APPENDIX G/INITIAL STUDY FOR A NEGATIVE DECLARATION

Environmental Checklist Form for:
937-943 F Street (Peacock Building Acquisition and Demolition)

1.	**Project Title:** 937-943 F Street (Peacock Building Acquisition, Demolition, and Construction of Housing)
2.	**Lead Agency Name and Address:** City of Fresno Housing Production Division, Planning and Development 2600 Fresno Street Fresno, CA 93721
3.	**Contact Person and Phone Number:** Danny Tohme, Projects Administrator City of Fresno Housing Production Division, Planning and Development (559) 621-8055
4.	**Project Location:** The Project site consists of a 0.33-acre developed lot located at 937-943 F Street, Fresno, California 93706; Assessor's Parcel Number (APN) 467-074-02 (Figure 1).
5.	**Project Sponsor's Name and Address:** City of Fresno Housing Production Division, Planning and Development 2600 Fresno Street Fresno, California 93721
6.	**General and Community Plan Land Use Designation:** The project site is within the Downtown Neighborhood (DTN) land use designation and is immediately surrounded by existing commercial uses within the DTN land use designation in all directions.
7.	**Zoning:** The project site is zoned DTN and is immediately surrounded by existing commercial uses zoned DTN in all directions.

8. **Description of Project:**

The 937-943 F Street Project (Project) includes the acquisition and demolition of an existing building located at 937-945 F Street in the City of Fresno to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. The Project site consists of a 0.33-acre lot (APN 467-074-02) zoned DTN.

The Project includes the acquisition and demolition of an existing 12,568-square-foot steel/masonry building that was originally constructed in 1940 and is in fair to poor condition. The building and ancillary structures are currently vacant but have been previously used for mixed-commercial land uses.

Following acquisition and demolition activities, the project would construct a four-story mixed-use building consisting of up to 100 new residential units, which may consist of affordable and market rate housing units and commercial uses. The first floor would consist of commercial uses and the second through fourth floors would consist of residential units. The specific commercial uses are currently not known but would be limited to small retail stores. The Project would result in approximately 75 to 150 new residents depending on the final unit mix. The Project is expected to result in approximately 665 daily vehicle trips. Specific design plans are currently not available; however, the proposed project would be 60 feet in height and would include architecture and design materials consistent with the surrounding neighborhood.

Proposed construction activities would result in limited ground-disturbing activities over the 0.33-acre project site. Ground-disturbing activities would have a maximum depth of excavation up to 10 feet. Demolition activities are expected to occur over a 30- to 60-day period beginning in mid to late 2025. Demolition activities are expected to require the use of typical construction equipment for demolition and would result in a total of approximately 50 total truck trips. Construction of the new mixed-use building is expected to occur over a 2-year period beginning in early 2026. Construction activities are expected to require the use of typical construction equipment for demolition and would result in a total of approximately 500 total truck trips. The exact staging area for construction activities is currently not known; however, it would be located entirely within a nearby developed area.

9. **Surrounding land uses and setting:**

	Planned Land Use	Existing Zoning	Existing Land Use
North	DTN	DTN	DTN
East	DTN	DTN	DTN
South	DTN	DTN	DTN
West	DTN	DTN	DTN

10.	**Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** San Joaquin Valley Air Pollution Control District Permit(s)
11.	**Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1? If so, has consultation begun?** The State of California (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 Act (CEQA) Guidelines. Pursuant to California Public Resources Code (PRC) 21080.3.1, before public distribution of the document, 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 that is either included in or eligible for inclusion in the California Register of Historical Resources (CRHR) 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 resource (PRC 21074(a)(1–2)). According to the most recent census data, California is home to 109 currently recognized Native American tribes. Tribes in California currently have nearly 100 separate reservations or rancherias. Fresno County has a number of rancherias, including Table Mountain, Millerton, Big Sandy, Cold Springs, and Squaw Valley; these rancherias are not located within the City limits. 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 21083.3.2). Information may also be available from the California Native American Heritage Commission (NAHC) Sacred Lands File (SLF) per PRC 5097.96 and the California Historical Resources Information System (CHRIS) administered by the California Office of Historic Preservation (OHP). Please also note that PRC 21082.3(c) contains provisions specific to confidentiality. Pursuant to Assembly Bill (AB) 52, 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 NAHC. The City mailed notices of the proposed project to each of these tribes on July 30, 2024, and the required 30-day time period for tribes to request consultation ended on September 3, 2024. One letter response was received from Robert Pennell, Tribal Cultural Resources Director for the Table Mountain Rancheria, in a letter dated August 16, 2024, stating that they "…Decline participation at this time but would appreciate being notified in the unlikely event that cultural resources are identified." All other tribes that were contacted declined consultation

