

APPENDIX G TO ANALYZE  
SUBSEQUENT PROJECT IDENTIFIED IN MEIR NO. 10130 / MND FOR PLAN AMENDMENT  
A-09-02 (AIR QUALITY MND) / INITIAL STUDY

Environmental Checklist Form

For EA No. EA-14-018

1. **Project title:**

Environmental Assessment No. EA-14-018: Official Plan Line for West McKinley Avenue from North Blythe to North Marks Avenues

2. **Lead agency name and address:**

City of Fresno  
Public Works Department, Traffic and Engineering Division; and,  
Development and Resource Management Department  
2600 Fresno Street  
Fresno, CA 93721

3. **Contact person and phone number:**

Lauren Filice, Planner III  
City of Fresno  
Development & Resource Management Dept.  
(559) 621-8072

4. **Project location:**

North and south sides of West McKinley Avenue between North Blythe and North Marks Avenues, City and County of Fresno, CA.  
Site Latitude: 36°45'52.7004" N /Longitude: 119°51'11.9082" W  
Township 13 S Range 19 E, portions of Sections 25 and 36 Mount Diablo Base & Meridian

5. **Project sponsor's name and address:**

City of Fresno  
Public Works Department, Traffic & Engineering Division  
2600 Fresno Street  
Fresno, CA 93721  
Contact: Ann Lillie, Senior Engineering Technician, (559) 621-8690

6. **General plan designation:**

The 2025 Fresno General Plan and West Area Community Plan designate the subject segment of West McKinley Avenue as an Arterial (major street).

**8. Description of project:**

The City of Fresno Public Works Department, Traffic and Engineering Services Division, has filed Environmental Assessment (EA) Application No. EA-14-018 for an Official Plan Line (OPL) for the West McKinley Avenue alignment from North Blythe Avenue to approximately 265 feet east of North Marks Avenue. The proposed OPL is solely for the purpose of clarifying the existing plan line identified in the City of Fresno's 2025 General Plan. No improvements are proposed at this time. The street will be improved incrementally as adjacent properties develop. The OPL is being proposed to establish a narrower cross-section for the West McKinley Avenue right-of-way to accommodate existing development of the adjacent surrounding properties.

The proposed alignment is consistent with the City of Fresno's 2025 General Plan and the West Area Community Plan which designate this segment of West McKinley Avenue as an Arterial. An arterial is defined as a four- to six- lane divided roadway primarily to move traffic from community plan areas, expressways, and freeways, with limited direct access to abutting property. In addition to major street intersections, appropriately designed and spaced local street intersections may allow left-turn movements to and from Arterials. The 2025 Fresno General Plan indicates that this segment of West McKinley Avenue is planned to accommodate four travel lanes (two directions) and will be a divided roadway with left-turn pockets. Modified arterial standards to reduce the current standard right-of-way widths are being proposed from North Brawley Avenue to North Marks Avenue to reduce impacts to the existing residential properties. The approved geometrics reduce the street right-of-way widths to 98 feet between North Brawley Avenue and North Valentine Avenue and are designed to accommodate two lanes of travel each direction, a continuous left turn lane in the center, and parking and bike lanes on both sides of the streets. Street right-of-way widths were further reduced to 94 feet between North Feland Avenue and North Marks Avenue and will accommodate two lanes of travel in each direction, a continuous left turn lane in the center, and bike lanes on both sides of the street. Therefore, the street classification will remain as an arterial, the number of lanes will remain the same, and the alignment will not be moved from that which is currently in place.

The objectives and policies of the 2025 Fresno General Plan also stipulate that the City of Fresno shall coordinate construction of facilities (particularly with respect to irrigation improvements) and the provision of recreation facilities and services (such as multi-purpose trails) with other public and private agencies (such as the Fresno Irrigation District), in order to seek the greatest public benefit at the least public cost. While no roadway construction is proposed at this time, the City regularly coordinates construction with other related public agencies on infrastructure improvements and will do so when improvements are constructed.

The surrounding area is planned and in some cases developed with residential, rural residential and some commercial land uses, with some parcels being vacant. The proposed project will allow the subject segment of West McKinley Avenue to conform with the planned major street designation of an arterial as designated in the West Area Community Plan and the 2025 Fresno General Plan, with a narrower cross-section to reduce impact to adjacent developed properties.

9. **Surrounding land uses and setting:** (uses cited traversing east to west on McKinley Ave.)

