	0.030510	0.170483	0.111467	0.014688	0.004287	0.033704	0.127678	0.002360	0.001460	0.004966	0.001070	0.000562

5.0 Energy Detail

Princeton and Fowler Project - Fresno County, Annual

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.4992	183.4992	8.3000e-003	1.7200e-003	184.2182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	183.4992	183.4992	8.3000e-003	1.7200e-003	184.2182
NaturalGas Mitigated	0.0102	0.0867	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4551	100.4551	1.9300e-003	1.8400e-003	101.0520
NaturalGas Unmitigated	0.0102	0.0867	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4551	100.4551	1.9300e-003	1.8400e-003	101.0520

Princeton and Fowler Project - Fresno County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	1.88246e+006	0.0102	0.0867	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4551	100.4551	1.9300e-003	1.8400e-003	101.0520
Total		0.0102	0.0867	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4551	100.4551	1.9300e-003	1.8400e-003	101.0520

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	1.88246e+006	0.0102	0.0867	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4551	100.4551	1.9300e-003	1.8400e-003	101.0520
Total		0.0102	0.0867	0.0369	5.5000e-004		7.0100e-003	7.0100e-003		7.0100e-003	7.0100e-003	0.0000	100.4551	100.4551	1.9300e-003	1.8400e-003	101.0520

Princeton and Fowler Project - Fresno County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	630773	183.4992	8.3000e-003	1.7200e-003	184.2182
Total		183.4992	8.3000e-003	1.7200e-003	184.2182

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Single Family Housing	630773	183.4992	8.3000e-003	1.7200e-003	184.2182
Total		183.4992	8.3000e-003	1.7200e-003	184.2182

6.0 Area Detail

6.1 Mitigation Measures Area

Princeton and Fowler Project - Fresno County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1235	0.1037	4.8733	0.0143		0.7110	0.7110		0.7110	0.7110	94.5189	32.0642	126.5831	0.4433	5.7000e-004	137.8358
Unmitigated	1.1235	0.1037	4.8733	0.0143		0.7110	0.7110		0.7110	0.7110	94.5189	32.0642	126.5831	0.4433	5.7000e-004	137.8358

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1216					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5062					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.4796	0.0975	4.3386	0.0143		0.7081	0.7081		0.7081	0.7081	94.5189	31.1909	125.7098	0.4425	5.7000e-004	136.9416
Landscaping	0.0161	6.1600e-003	0.5347	3.0000e-005		2.9600e-003	2.9600e-003		2.9600e-003	2.9600e-003	0.0000	0.8733	0.8733	8.4000e-004	0.0000	0.8943
Total	1.1235	0.1037	4.8733	0.0143		0.7110	0.7110		0.7110	0.7110	94.5189	32.0642	126.5831	0.4433	5.7000e-004	137.8358

Princeton and Fowler Project - Fresno County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1216					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5062					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.4796	0.0975	4.3386	0.0143		0.7081	0.7081		0.7081	0.7081	94.5189	31.1909	125.7098	0.4425	5.7000e-004	136.9416
Landscaping	0.0161	6.1600e-003	0.5347	3.0000e-005		2.9600e-003	2.9600e-003		2.9600e-003	2.9600e-003	0.0000	0.8733	0.8733	8.4000e-004	0.0000	0.8943
Total	1.1235	0.1037	4.8733	0.0143		0.7110	0.7110		0.7110	0.7110	94.5189	32.0642	126.5831	0.4433	5.7000e-004	137.8358

7.0 Water Detail

7.1 Mitigation Measures Water

Princeton and Fowler Project - Fresno County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	11.8838	0.1533	3.7100e-003	16.8216
Unmitigated	11.8838	0.1533	3.7100e-003	16.8216

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	4.69109 / 2.95743	11.8838	0.1533	3.7100e-003	16.8216
Total		11.8838	0.1533	3.7100e-003	16.8216

Princeton and Fowler Project - Fresno County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Single Family Housing	4.69109 / 2.95743	11.8838	0.1533	3.7100e-003	16.8216
Total		11.8838	0.1533	3.7100e-003	16.8216

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	15.0538	0.8897	0.0000	37.2952
Unmitigated	15.0538	0.8897	0.0000	37.2952

Princeton and Fowler Project - Fresno County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	74.16	15.0538	0.8897	0.0000	37.2952
Total		15.0538	0.8897	0.0000	37.2952

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Single Family Housing	74.16	15.0538	0.8897	0.0000	37.2952
Total		15.0538	0.8897	0.0000	37.2952