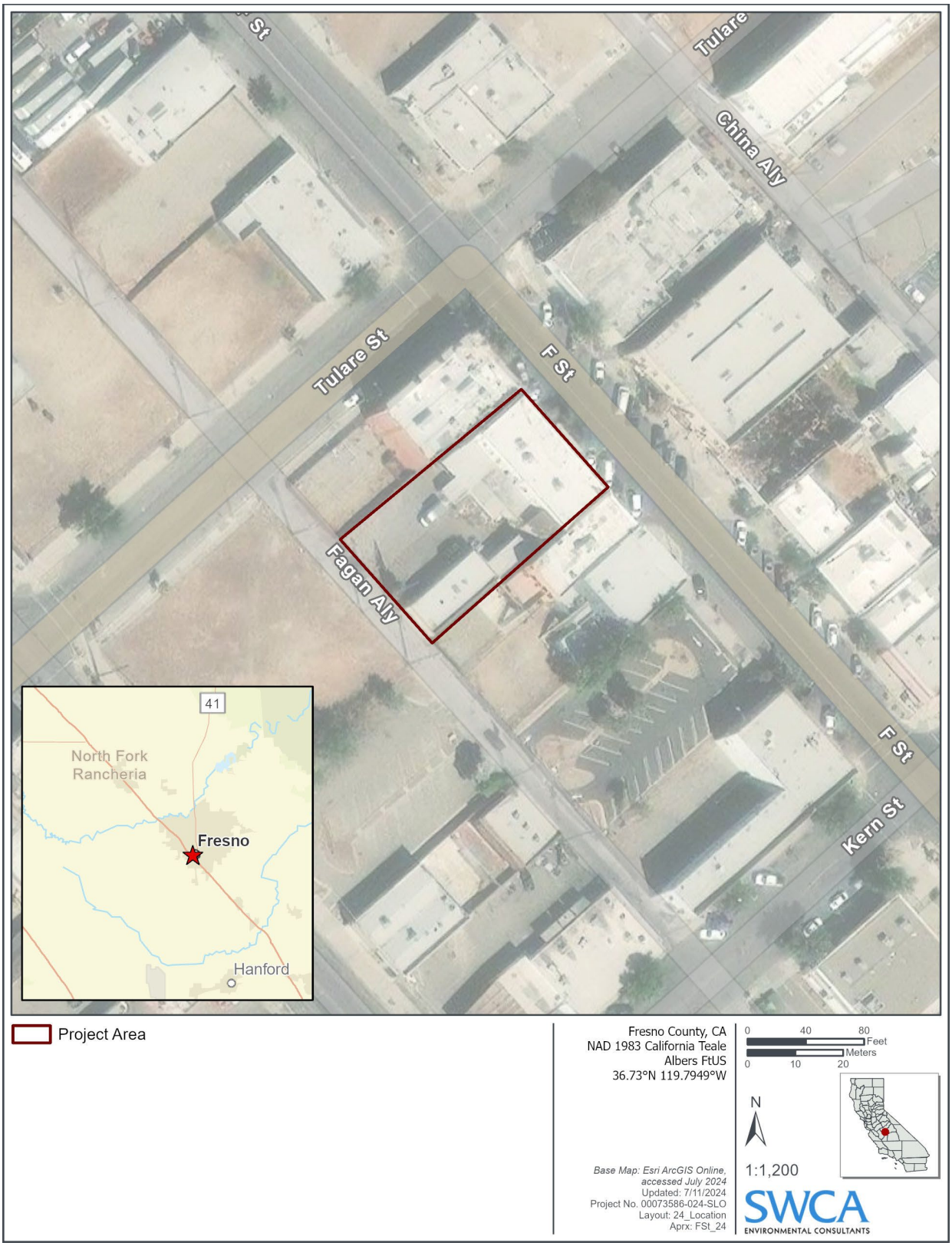

Figure 1. Project Location Map.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐	Aesthetics	☐	Agriculture and Forestry Resources
☐	Air Quality	☐	Biological Resources
☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions
☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing
☐	Public Services	☐	Recreation
☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire
☐	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 COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
_X_	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.