	<b>Planned Land Use</b>	<b>Existing Zoning</b>	<b>Existing Land Use</b>
<b>North</b>	County Rural Residential	<b>County R-R</b> (Rural Residential)	Residential Multi-Family Vacant Residential Vacant
<b>East</b>	Arterial (North Marks Avenue)	<b>N/A</b>	Arterial (North Marks Avenue)
<b>South</b>	City – County - Rural Residential	<b>AE-5</b> <i>(5 acre Agricultural Exclusive)</i> <b>R-2</b> <i>(Low Density Multi-Family Residential)</i> <b>County R-R</b> (Rural Residential)	City / Residential County / Mobile Home Park Vacant Nursery Business County Residential
<b>West</b>	Arterial (North Brawley Avenue)	<b>N/A</b>	Arterial (North Brawley Avenue)

10. **Other public agencies whose approval is required** (e.g., permits, financing approval, or participation agreement):

City of Fresno (COF) Department of Public Works; COF Department of Public Utilities; COF Development and Resource Management Department; County of Fresno; Fresno Metropolitan Flood Control District; and Fresno Irrigation District

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

Pursuant to Public Resources Code Section 21157.1(b) and CEQA Guidelines 15177(b)(2), the purpose of this MEIR initial study is to analyze whether the subsequent project was described in the Master Environmental Impact Report No. 10130 and whether the subsequent project may cause any additional significant effect on the environment, which was not previously examined in MEIR No. 10130 (“MEIR”) or the Mitigated Negative Declaration prepared for Plan Amendment A-09-02 to amend the Air Quality Element of the 2025 Fresno General Plan (SCH # 2009051016) (“Air Quality MND”).

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project is a subsequent project identified in the MEIR and that it is fully within the scope of the MEIR and Air Quality MND because it would have no additional significant effects that were not examined in the MEIR or the Air Quality MND such that no new additional mitigation measures or alternatives may be required. All applicable mitigation measures contained in the Mitigation Monitoring Checklist shall be imposed upon the proposed project. A FINDING OF CONFORMITY will be prepared.



I find that the proposed project is a subsequent project identified in the MEIR and Air Quality MND but that it is not fully within the scope of the MEIR and Air Quality MND because the proposed project could have a significant effect on the environment that was not examined in the MEIR or Air Quality MND. However, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. The project specific mitigation measures and all applicable mitigation measures contained in the MEIR Mitigation Monitoring Checklist will be imposed upon the proposed project. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project is a subsequent project identified in the MEIR but that it MAY have a significant effect on the environment that was not examined in the MEIR or Air Quality MND, and an ENVIRONMENTAL IMPACT REPORT is required to analyze the potentially significant effects not examined in the MEIR or Air Quality MND pursuant to Public Resources Code Section 21157.1(d) and CEQA Guidelines 15178(a).

X

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Lauren Filice, Planner III

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June 27, 2014

EVALUATION OF ADDITIONAL ENVIRONMENTAL IMPACTS NOT ASSESSED IN THE MEIR or Air Quality MND:

1. For purposes of this MEIR Initial Study, the following answers have the corresponding meanings:
  - a. "No Impact" means the subsequent project will not cause any additional significant effect related to the threshold under consideration which was not previously examined in the MEIR or Air Quality MND.
  - b. "Less Than Significant Impact" means there is an impact related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND, but that impact is less than significant;
  - c. "Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND, however, with the mitigation incorporated into the project, the impact is less than significant.
  - d. "Potentially Significant Impact" means there is an additional potentially significant effect related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND.
2. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
3. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
4. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
5. A "Finding of Conformity" is a determination based on an initial study that the proposed project is a subsequent project identified in the MEIR and that it is fully within the scope of the MEIR and Air Quality MND because it would have no additional significant effects that were not examined in the MEIR or the Air Quality MND.

6. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
7. Earlier analyses may be used where, pursuant to the tiering, program EIR or MIER, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in the MEIR or another earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
8. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
9. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
10. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
11. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance

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

The proposed project would not be located near a scenic vista. The project proposes to establish the current road alignment of existing facilities and does not propose the construction of buildings or vertical structures with the potential to obstruct public or scenic vistas. The project site is located within an area which has been partially developed with urban uses and is not within a scenic corridor. Therefore, the project will not substantially damage scenic resources, nor will it degrade the visual character or quality of the vehicular corridor or its surroundings; including, trees, rock outcroppings, and historic buildings within a state scenic highway.

Furthermore, the proposal does not include project related public improvements, and thus will not create a new source of substantial light or glare which would affect day or night time views in the project area. All improvements in the project area are currently in place and no new improvements are proposed at this time. Current regulations require any future improvements to be constructed to City standards drawings, specifications and policies. Furthermore, at the time of any improvements, staff is required to ensure that lights are located in areas that will minimize light sources to the neighboring properties and that lights will be shielded so that adjoining properties are not illuminated.