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Princeton and Fowler Project - Fresno County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Appendix B: Cultural Resource Study

Prepared by Table Mountain Rancheria in February 2018

Appendix C: Draft Traffic Impact Analysis (Trip Generation)

Prepared by JLB Traffic Engineering, Inc. dated April 9, 2021

April 9, 2021

Mrs. Jill Gormley, P.E.
City Traffic Engineer
City of Fresno
2600 Fresno Street
Fresno, CA 93721-3616

Subject: *Trip Generation Analysis for Existing General Plan and Proposed General Plan Amendment at the Northeast Corner of Fowler Avenue and Princeton Avenue in the City of Fresno (JLB Project No. 004-049)*

Dear Mrs. Jill Gormley, P.E.,

JLB Traffic Engineering, Inc. (JLB) has completed a **Trip Generation Analysis (TGA)** for the Existing General Plan and proposed General Plan Amendment (GPA) (Project) land uses at the northeast corner of Fowler Avenue and Princeton Avenue in the City of Fresno. This letter describes JLB's findings and recommendations. The Project proposes a GPA to rezone 7.94 acres from Business Park to Medium Density Residential (RS-5). Most GPA applications require some type of traffic analysis as specified by the *Fresno General Plan*. The purpose of this TGA is to evaluate the potential difference in traffic generation between the Existing General Plan and proposed Project. The study primarily focused on providing a comparison of the trip generation analysis between the Existing General Plan and proposed Project land uses.