Danny Tohme, Projects Administrator Date

EVALUATION OF ENVIRONMENTAL IMPACTS

1. For purposes of this Initial Study, the following answers have the corresponding meanings:
    a. “No Impact” means the specific impact category does not apply to the project, or that the record sufficiently demonstrates that project specific factors or general standards applicable to the project will result in no impact for the threshold under consideration.
    b. “Less Than Significant Impact” means there is an impact related to the threshold under consideration, 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, however, with the mitigation incorporated into the project, the impact is less than significant. For purposes of this Initial Study “mitigation incorporated into the project” means mitigation developed specifically for an individual project.
    d. “Potentially Significant Impact” means there is substantial evidence that an effect may be significant related to the threshold under consideration.
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. “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 in (6) below, may be cross-referenced).
6. Earlier analyses may be used where, pursuant to the tiering or another 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 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.
7. 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.
8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
9. 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.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in PRC Section 21099, 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) 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	

DISCUSSION

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

A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. The City-approved *Fresno 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 City of Fresno Planning Area could provide distant views of features such as the San Joaquin River to the north and the foothills of the Sierra Nevada to the east. The Project site is not located within any of the scenic vista points identified in the City's General Plan; therefore, the construction of a new four-story mixed-use building would not alter views of any identified scenic vistas. Therefore, *no impact* related to scenic vistas would occur.

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

According to the California Department of Transportation (Caltrans) State Scenic Highway Mapping System,[1] there are no eligible or officially designated State Scenic Highways within the City of Fresno. Fresno County has three eligible State Scenic Highways; the nearest eligible highways include a portion of State Route 180, located approximately 7 miles east of the City, and a portion of State Route 168, located approximately 5 miles east of the City. The nearest officially designated State Scenic Highway is located more than 30 miles northeast of the City within Madera County. Since there are no eligible or officially designated State Scenic Highways in close proximity to the project site, the proposed project would not damage scenic resources within a designated State scenic highway; therefore, *no impact* would occur.

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?

The project site is located in an urbanized area and consists entirely of an existing 12,568-square-foot building and associated developed areas. The project site is within the DTN land use and zoning designation and is immediately surrounded by existing commercial uses within the DTN land use and zoning designation in all directions. Surrounding buildings are approximately four-stories in height. The project site and surrounding area are characterized by relatively flat topography. There are scattered ornamental trees located along the project frontage. There are no surface water features located within or adjacent to the project site.

The DTN land use and zoning designation allows for lively, walkable, mixed-use urban neighborhoods surrounding the Downtown Core and Downtown General areas. It allows new buildings to be up to six stories in height located at or near the sidewalk. Ground floor spaces will have active frontages with commercial, retail, multi-family housing, and office activity to support active streetscapes and walking. Upper floors and the floor area behind storefronts accommodate a wide variety of office, civic, lodging, housing, or additional commercial uses.

The proposed Project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new mixed-use building. The proposed Project would be four stories tall and approximately 60 feet in height, which would be consistent with the height of surrounding buildings and the allowable height requirements of the DTN zone. Specific design plans are currently not available; however, the proposed Project would be 60 feet in height and would include architecture and design materials consistent

[1] California Department of Transportation (Caltrans). 2024. Scenic Highways: California State Scenic Highways. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed August 2024.

with the surrounding neighborhood. The project would be consistent with the DTN zone and the visual character of the surrounding area and would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, impacts would be *less than significant*.

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

The project site is located in an urbanized area and existing sources of outdoor lighting include lighting from surrounding developments, streetlighting, and intermittent vehicle headlights. The project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. Proposed demolition and construction activities would be limited to daytime hours (8:00 a.m. to 5:00 p.m.) and would not require the installation of temporary nighttime lighting. Following construction activities, the Project would result in a marginal increase in outdoor lighting within the project area. New outdoor lighting would be required to comply with Section 15-2015 (Outdoor Lighting and Illumination) of the City's Municipal Code, used for illumination purposes only, and pointed downward to avoid light spillover to surrounding land uses. Based on compliance with the City's Municipal Code, the proposed project would not create a new source of light and glare, and impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts to agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

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?

The project site and surrounding area are underlain by land designated by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)[2] as Urban and Built-Up Land. Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, and *no impact* would occur.

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

The project site and surrounding parcels are located in the City's DTN land use and zoning designation. The project site is not within or adjacent to land within the Agriculture zoning district. Further, the project site is not subject to a Williamson Act contract. The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract; therefore, *no impact* would occur.