As a result, the project will have no impact on aesthetics.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FORESTRY RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

The 2025 Fresno General Plan designates the existing segment of West McKinley Avenue as an Arterial which is defined as a four-to-six lane divided roadway primarily servicing through and cross-town traffic, with no direct access to abutting property and at-grade intersections located at approximately one half mile intervals. The vehicular corridor is planned to accommodate four to six travel lanes (two directions) and will be a divided roadway with left-turn pockets, with the segment between North Brawley and North Valentine Avenues having a center turn lane.

The subject street segment is existing, does not fall into any of the categories listed above and does not have a Williamson Act contract. There are no existing agricultural uses within or



adjacent to the subject segment of the West McKinley Avenue alignment; and, therefore the project does not have the potential to facilitate future conversion of agricultural lands within the vicinity.

There are no forested lands occurring within the City sphere of influence. Therefore, no environmental impacts related to agricultural are anticipated as a result of the proposed project.

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

The 2025 Fresno General Plan designates West McKinley Avenue as an Arterial which is defined as a four- to six- lane divided roadway primarily to move traffic from community plan areas, expressways, and freeways, with limited direct access to abutting property. In addition to major street intersections, appropriately designed and spaced local street intersections may allow left-turn movements to and from Arterials. The subject segment of West McKinley Avenue is planned to accommodate four to six travel lanes (two directions) and will be a divided

roadway with left-turn pockets, except between North Brawley and North Valentine where a center turn lane will be employed.

The project, an OPL to establish a narrower arterial width, will not occur at a scale or scope with potential to contribute substantially or cumulatively to existing or projected air quality violations, impacts, or increases of criteria pollutants for which the San Joaquin Valley region is under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors). The proposed project will comply with all applicable air quality plans.

Furthermore, the proposed project will comply with the Air Quality Element of the 2025 Fresno General Plan and the Goals, Policies and Objectives of the Regional Transportation Plan adopted by the Council of Fresno County Governments. Therefore the project will not conflict with or obstruct an applicable air quality plan. The project must comply with the construction and development requirements of the San Joaquin Valley Air Pollution Control District, therefore, no violations of air quality standards will occur and no net increase of pollutants will result.

The proposed project will facilitate completion of improvements within public rights-of-way as previously analyzed under the Master Environmental Impact Report. The proposed project is expected to relieve traffic congestion and is not a use (i.e. commercial use) that will facilitate more vehicle trips. Future improvements, constructed in accordance with 2025 Fresno General Plan policies to relieve and accommodate future traffic volumes have the propensity to reduce congestion and idling, which will have a positive effect on emissions. The proposed project is not expected to generate substantial pollutant concentrations, therefore there will be no exposure to sensitive receptors. The proposed project is not proposing a use which will create objectionable odors; therefore it will not create objectionable odors affecting a substantial number of people.

No violations of air quality standards and no net increase of pollutants will occur. Therefore, there are no air quality or global climate change impacts perceived to occur as a result of the proposed project.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

The proposed project would not directly affect any sensitive, special status, or candidate species, nor would it modify any habitat that supports them. There is no riparian habitat or any other sensitive natural community identified in the vicinity of the proposed project by the California Department of Fish and Game or the US Fish and Wildlife Service. No federally protected wetlands are located within the project area. Therefore, there would be no impacts to species, riparian habitat or other sensitive communities and wetlands. The proposed project would have no impact on the movement of migratory fish or wildlife species or on established wildlife corridors or wildlife nursery sites. No local policies regarding biological resources are applicable to the project area and there would be no impacts with regard to those plans.

No habitat conservation plans or natural community conservation plans in the region pertain to natural resources, which exist within the project area or in its immediate vicinity. No mature vegetation is expected to be removed as part of this project. In any case, Mitigation Measure I-4 of the 2025 Fresno General Plan would apply to the proposed project in order to assure that

existing and mature vegetation shall be preserved to the extent feasible, except when such trees are diseased or otherwise constitute a hazard to persons or property. During construction, all activities and storage of equipment shall occur outside of the drip lines of any trees to be preserved.

No actions or activities resulting from the implementation of the proposed project would have the potential to affect floral, or faunal species; or, their habitat. Therefore, there would be no impacts to biological resources from the proposed project.

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

There are no structures which exist within the project area that are listed in the National or Local Register of Historic Places, and the subject site is not within a designated historic district.

There is no evidence that cultural resources of other types (including archaeological, paleontological, or unique geologic features) exist within the project area. Past record searches for the region have not revealed the likelihood of cultural resources within the project area or in its immediate vicinity. Therefore, it is not expected that the proposed project may impact cultural resources. It should be noted however that lack of surface evidence of historical resources does not preclude the subsurface existence of archaeological resources. Therefore, due to the ground disturbing activities that may eventually occur as a result of the project, the measures within the Master Environmental Impact Report No. 10130/SCH No. 2001071097 for the 2025 Fresno General Plan, Mitigation 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 insure that the activities of the proposed project will not involve physical demolition, destruction, relocation, or alteration of historic, archaeological, or paleontological resources.