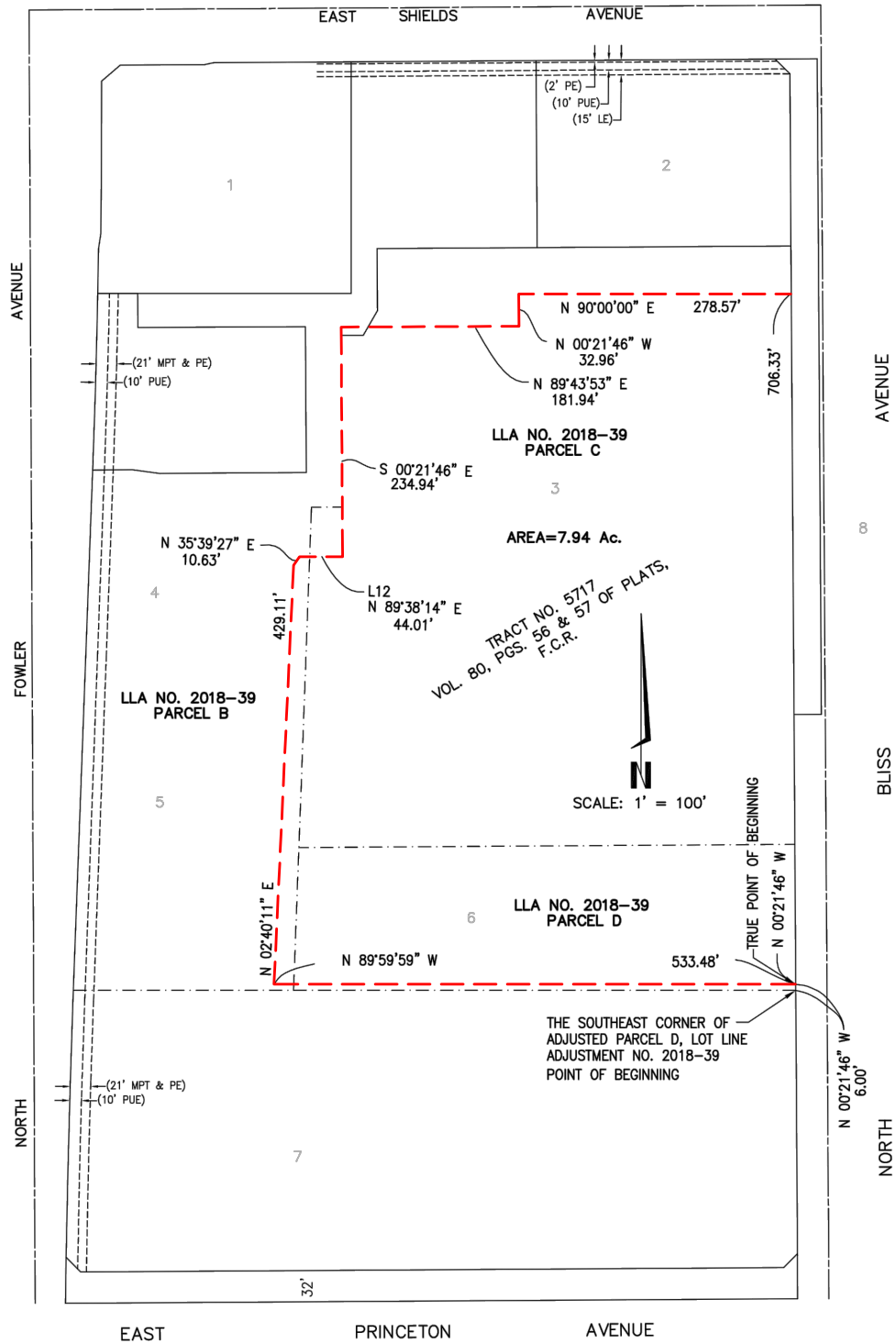
Project Description

The Project proposes to develop 7.94 acres on the northeast corner at Fowler Avenue at Princeton Avenue with up to 72 single-family residential units. In effect, the proposed Project will change the land use designation of the site from Business Park, consistent with the *Fresno General Plan*, to Medium Density Residential (RS-5). Figure 1 presents the property to be modified as part of the proposed Project.



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Not To Scale

Project Trip Generation

Trip generation rates for the Existing General Plan and proposed Project land uses were obtained from the 10th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Table I presents the trip generation of that which could be developed consistent with the *Fresno General Plan*. In the case that the proposed 7.94-acre site does not assume the Project, the proposed site could develop 86,467 square feet of Business Park building space. For purposes of this analysis, it is assumed that the proposed site under the Existing General Plan land use is developed according to a floor-to-area ratio of 25 percent. In this case, the Existing General Plan can be anticipated to generate a maximum of 1,076 daily trips, 121 AM peak hour trips and 109 PM peak hour trips. Table II presents the trip generation of that which could be developed as part of the proposed Project. In the case that the proposed 7.94-acre site assumes the Project, the proposed site could develop 72 Single-Family Detached Housing units. In this case, buildout of the proposed Project is anticipated to generate a maximum of 680 daily trips, 53 AM peak hour trips and 71 PM peak hour trips. Compared to the Existing General Plan, the proposed Project is estimated to generate less traffic by 396 daily trips, 68 AM peak hour trips and 38 PM peak hour trips. The difference in trip generation between the Existing General Plan and proposed Project is presented in Table III.

Table I: Existing General Plan Trip Generation

Land Use (ITE Code)	Size	Unit	Daily		AM (7-9) Peak Hour						PM (4-6) Peak Hour					
			Rate	Total	Trip Rate	In	Out	In	Out	Total	Trip Rate	In	Out	In	Out	Total
						%						%				
Business Park (770)	86,467	k.s.f.	12.44	1,076	1.40	85	15	103	18	121	1.26	26	74	28	81	109
Total Project Trips				1,076				103	18	121				28	81	109

Note: k.s.f. = Thousand Square Feet

Table II: Proposed Project Trip Generation

Land Use (ITE Code)	Size	Unit	Daily		AM (7-9) Peak Hour						PM (4-6) Peak Hour					
			Rate	Total	Trip Rate	In	Out	In	Out	Total	Trip Rate	In	Out	In	Out	Total
						%						%				
Single-Family Detached Housing (210)	72	d.u.	9.44	680	0.74	25	75	13	40	53	0.99	63	37	45	26	71
Total Project Trips				680				13	40	53				45	26	71

Note: d.u. = Dwelling Units

Table III: Difference in Trip Generation

	Daily	AM (7-9) Peak Hour			PM (4-6) Peak Hour		
	Total	In	Out	Total	In	Out	Total
Existing General Plan	1,076	103	18	121	28	81	109
Proposed Project	680	13	40	53	45	26	71
Difference in Trip Generation	-396	-90	22	-68	17	-55	-38

Traffic Impact Study Needs

The *Fresno General Plan* has established four (4) Traffic Impact Zones (TIZ) within the City to determine when a Traffic Impact Study (TIS) is needed and to determine the criteria of significance for each of the four zones. The standard peak hour trip threshold for TIZ's I, II and IV is 200 trips, while that for TIZ III is 100 trips. The standard LOS threshold for TIZ I is LOS F, TIZ II is LOS E, TIZ III is LOS D and TIZ IV is LOS E. Since the Project is within TIZ III, the typical peak hour trip threshold is 100 peak hour trips. Per the TIS Guidelines for the City of Fresno, dated February 2, 2009 and the *Fresno General Plan*, a TIS for a Project could be required under the following conditions:

1. When project-generated traffic is expected to be greater than one hundred (100) vehicle trips during any peak hour.
2. When a project includes a GPA, which changes the land use.
3. When the project traffic will substantially affect an intersection or roadway segment already identified as operating at an unacceptable level of service.
4. When the project will substantially change the off-site transportation system or connection to it as determined by the Traffic Engineering Manager.