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))?

The project site and surrounding area consist of existing development and are located in an urbanized downtown area in the City of Fresno. The project site and surrounding area are not within forest land, timberland, or timberland production land use or zoning designations; therefore, the proposed project would not conflict with the zoning, or cause rezoning of, designated forest land, timberland, or timberland production, and *no impact* would occur.

[2] California Department of Conservation. 2022. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 2024.

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

Please refer to *Impact Discussion II.c)*. The proposed project would not result in the loss of forestland or conversion of forestland to non-forest uses because the project site is not forested nor is it located near a forested area; therefore, *no impact* would occur.

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?

Please refer to *Impact Discussions II.a)* and *II.c)*. The project site is located in an existing urbanized area and would not result in the conversion of farmland to non-agricultural uses or forestland to non-forest uses; therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan (*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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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		

DISCUSSION

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

CEQA requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. An air quality plan describes air pollution control strategies to be implemented by a region, County, or City that is classified as a non-attainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards. Fresno is located within the San Joaquin Valley Air Basin (SJVAB) and is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is designated as Nonattainment-Extreme for the 8-hour ozone standard, Maintenance-Serious for the particulate matter less than 10 microns in diameter (PM_{10}) standard, and Nonattainment-Moderate for the particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) standard under the National Ambient Air Quality Standards (NAAQS). The SJVAB is designated Nonattainment for the 1-hour ozone standard, the 8-hour ozone standard, the PM_{10} standards, and the $PM_{2.5}$ standards under the California Ambient Air Quality Standards (CAAQS).

To bring the SJVAB into attainment, the SJVAPCD adopted the *2022 Plan for the 2015 8-Hour Ozone Standard*[3] in to satisfy Clean Air Act requirements and ensure attainment of the 70 parts per billion (ppb) 8-hour ozone standard. To assure the SJVAB's continued attainment of the U.S. Environmental Protection Agency (USEPA) respirable particulate matter (PM_{10}) standard, the SJVAPCD adopted the *2023 Maintenance Plan and Redesignation Request for the Revoked 1-Hour Ozone Standard (*2023 Maintenance Plan*)*[4] SJVAPCD Regulation VIII (Fugitive PM_{10} Prohibitions) is designed to reduce PM_{10} emissions generated by human activity.

[3] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2022. *2022 Plan for the 2015 8-Hour Ozone Standard*. Adopted December 15. Available at: https://ww2.valleyair.org/media/q55posm0/0000-2022-plan-for-the-2015-8-hour-ozone-standard.pdf. Accessed August 2024.

[4] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2024. *2024 Plan for the 2012 $PM_{2.5}$ Standards*. June 20. Available at: https://ww2.valleyair.org/media/gw5bacvj/2024-pm25-plan.pdf. Accessed September 2024.

Additionally, the SJVAPCD adopted the *2024 Plan for the 2012 $PM_{2.5}$ Standard (*2024 $PM_{2.5}$ Plan*)*[5] to address the USEPA federal annual $PM_{2.5}$ standard of 12 micrograms per cubic meter ($\mu g/m^3$), established in 2012.

The SJVAPCD has established project construction and operational emissions thresholds for criteria pollutants (Table 1).[6] For a project to be consistent with SJVAPCD attainment plans, the pollutants emitted from project operation should not exceed the SJVAPCD daily thresholds, the project should not cause a significant impact on air quality, or the project must already have been included in the attainment plans projection.

Table 1: SJVAPCD Project Construction and Operational Emission Thresholds

	CO	NO_X	ROG	SO_X	PM_{10}	$PM_{2.5}$
Annual Construction Emissions*	100.0	10.0	10.0	27.0	15.0	15.0
Annual Operational Emissions*	100.0	10.0	10.0	27.0	15.0	15.0

Source: SJVAPCD (2015)

Notes: CO = carbon monoxide; NO_X = nitrogen oxides; ROG = reactive organic gas; SO_X = sulfur oxides

* Emission units = Tons per Year (tpy)

As discussed in *Impact Discussion III.b)*, emissions associated with proposed project activities would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. As discussed in Section XVII, the project would not result in substantial or unplanned population growth or associated vehicle trips in a manner that could conflict with the SJVAPCD *2022 Plan for the 2015 8-Hour Ozone Standard* and the 2024 $PM_{2.5}$ Plan. Therefore, the proposed project would not conflict with or obstruct implementation of SJVAPCD air quality plans, and impacts would be *less than significant*.