Therefore, with MEIR mitigation monitoring incorporated, there will be no significant impacts to cultural resources.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?				X
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?				X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

There are no known geologic hazards or unstable soil conditions known to exist within the project area. The existing topography is flat with no apparent unique or significant land forms such as vernal pools. Any further development of the project site requires compliance with grading and drainage standards of the City of Fresno and Fresno Metropolitan Flood Control

District Standards.

Fresno has no known active earthquake faults, and is not in any Alquist-Priolo Special Studies Zones. The immediate Fresno area has extremely low seismic activity levels, although shaking may be felt from earthquakes whose epicenters lie to the east, west, and south. Known major faults are over 50 miles distant and include the San Andreas Fault, Coalinga area blind thrust fault(s), and the Long Valley, Owens Valley, and White Wolf/Tehachapi fault systems. The most serious threat to Fresno from a major earthquake in the Eastern Sierra would be flooding that could be caused by damage to dams on the upper reaches of the San Joaquin River.

Fresno is classified by the State as being in a moderate seismic risk zone, Category “C” or “D,” depending on the soils underlying the specific location being categorized and that location’s proximity to the nearest known fault lines.

No adverse environmental effects related to topography, soils or geology are expected as a result of this project. Implementation of the mitigation measures listed in MEIR No. 10130 and the attached MEIR Mitigation Monitoring Checklist will ensure that no adverse environmental effects related to topography, soils or geology will result from the proposed project.

Therefore, no adverse environmental effects related to topography, soils or geology are expected as a result of this project.

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

Environmental and Regulatory Setting

When sunlight strikes the Earth’s surface, some of it is reflected back into space as infrared radiation. When the amount of infrared energy reaching Earth’s surface is about the same as the amount of infrared energy radiated back into space, the average ambient temperature of the Earth’s surface is expected to remain more or less constant. However, when atmospheric conditions prevent re-radiation of this infrared energy, the world’s temperature equilibrium is expected to be disturbed.

Global climate change (colloquially referred to as “global warming”) is the term coined to describe very widespread climate change characterized by a rise in the Earth’s ambient average temperatures with concomitant disturbances in weather patterns and resulting alteration of

oceanic and terrestrial environs and biota. The predominant opinion within the scientific community is that global climate change is occurring, and that it is being caused and/or accelerated by human activities, primarily the generation of “greenhouse gases” (GHGs).

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

Some GHGs occur naturally and are emitted to the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. Water vapor is the most predominant GHG, and is primarily a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans. The major anthropogenic greenhouse gases (those that enter the atmosphere because of human activities) are **carbon dioxide (CO<sub>2</sub>), methane, nitrous oxide and fluorinated gases**. Some GHGs exert a much more powerful effect of trapping radiant energy in the atmosphere. The effect of methane, for instance, is 29 times as powerful as that of an equal mass of CO<sub>2</sub>. In order to describe global warming potential of these differing gases, a convention has been established to quantify GHGs in terms of equivalent quantities of CO<sub>2</sub>, and to use metric tonnes as the unit of measure for the CO<sub>2</sub> (hence the abbreviation “MMTCO<sub>2</sub>e,” for million metric tonnes of CO<sub>2</sub> equivalent).

A major problem with GHGs is that most of them are not very reactive and that makes them extremely long-lived in the atmosphere. For instance, once CO<sub>2</sub> rises above the troposphere (the portion of the atmosphere where plants may absorb some of it for photosynthesis), there are no natural processes that would effectively remove it. The CO<sub>2</sub> will persist and exert its global warming effect for centuries.

GHGs were not generally thought of as air pollutants because the criterion air pollutants (such as ozone) and air toxics directly affect health at ground level in the general vicinity of their release to the atmosphere. The impacts of GHGs are global and diffuse in nature, and take time to exert effects that could harm humans. However, it has been realized that the climate changes associated with GHGs can drastically harm health and well-being around the world, not only with regard to heat-related illnesses but through broad scale changes in the environment:

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

The last point is of particular importance to Fresno. One oft-cited prediction for global climate change is that the Sierra snowpack could be reduced to as little as 20% of its historic levels. This could have dire consequences, since over 70% of California's population relies on the "frozen reservoir" of Sierra snowpack for its water supply. Fresno's aquifer has been declining and the City's Metropolitan Water Resources Master Plan notes that the city will need to make greater use of its surface water entitlements...which are derived from Sierra snowpack.