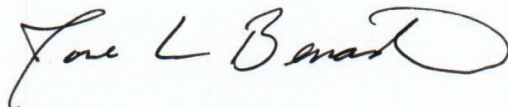
Conclusions and Recommendations

Conclusions and recommendations presented below regarding the proposed Project at the northeast corner of Fowler Avenue and Princeton Avenue in the City of Fresno are based on the results of the TGA.

- Compared to the Existing General Plan, the proposed Project is estimated to generate less traffic by 396 daily trips, 68 AM peak hour trips and 38 PM peak hour trips.
- At buildout, the proposed Project is anticipated to generate a maximum of 680 daily trips, 53 AM peak hour trips and 71 PM peak hour trips.
- Based on the findings and knowledge of the proposed Project's surrounding area, JLB believes that this TGA satisfies the City's requirements for the proposed Project to be processed.
- While the proposed Project will not have a significant change in traffic to warrant the completion of a detailed TIS, City of Fresno staff must make the final determination.

If you have any questions or require additional information, please contact me via phone at (559) 570-8991, or via email at jbenavides@jlbtraffic.com.

Sincerely,



Jose Luis Benavides, P.E., T.E.
President

Appendix D: City of Fresno Interdepartmental Routing

Appendix E: MEIR Mitigation Monitoring and Reporting Program

MEIR Mitigation Measure Monitoring Checklist for EA No. P21-01202

August 2021

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 Planning and Development Department	X				X	

Aesthetics (continued):

MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. P19-04891

July 2021

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F	
									X
<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>	Prior to issuance of building permits	Planning and Development Department	X				X		
						X			
<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>	Prior to issuance of building permits	Planning and Development Department	X				X		
						X			
<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>	Prior to issuance of building permits	Planning and Development Department						X	

A - Incorporated into Project
 B - Mitigated

C - Mitigation in Process
 D - Responsible Agency Contacted

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

MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. P19-04891

July 2021

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

AES-5: Materials used on building facades shall be non-reflective. Verification comments:	Prior to development project approval	Planning and Development Department	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	Planning and Development Department						X

A - Incorporated into Project
B - Mitigated

C - Mitigation in Process
D - Responsible Agency Contacted

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

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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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>Planning and Development Department</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

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

<p>AIR-2 <i>(continued from previous page)</i></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><i>[see previous page]</i></p>	<p><i>[see previous page]</i></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>Planning and Development Department</p>				X		

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B - Mitigated

C - Mitigation in Process
D - Responsible Agency Contacted

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

MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. P19-04891

July 2021

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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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>Planning and Development Department</p>					X	
<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>Planning and Development Department</p>			X	X		

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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 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>Planning and Development Department</p>	<p>X</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>Planning and Development Department</p>	<p>X</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>Planning and Development Department</p>	X				X	

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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>Planning and Development Department</p>	X				X	

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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. 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. Verification comments:</p>	<p>Prior to development project approval</p>	<p>Planning and Development Department</p>						X

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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>Planning and Development Department</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>Planning and Development Department</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>Planning and Development Department</p>						<p>X</p>
<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><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>Planning and Development Department</p>	<p>X</p>			<p>X</p>		

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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. 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. 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 <i>(continued on next page)</i></p>	<p>Prior to commencement of, and during, construction activities</p>	<p>Planning and Development Department</p>	X				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-term 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>Planning and Development Department</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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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)*:

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MEIR MITIGATION MEASURE MONITORING CHECKLIST FOR EA NO. P19-04891

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
<p>CUL-2 (further continued from previous three pages) excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed. Verification comments:</p>	[see Page 14]	[see Page 14]						
<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 (continued on next page)</p>	Prior to commencement of, and during, construction activities	Planning and Development Department	X					

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<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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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 17]</i></p>	<p><i>[see Page 17]</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>Planning and Development Department</p>	X				X	

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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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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>Planning and Development Department</p>						X
<p>HAZ-2: Limit the proposed low density residential (1 to 3 dwelling units per acre) located northwest of the airport, and located within Fresno Yosemite International Airport Zone 3-Inner Turning Area, to 2 dwelling units per acre or less.</p> <p>Verification comments:</p>	<p>Prior to development approvals</p>	<p>Planning and Development Department</p>						X
<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>Planning and Development Department</p>						X