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?

As discussed in *Impact Discussion III.a)*, the SJVAPCD establishes thresholds for carbon monoxide (CO), nitrogen oxides (NO_X), reactive organic gases (ROG), sulfur oxides (SO_X), PM_{10}, or $PM_{2.5}$. CEQA defines a cumulative impact as two or more individual effects that, when considered together, are considerable or that compound

[5] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2024. *2024 Plan for the 2012 $PM_{2.5}$ Standards*. June 20. Available at: https://ww2.valleyair.org/media/gw5bacvj/2024-pm25-plan.pdf. Accessed September 2024.

[6] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. *Air Quality Thresholds of Significance – Criteria Pollutants*. Available at: http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf. Accessed August 2024.

or increase other environmental impacts. Therefore, if annual emissions of construction- or operational-related criteria air pollutants exceed any applicable thresholds established by the SJVAPCD, the proposed project would result in a cumulatively significant impact.

To aid in evaluating potentially significant construction and operational impacts of a project, the SJVAPCD has prepared an advisory document, the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI),[7] which contains standard procedures for addressing air quality. The GAMAQI presents a three-tiered approach to air quality analysis. The Small Project Analysis Level (SPAL) is first used to screen the project for potentially significant impacts. A project that meets the screening criteria at this level requires no further analysis and air quality impacts of the project may be deemed less than significant. If a project does not meet all the criteria at this screening level, additional screening is recommended at the Cursory Analysis Level and, if warranted, the Full Analysis Level. The SPAL thresholds are provided by project type and by number of vehicle trips. For a mid-rise apartment building, the size threshold is 225 units, and the vehicle trip threshold is less than 800 trips per day.[8] The project would result in up to 100 residential units and is expected to generate 665 daily vehicle trips, which is less than 225 units and 800 vehicle trips per day. Therefore, the project would be consistent with the SPAL screening thresholds for mid-rise apartment units and trip generation rates and would not require further air quality analysis as construction-related and operational emissions would fall below the thresholds established by the SJVAPCD. Therefore, impacts related to construction and operational air emissions would be *less than significant*

The SPAL analysis covers the construction and operation of the proposed affordable housing development. In order to conservatively analyze the Project's potential air emissions, the air emissions associated with demolition of the existing building have been estimated separately. The project includes the acquisition and demolition of an existing 12,568-square-foot building. Proposed demolition activities have the potential to generate fugitive dust and combustion emissions that may have substantial temporary impacts to local air quality. Fugitive dust emissions would result from demolition and limited ground-disturbing activities and trip generation. Combustion emissions, such as NO_X and PM_{10}, are most significant when using large diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators, and other types of equipment.

Estimated construction air emissions were calculated for the proposed project using the California Emissions Estimator Model (CalEEMod). The CalEEMod results are

[7] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2002. *Guide for Assessing and Mitigating Air Quality Impacts*. Adopted August 20, 1998; January 10, 2022, Revision. Available at: https://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI%20Jan%202002%20Rev.pdf. Accessed March 2024.

[8] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2020. Small Project Analysis Levels (SPAL). November 13. Available at: https://www.valleyair.org/transportation/CEQA%20Rules/GAMAQI-SPAL.PDF. Accessed March 2024.

included in Appendix A, and the results of the unmitigated estimated demolition emission calculations for the proposed project are shown in Table 2.[9]

Table 2: Annual Construction Emissions for the Proposed Project

Source	Criteria Pollutant (TPY)					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Project Construction	0.01	0.05	0.06	<0.005	0.01	<0.005
SJVAPCD Threshold	10	10	100	27	15	15
Exceed threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: California Air Pollution Control Officers Association (CAPCOA) (2024); Appendix A
Note: TPY = tons per year

Based on the results shown in Table 2, construction air emissions would be in compliance with the SJVAPCD thresholds for all pollutants; therefore, construction-related impacts would be *less than significant*.

Conclusion

Based on the analysis provided above, the proposed project would not exceed SJVAPCD established significance thresholds for CO, NO_X, ROG, SO_X, PM_{10}, or $PM_{2.5}$ emissions during project construction or operation. Therefore, the proposed project would not result in a cumulatively considerable contribution to a net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be *less than significant*.

c) Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants, such as the elderly, children, people with asthma or other respiratory illnesses, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. Some land uses are considered more sensitive to changes in air quality than others due to the population that occupies the uses and the activities involved. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residences.