The State of California formally acknowledges these risks and has tasked state and local governments with working toward reduction of potential global climate change. The Governor issued Executive Order No. S-03-05, and subsequently signed Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which was codified as Health & Safety Code Section 38501 *et seq.*

There are, at this time, no "attainment" standards established by the federal or state government for greenhouse gases (although some GHGs are regulated as precursors to criteria pollutants regulated by the federal and California Clean Air Acts). However, in AB 32 the State codified a mandate to reduce GHG emissions to 1990 levels by the year 2020. In order to roll back GHG emissions to this level, a reduction of 174 MMTCO<sub>2e</sub> needs to be achieved statewide—against the background of California's general population increase and the need for ongoing land and economic development. The combination of the need to reduce GHGs and the need to grow equates to a need to reduce per capita GHG emissions by some 29% from the "business as usual" scenario of continuing the former rate of escalated GHG emissions over time.

It has been recognized that new development projects would incrementally add GHG emissions and could cumulatively exacerbate global climate change problems, even if the projects are, themselves, small in scale and do not involve powerful GHGs. In order to standardize evaluation of projects under CEQA, Senate Bill 97 (codified as Public Resources Code Sections 21083.05 and 21097) requires the State Resources Agency to adopt guidelines for addressing climate change in environmental analysis. The California Air Pollution Control Officers Association (CAPCOA) produced a comprehensive publication on this topic in August of 2010 titled *Quantifying Greenhouse Gas Mitigation Measures*, which provides methods for quantifying emission reductions via application of a specified list of project-level and municipal-level mitigation measures. This document is intended to further support the efforts of local governments to address the impacts of GHG emissions in their environmental review of projects and in their planning efforts.

In order to standardize global climate change assessments within the San Joaquin Air Basin, the SJVAPCD adopted a protocol for evaluating land use projects: the 2009 *Guidance for Valley Land Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. The District determined that the most appropriate assessment criteria would be oriented to performance based standards to streamline the CEQA process for determining significance of project impacts, rather than numerical modeling of GHG emissions and emission reductions. Projects meeting the Best Performance Standards ("BPS") established by the SJVAPCD would be determined to have a less than significant cumulative impact on global climate change. If projects could not demonstrate compliance with BPS, then a quantification of GHG emissions and demonstration of a 29% reduction in GHG emissions below the "business as usual" level will be required to determine that a project would have a less than significant cumulative impact.

#### Potential Impact of the Proposed Project



Given its small size and limited projected emissions of CO<sub>2</sub>, this project would not be expected to have a significant impact on global climate change. However, as noted above, all projects and activities may cumulatively contribute to significant adverse impacts.

According to the SJVAPCD's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*, projects can be determined to have a less than significant impact if they do any of the following:

- 1) Use a combination of SJVAPCD approved GHG emission reduction measures to meet BPS;
- 2) Comply with an approved GHG plan or mitigation program; or
- 3) Reduce GHG emissions by at least 29%.

The proposed project meets this requirement by complying with an approved GHG Mitigation program, established through City of Fresno Plan Amendment No. A-09-02, the Air Quality Update to the 2025 Fresno General Plan. Plan Amendment A-09-02 augmented the City's Resource Element / Air Quality General Plan Objectives and Policies by adding new General Plan Objective and several supporting policies, as well as expanding the MEIR Mitigation Measure Monitoring Checklist, to address global climate change through municipal activities and regulation of local development. A-09-02 added new appendices to the 2025 Fresno General Plan, including a 2008 California Attorney General's Office guidance document titled, "The California Environmental Quality Act Mitigation of Global Warming Impacts at the Local Agency Level" which contains specific guidance on mitigating greenhouse gas emissions through planning and regulation of development. Periodic broad scale GHG modeling will be used to validate the efficacy of these measures and guide implementation and further City rulemaking.

As proposed, the street classification will remain as an arterial, the number of lanes will remain the same, and the alignment will not be moved from that which is currently in place. Furthermore, the project implements many of the general plan policies related to GHG's, i.e., it allows for the provision of sidewalks and bicycle lanes when street improvements are eventually constructed as adjacent property develops. This project complies with California Attorney General's Office guidance document which directs that projects should "create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking".

In addition to being in compliance with local planning guidance on reduction of GHGs, this project's potential impacts will be further reduced by worldwide, national and statewide measures to combat adverse global climate change: Updated engine and tire efficiency standards would apply to vehicles that travel within the project area; initiatives applicable to air conditioning and refrigeration equipment will continue to reduce fluorocarbon emissions; regional transportation efficiencies will continue; renewable power generation will increase; and landfill and wastewater methane capture will become more efficient; and "carbon capture"/ "carbon sequestration" technologies will increase removal of CO<sub>2</sub> from the atmosphere.

In addition, the project does not involve manufacturing activities that would generate potent industrial GHGs such as SF<sub>6</sub>, HFCs, or PFCs and does not propose any uses which would generate methane on site.