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Hazards and Hazardous Materials *(continued)*:

<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>	<p>Prior to development approvals</p>	<p>Planning and Development Department</p>						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>	<p>Prior to development approvals</p>	<p>Planning and Development Department</p>						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>	<p>Prior to redevelopment of the current Emergency Operations Center</p>	<p>Fresno Fire Department and Mayor/ City Manager's Office</p>						X

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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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), Planning and Development Department, and PW	X			X	X	

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Hydrology and Water Quality *(continued)*:

<p>HYD-5.1 <i>(continued from previous page)</i></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. Implement the updated SDMP to provide stormwater collection systems that have sufficient capacity to convey the peak runoff rates from the areas of increased imperviousness. <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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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, Planning and Development Department, and PW</p>				X	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

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, Planning and Development Department, and PW</p>					X	
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A - Incorporated into Project
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C - Mitigation in Process
D - Responsible Agency Contacted

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

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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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. <p>Verification comments:</p>	<p>Prior to exceedance of capacity of existing pump disposal systems</p>	<p>FMFCD, Planning and Development Department, and PW</p>					X	
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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Hydrology and Water Quality *(continued)*:

<p>HYD-5.5: The City shall work with FMFCD to develop and adopt an update to the SDMP for the Southeast Development Area that would be adequately designed to collect, convey and dispose of runoff at the rates and volumes which would be generated by the planned land uses in that area.</p> <p>Verification comments:</p>	<p>Prior to development approvals in the Southeast Development Area</p>	<p>FMFCD, Planning and Development Department, and PW</p>					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>	<p>During the planning process for future fire department facilities</p>	<p>Planning and Development Department</p>					X	

A - Incorporated into Project
B - Mitigated

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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. P19-04891

July 2021

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

<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 police department sites. <p>Verification comments:</p>	<p>During the planning process for future Police Department facilities</p>	<p>Planning and Development Department</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 Planning and Development Department 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>Planning and Development Department, local school districts, and the Division of the State Architect</p>					X	

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F - Not Applicable

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

<p>PS-3 <i>(continued from previous page)</i></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>	<p><i>[see previous page]</i></p>	<p><i>[see previous page]</i></p>						
<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>	<p>During the planning process for future park and recreation facilities</p>	<p>Planning and Development Department</p>					X	

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

Public Services (continued):

<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>	<p>During the planning process for future detention, court, library, and hospital facilities</p>	<p>Planning and Development Department, to the extent that agencies constructing these facilities are subject to City of Fresno regulation</p>					X	

Utilities and Service Systems

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

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Utilities and Service Systems *(continued)*:

<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>	<p>Prior to exceeding existing wastewater treatment capacity</p>	<p>DPU</p>					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><i>(continued on next page)</i></p>	<p>Prior to exceeding existing wastewater treatment capacity</p>	<p>DPU</p>						X

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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-3 <i>(continued from previous page)</i> 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><i>[see previous page]</i></p>	<p><i>[see previous page]</i></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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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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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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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Utilities and Service Systems *(continued)*:

<p>USS-5 <i>(continued from previous page)</i></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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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Utilities and Service Systems *(continued)*:

<p>USS-7 <i>(continued from previous page)</i></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><i>[see previous page]</i></p>	<p><i>[see previous page]</i></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><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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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Utilities and Service Systems *(continued)*:

<p>USS-8 <i>(continued from previous page)</i></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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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Utilities and Service Systems *(continued)*:

<p>USS-8 <i>(continued from previous two pages)</i></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><i>[see Page 37]</i></p>	<p><i>[see Page 37]</i></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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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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Utilities and Service Systems *(continued)*:

<p>USS-9 <i>(continued from previous page)</i></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><i>[see previous page]</i></p>	<p><i>[see previous page]</i></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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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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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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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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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 <i>(continued from previous three pages)</i></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>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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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
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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 (e.g., officially listed by the State or Federal Endangered Species Acts). • The relative density and distribution of the on-site occurrence versus typical occurrences of the species in question. <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>	<p>[see Page 44]</p>	<p>[see Page 44]</p>						
<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>	<p>During facility design and prior to initiation of ground disturbing activities in areas that support seasonal wetlands or vernal pools</p>	<p>CDFW and USFWS</p>				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>Planning and Development Department, 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 Planning and Development Department</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 Planning and Development Department</p>				X	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 Planning and Development Department</p>					X	
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