The nearest sensitive receptors to the project site include residential dwelling units, located approximately 900 feet northeast of the project site. Due to this proximity, proposed demolition and construction activities associated with the project have the potential to expose nearby residents to short-term demolition and construction-related emissions. As discussed in *Impact Discussion III.b)*, construction of the project would

[9] California Air Pollution Control Officers Association (CAPCOA). 2024. California Emissions Estimator Model (CalEEMod). Available at: https://www.caleemod.com/. Accessed July 2024.

generate emissions, including diesel particulate matter (diesel PM) and fugitive dust. Construction and operational emissions would not exceed SJVAPCD thresholds; however, due to the close proximity of sensitive receptors, compliance with the SJVAPCD Standard Regulation VIII Control Measures and Mitigation Measures AQ-1 through AQ-3 would be required to reduce the potential for a nuisance and exposure to diesel PM and fugitive dust. Potential impacts related to the exposure of sensitive receptors to other emissions are included in *Impact Discussion III.d)*. The project includes acquisition and demolition activities to allow for the construction of a residential and commercial mixed-use building. Commercial uses would be limited to small retail stores; therefore, no operational activities are proposed that could expose sensitive receptors to substantial long-term pollutant concentrations; therefore, potential impacts would be *less than significant with mitigation*.

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

Construction activities generally have the potential to emit odors from diesel equipment, paints, solvents, fugitive dust, and adhesives. Any odors generated by construction activities would be intermittent and temporary and generally would not extend beyond the construction area. Any construction odors would be temporary and limited to the construction phase of the proposed project. The project includes acquisition and demolition activities to allow for the construction of a residential and commercial mixed-use building. Commercial uses would be limited to small retail stores; therefore, no operational activities are proposed that could produce any offensive odors, including land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or heavy manufacturing uses.

The project is not located in an area with known potential for naturally occurring asbestos (NOA).[10] Therefore, construction activities would not have the potential to expose workers or surrounding land uses to harmful levels of NOA. Asbestos-containing material (ACM) and lead-based paint (LBP) may be present in buildings built prior to 1978. The existing building was first developed in the early 1900s, with redevelopment occurring in 1918 and the 1930s; therefore, there is potential that ACM and LBP may be present. Mitigation Measures AQ-4 and AQ-5 have been included to require ACM and LBP testing and identify the proper protocol for the handling and removal of ACM and LBP if identified within materials proposed for demolition. With implementation of Mitigation Measures AQ-4 and AQ-5, the proposed project would not result in odors or other emissions; therefore, impacts would be *less than significant with mitigation*.

Mitigation Measures

AQ-1 **Permit Requirements.** Prior to ground disturbance and construction, the Construction Contractor shall obtain all required permits for dust control and the use of portable equipment, 50 horsepower or greater, from the San Joaquin

[10] California Geological Survey (CGS). 2011. *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*.

Valley Air Pollution Control District. Upon application for construction permits, all required mitigation measures shall be shown on all applicable grading or construction plans and implemented during all applicable grading and construction activities.

AQ-2 **Dust Control Measures.** No person shall perform any construction, demolition, excavation, extraction, or other earth-moving activities unless measures are sufficiently implemented to limit visible dust emissions (VDE) to 20% opacity and comply with the conditions for a stabilized surface area when applicable. In addition to the requirements of this rule, a person shall comply with all other applicable requirements of San Joaquin Valley Air Pollution Control District Regulation VIII. A person shall control the fugitive dust emissions to meet the following requirements:

1. Pre-Activity:
    a. Pre-water site sufficient to limit VDE to 20% opacity, and
    b. Phase work to reduce the amount of disturbed surface area at any one time.
2. During Active Operations:
    a. Apply water or chemical/organic stabilizers/suppressants sufficient to limit VDE to 20% opacity; or
    b. Construct and maintain wind barriers sufficient to limit VDE to 20% opacity. If utilizing wind barriers, control measure 2.a shall also be implemented.
    c. Apply water or chemical/organic stabilizers/suppressants to unpaved haul/access roads and unpaved vehicle/equipment traffic areas sufficient to limit VDE to 20% opacity and meet the conditions of a stabilized unpaved road surface.
3. Temporary Stabilization During Periods of Inactivity:
    a. Restrict vehicular access to the area; and
    b. Apply water or chemical/organic stabilizers/suppressants, sufficient to comply with the conditions of a stabilized surface. If an area having 0.5 acre or more of disturbed surface area remains unused for 7 or more days, the area must comply with the conditions for a stabilized surface area as defined in Section 3.58 of Rule 8011.