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, either directly or indirectly.

Under the MEIR and General Plan mitigation measures and policies for reducing all forms of air pollution, levels of greenhouse gases will be reduced along with other regulated air pollutants. At this point in time, detailed analyses and conclusions as to the significance of greenhouse gas emissions and strategies for mitigation are still not feasible, because the legislatively-mandated greenhouse gas inventory benchmarking and the environmental analysis policy formulation tasks are not completed.

The proposed project will not affect greenhouse gas emissions beyond what was analyzed in the Master Environmental Impact Report No. 10130/SCH No. 2001071097 for the 2025 Fresno General Plan.

Therefore, based upon the available information, the proposed project will not have a potentially significant cumulatively adverse impact on global climate change.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIAL -- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

There are no known existing hazardous material conditions within the project area and the project will not occur on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The project itself will not generate or use hazardous materials and therefore, will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; additionally, as such, there is no significant hazard to the public or the environment.

The project is not near any wildland fire hazard zones, and poses no interference with the City's or County's Hazard Mitigation Plans or emergency response plans. No pesticides or hazardous materials are known to exist in the project area.

The proposed project is not located within an airport land use plan and would not result in a safety hazard for people residing or working in the project area. The proposed project is the alignment of a roadway to its planned width and is not considered an attractant land use. The project will not introduce new land uses to the area for which there may be a hazard.

The project proposes an acknowledgement of existing facilities that currently exist in the area, which will be developed per City of Fresno standards in future, thus the project will not interfere with an adopted emergency plan.

Therefore the project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, and will have no environmental impacts related to potential hazards or hazardous materials as indentified above.

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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

The project involves uses that do not involve the use of water, i.e. street improvements and will, therefore, not violate water quality standards or waste discharge requirements; additionally, the project will not deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

There are no natural creeks, streams or river systems in the project vicinity. West McKinley Avenue from N. Blythe to N. Marks serves as the boundary between several drainage areas within the jurisdiction of the Fresno Municipal Flood Control District (FMFCD), with one approximately 1,350 foot long section of master plan line between N. Blythe and Sonora Lane, and another 650 foot long section running east of N. Valentine Avenue. An active water culvert under the jurisdiction of the Fresno Irrigation District (FID) connects irrigation canals as they cross McKinley Avenue at approximately 975 feet west of N. Marks Avenue. However, no improvements to the McKinley Avenue roadbed or adjacent right-of-way are proposed and no interference with these drainage and water transfer systems is anticipated as a result of the project. Therefore, the project will not substantially alter existing drainage patterns; the drain flow, pattern and contribution to the capacity of existing storm water drainage systems will be reviewed by the Fresno Metropolitan Flood Control District (FMFCD) and Fresno Irrigation District (FID) at the time of any future road improvements.

The project is not proposing residential uses and will, therefore, not place housing within a 100-year flood hazard area. The project is not proposing any structures and will, therefore, not place any structures within a 100-year flood hazard area. The project involves acknowledgement of an existing street alignment only; any future street improvements will be reviewed by the FMFCD and will not, therefore, expose people to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. The project area is intermittently built-out, and urban, and therefore not prone to seiche, tsunami or mudflow.

Therefore, the proposed project will have no impact on hydrology or water quality.

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

The project is proposing to establish a reduced cross-section for the West McKinley Avenue right-of-way to accommodate existing development of adjacent surrounding properties, while the street classification will remain as an arterial, the number of lanes will remain the same, and the alignment will not be moved from that which is currently in place. Therefore the alignment will not physically divide an established community.

The 2025 Fresno General Plan designates West McKinley Avenue as an Arterial which is defined as a four- to six- lane divided roadway primarily to move traffic from community plan areas, expressways, and freeways, with limited direct access to abutting property. The subject segment of West McKinley Avenue is planned to accommodate four travel lanes (two directions) and will be a divided roadway with left-turn pockets, except between North Brawley and North Valentine Avenues which are designed to accommodate two lanes of travel each direction, a continuous left turn lane in the center, and parking and bike lanes on both sides of the streets.

The proposed project is not located within an airport land use plan and would not result in a safety hazard for people residing or working in the project area. The proposed project is the alignment of a roadway to its planned width and is not considered an attractant land use. The project will not introduce new land uses to the area for which there may be a hazard.

The proposed alignment of West McKinley Avenue is consistent with the planned widths, design and improvements for the subject street segment and intersections pursuant to the 2025 Fresno General Plan and the West Area Community Plan which designate this segment of West McKinley Avenue as an Arterial. Therefore the project will not conflict with the 2025 Fresno General Plan or any other applicable plan.