AQ-3 **Construction Emissions.** The project shall utilize clean off-road construction equipment, including the latest tier equipment, where feasible.

AQ-4 **Asbestos-Containing Material.** An asbestos-containing material (ACM) survey consisting of a visual inspection, sampling, testing, and reporting shall be performed by a Certified Asbestos Consultant to determine if building materials contain ACM and would require special handling and disposal during

demolition. If ACM is detected, proposed construction activities shall be conducted in full compliance with the requirements stipulated in the National Emission Standards for Hazardous Air Pollutants (NESHAP; 40 Code of Federal Regulations [CFR] 61, Subpart M – National Emission Standard for Asbestos). These requirements include, but are not limited to, the following:

1. Written notification, within at least 10 business days of activities commencing, to the San Joaquin Valley Air Pollution Control District;

2. Preparation of an asbestos survey conducted by a Certified Asbestos Consultant; and

3. Implementation of applicable removal and disposal protocol and requirements for identified naturally occurring asbestos.

AQ-5 **Lead-Based Paint.** A lead-based paint (LBP) survey consisting of a visual inspection, sampling, testing, and reporting shall be performed to determine if building materials within the project site contain LBP. If elevated concentrations of metals from LBP are detected, construction activities shall be conducted in full compliance with the requirements of Sections 402 and 406 of the Toxic Substances Control Act.

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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

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?

Short-term construction activities would have the potential to result in direct (e.g., take) or indirect (e.g., light pollution, noise pollution, habitat loss, etc.) impacts to special-status plant and animal species if present within the project area during project construction.

Special-Status Plants

Based on a nine-quadrangle query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB),[11] a query of the U.S. Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC),[12] and a query of the California Native Plant Society (CNPS) Rare Plant Inventory,[13] the following five special-status plant species have been previously documented in the project vicinity (Appendix B):

- succulent owl's-clover (*Castilleja campestris* var. *succulenta*) is a California Rare Plant Rank (CRPR) 1B.2 species that typically occurs in vernal pool and wetland areas. The nearest recorded occurrence is approximately 9.2 miles north of the project site (CNDDB Occ. 7).
- California jewelflower (*Caulanthus californicus*) is a CRPR 1B.1 species that typically occurs in chenopod scrub, pinyon and juniper woodlands, and valley and foothill grasslands. The project site is located within a 5-mile buffer area of the nearest recorded occurrence (CNDDB Occ. 38).
- San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*) is a CRPR 1B.1 species that typically occurs in vernal pool and wetland habitats. The nearest recorded occurrence is approximately 8 miles north of the project site (CNDDB Occ. 21).
- hairy Orcutt grass (*Orcuttia pilosa*) is a CRPR 1B.1 species that typically occurs in vernal pool and wetland habitats. The nearest recorded occurrence is approximately 11 miles northwest of the project site (CNDDB Occ. 28).
- Greene's tuctoria (*Tuctoria greenei*) is a CRPR 1B.1 species that typically occurs in vernal pool and wetland habitats. The nearest recorded occurrence is approximately 13 miles east of the project site (CNDDB Occ. 17).

The project site is entirely developed with an existing building, ancillary derelict structures, and other hardscapes. There are some ornamental trees scattered throughout the project site and surrounding area, but there are no other natural features on or adjacent to the project site that could provide suitable habitat for the special-status plant species listed above. Further, the project site experiences frequent human and vehicle disturbance, which further reduces the potential for special-status plant species to occur within the project area. Based on the lack of suitable habitat, developed condition of the project site, and frequent human, vehicle, and equipment disturbance, special-status plant species are not expected to occur within the project site; therefore, the project would not result in adverse effects to special-status plant species and impacts would be *less than significant*.

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[11] California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database. Available at: https://wildlife.ca.gov/Data/CNDDB/Maps-and-Data. Accessed July 2024.

[12] U.S. Fish and Wildlife Service (USFWS). 2024a. Information for Planning and Consultation (IPaC). Available at: https://ipac.ecosphere.fws.gov/. Accessed August 2024.

[13] California Native Plant Society (CNPS). 2024. Rare Plant Inventory. Available at: https://rareplants.cnps.org/. Accessed August 2024.