The project area is not located within a habitat conservation plan or natural community conservation plan and will, therefore, not conflict with said plans.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

The project area is not located in an area designated for mineral resource preservation or recovery and will, therefore, 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. The project area is not delineated on a local general plan, specific plan or other land use plan as a locally-important mineral resource recovery site and will, therefore, not result in the loss of availability of a locally-important mineral resource.

Therefore, there are no impacts to mineral resources.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

In developed areas of the community, noise conflicts often occur when a noise sensitive land use is located adjacent to a noise generator. Noise in these situations frequently stems from on-site operations, use of outdoor equipment, uses where large numbers of persons assemble, and vehicular traffic. Some land uses, such as residential dwellings, are considered noise sensitive receptors and involve land uses associated with indoor and/or outdoor activities that may be subject to stress and/or significant interference from noise.

The City of Fresno Noise Element of the 2025 Fresno General Plan sets noise compatibility standards for transportation and stationary noise sources. Traffic on West McKinley Avenue is considered to be a transportation noise source. Noise sources not related to traffic on public roadways, railroads or airports are considered to be stationary noise sources. This would include existing commercial uses adjacent to the West McKinley Avenue corridor.

For transportation sources, the Noise Element establishes land use compatibility criteria in terms of the Day-Night Average Level (DNL). The exterior noise exposure criterion is 60 dB DNL within outdoor activity areas of residential land uses. Outdoor activity areas generally include back yards of single family residences, individual patios or decks of multi-family developments and common outdoor recreation areas of multiple family residential developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation.

The Noise Element also requires that interior noise levels attributable to exterior transportation noise sources not exceed 45 dB DNL. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

The project is proposing to establish a reduced cross-section for the West McKinley Avenue right-of-way to accommodate existing development of adjacent surrounding properties and the street classification will remain as an Arterial, the number of lanes will remain the same, and the alignment will not be moved from that which is currently in place. The project site is currently developed as a two-lane road and the proposed project will not result in an increase in temporary and/or periodic ambient noise levels in the project vicinity above existing levels. Future increases in noise occurring from eventual full development to a 4-lane Arterial will be mitigated to an acceptable level, as discussed above. Some increases in ambient noise levels



will occur at the time of future construction, but project construction will be limited to normal business hours (7am to 7pm) to minimize the impact on the adjacent neighborhood. Future construction activities associated with the development of the proposed project could expose persons or structures to excessive groundborne vibration or noise levels during the construction phase of the proposed project and thus, this is a less than significant impact.

Although the project will not create additional activity in the area, the project will be required to comply with all noise policies from the 2025 Fresno General Plan and noise ordinance of the Fresno Municipal Code and there will be no exposure to excessive noise.

Therefore, the proposed project will not expose persons to excessive noise levels.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING -- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

The subject street is designated as an Arterial street within the 2025 Fresno General Plan. The OPL is being proposed to establish a reduced cross-section for the West McKinley Avenue right-of-way to accommodate existing development of the adjacent surrounding properties. The street classification will remain as an arterial, the number of lanes will remain the same, and the alignment will not be moved from that which is currently in place.

The proposed project will not substantially induce population growth because the proposal is to modify (reduce) an existing alignment, with no roadway construction proposed.

Therefore the proposed project will not either directly or indirectly induce substantial population growth in the area. Furthermore, the subject street segment and alignment currently exists and therefore, the proposed project does not have the potential to displace existing housing or residents as a result of development thereon.

No population and housing impacts will result from the proposed project beyond what was analyzed in the Master Environmental Impact Report No. 10130/SCH No. 2001071097 for the 2025 Fresno General Plan.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES --				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Drainage and flood control?				X
Parks?				X
Schools?				X
Other public services?				X

The proposed project does not involve street improvements to, or expansion of, the existing street segment and will, therefore, not require additional governmental facilities.

Accommodation for projected traffic generation, volumes and street capacity will foster better vehicular flow and reduction of street intersection and segment levels of service and therefore will not negatively impact response times for fire and police protection but rather improve the potential for emergency response times by service providers.

Therefore, the proposed project will not affect public services beyond what was analyzed in the Master Environmental Impact Report No. 10130/SCH No. 2001071097 for the 2025 Fresno General Plan.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION --				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

The proposed scope of work will not include any infrastructure improvements that could impact neighborhood recreational facilities. The project does not include any type of use or facility that would increase the use of existing neighborhood or regional parks, nor does it include the construction of a recreational facility which may have adverse effects on the environment.

Therefore, the project will not require expansion of existing recreational facilities or affect recreational services beyond what was analyzed in the Master Environmental Impact Report No. 10130/SCH No. 2001071097 for the 2025 Fresno General Plan.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC -- Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

The proposed OPL is solely for the purpose of clarifying the existing plan line identified in the City of Fresno's 2025 General Plan. No roadway or right-of-way improvements are proposed at this time as the street will be improved incrementally as adjacent properties develop. The project area is located within the boundaries of the 2025 Fresno General Plan and West Area Community Plan. These plans designate this segment of West McKinley Avenue as an Arterial which is defined as a four- to six- lane divided roadway primarily to move traffic from community plan areas, expressways, and freeways, with limited direct access to abutting property. The 2025 Fresno General Plan indicates that this segment of West McKinley Avenue is planned to accommodate four travel lanes (two directions) and will be a divided roadway with left-turn pockets. Modified arterial standards to reduce the current standard right-of-way widths are being proposed from North Brawley Avenue to North Marks Avenue to reduce impacts to the existing residential properties. The approved geometrics reduce the street right-of-way widths to 98 feet between North Brawley Avenue and North Valentine Avenue and are designed to accommodate two lanes of travel each direction, a continuous left turn lane in the center, and parking and bike lanes on both sides of the streets. Street right-of-way widths were further reduced to 94 feet between North Feland Avenue and North Marks Avenue and will accommodate two lanes of travel in each direction, a continuous left turn lane in the center, and bike lanes on both sides of the street. Therefore, the street classification will remain as an arterial, the number of lanes will remain the same, and the alignment will not be moved from that which is currently in place.

The MEIR (No. 10130) for the 2025 Fresno General Plan and the Public Works Department, Traffic Engineering Division have evaluated the proposed project and potential traffic related impacts and has determined that the West McKinley Avenue corridor will be able to accommodate the quantity and kind of traffic which may be potentially generated through projected horizons subject to widening and the provision of travel lanes consistent with the project proposal.

As such, the project does not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The proposed project is expected to relieve congestion and will, therefore not conflict with a congestion management program. The project proposes street improvements (and no buildings) and will, therefore, not result in a change in air traffic patterns. The street improvements will be designed per City standards and will, therefore, not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). The street improvements will be designed per City standards and will, therefore, not result in inadequate emergency access. The subject segment of West McKinley Avenue is not planned for a bicycle/pedestrian trail in the 2025 Fresno General Plan, as such, the project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities.

The area street plans are the product of careful planning that projects traffic capacity needs based on the densities and intensities of planned land uses anticipated at build-out of the planned area. These streets will provide adequate access to, and recognize the traffic generating characteristics of, individual properties and, at the same time, afford the community an adequate and efficient circulation system.

Therefore, no substantial increase in transportation or traffic is expected to result.

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS - - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X

<b>ENVIRONMENTAL ISSUES</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

The project will not generate wastewater, therefore, it will not exceed wastewater treatment requirements of the Regional Water Quality Control Board; and will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore no significant environmental effects can result from the construction of said facilities. As the proposed project will not generate wastewater, it will not require service by a wastewater treatment provider.

The project area consists of an existing public street alignment for which no existing storm water drainage facilities or irrigation canal will need to be relocated. Upon the eventual construction of upgrades to the roadway, project plans will be reviewed by the Fresno Metropolitan Control District and the Fresno Irrigation District and therefore, will not result in construction with respect to such facilities in a manner which will cause significant environmental effects.

Sufficient water supplies are available to serve existing and planned development within the project area from existing resources and no new or expanded entitlements are needed as result of the proposed project. The project will not generate solid waste and will, therefore, not be serviced by a landfill. Any demolition material generated by eventual construction activities will be disposed of properly, and the project will comply with federal, state and local statues related to solid waste. Therefore, no impacts to utilities or service systems will result from the proposed project.

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

The subject property is located within the boundaries of the 2025 Fresno General Plan and West Area Community Plan. These plans designate this segment of West McKinley Avenue as an Arterial which is defined as a four-to-six lane divided roadway primarily servicing through and cross-town traffic, with no direct access to abutting property and at-grade intersections located at approximately one half mile intervals. The 2025 Fresno General Plan indicates that this segment of West McKinley Avenue is planned to accommodate four travel lanes (two directions) and will be a divided roadway with left-turn pockets.

For the reasons indicated within this initial study, as provided herein above, the project is proposed at a size and scope which does not have the potential to degrade the quality of the environment. Additionally, there are no fish or wildlife species, or plant or animal community, located within the project area. Therefore, the proposed project does not have the potential 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.

Additionally, the project site is located within an area which has been developed with urban uses and does not propose to upgrade facilities currently located in the area, including, curb and gutter, median island, wheel chair ramps, etc.

There is no evidence in the record to indicate that the increment of environmental impacts that would be facilitated by this project would be cumulatively significant. There is also no evidence in the record that the proposed project would have any adverse impacts directly, or indirectly, on human beings.

Therefore, there are no mandatory findings of significance.