Special-Status Animals

Based on a query of the USFWS IPaC and a nine-quadrangle query of the CDFW CNDDB, the following 14 special-status animal species have been previously documented in the project vicinity (see Appendix B):

- San Joaquin kit fox (*Vulpes macrotis mutica*) is a federally endangered and State threatened species that typically occurs in chenopod scrub and valley and foothill grasslands. The nearest recorded occurrence is approximately 8.7 miles northwest of the project site (CNDDB Occ. 89).
- Fresno kangaroo rat (*Dipodomys nitratoides exilis*) is a federally and State endangered species that typically occurs in chenopod scrub habitat. The nearest recorded occurrence is approximately 3.4 miles northwest of the project site (CNDDB Occ. 15).
- California tiger salamander – Central California Distinct Population Segment (DPS) (*Ambystoma californiense* pop. 1) is a federally and State threatened species that typically occurs in cismontane woodland, meadow and seep, riparian woodland, valley and foothill grassland, vernal pool, and wetland habitats. The project site is located within a 5-mile buffer area of the nearest recorded occurrence (CNDDB Occ. 478).
- blunt-nosed leopard lizard (*Gambelia sila*) is a federally and State endangered species that typically occurs in chenopod scrub habitats. The nearest recorded occurrence is approximately 21.2 miles west of the project site (CNDDB Occ. 207).
- Crotch's bumble bee (*Bombus crotchii*) is a State candidate endangered species that typically occurs in grassland habitats. The project site is located within a 5-mile buffer area of the nearest recorded occurrence (CNDDB Occ. 53).
- valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is a federally threatened species that typically occurs in chenopod scrub habitat. The nearest recorded occurrence is approximately 9.9 miles north of the project site (CNDDB Occ. 134).
- vernal pool fairy shrimp (*Branchinecta lynchi*) is a federally threatened species that typically occurs in valley and foothill grassland, vernal pool, and wetland habitats. The nearest recorded occurrence is approximately 9.9 miles northeast of the project site (CNDDB Occ. 148).
- western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a federally threatened and State endangered species that typically occurs in riparian forest habitat. The nearest recorded occurrence is approximately 7.7 miles northeast of the project site (CNDDB Occ. 87).
- Swainson's hawk (*Buteo swainsoni*) is a State threatened species that typically occurs in grassland, riparian forest, riparian woodland, and valley and foothill

grassland habitats. The project site is located within a 5-mile buffer area of the nearest recorded occurrence (CNDDB Occ. 2,583).

- tricolored blackbird (*Agelaius tricolor*) is a State threatened species that typically occurs in freshwater marsh, marsh, swamp, and wetland habitats. The nearest recorded occurrence is approximately 5.7 miles northeast of the project site (CNDDB Occ. 664).
- western spadefoot (*Spea hammondii*) is a federally proposed threatened species that typically occurs in cismontane woodland, coastal valley scrub, valley and foothill grassland, vernal pool, and wetland habitats. The nearest recorded occurrence is approximately 8.9 miles north of the project site (CNDDB Occ. 1,246).
- northwestern pond turtle (*Actinemys marmorata*) is a federally proposed threatened species that typically occurs near aquatic habitat. The nearest recorded occurrence is approximately 22.7 miles east of the project site (CNDDB Occ. 424).
- giant garter snake (*Thamnophis gigas*) is a federally and State threatened species that typically occurs in marsh, swamp, riparian scrub, and wetland habitats. The nearest recorded occurrence is approximately 25.4 miles west of the project site (CNDDB Occ. 395).
- least Bell's vireo (*Vireo bellii pusillus*) is a federally and State endangered species that typically occurs in riparian forest, riparian scrub, and riparian woodland habitats. The nearest recorded occurrence is approximately 5.7 miles northeast of the project site (CNDDB Occ. 505).

Special-status animal species known to occur in the region are not expected to occur within the project area based on the developed condition of the project site and lack of natural areas and suitable habitat, negligible connectivity to natural areas, and frequent site disturbance; however, there is some potential for migratory bird species to nest in the scattered ornamental trees in the project area. The project does not require removal of any existing ornamental trees in the project area; however, proposed construction activities have the potential to result in indirect disturbance to special-status and nesting migratory bird species if present within the project area during construction. Mitigation Measure BIO-1 has been included to require a preconstruction nesting bird survey and identifies the proper protocol to be implemented if birds are found nesting in the project area. Implementation of Mitigation Measure BIO-1 would avoid and/or minimize potential impacts related to nesting special-status and/or migratory birds during construction. Following construction, the Project site would continue to be covered in hardscapes and would not provide suitable habitat for special-status plants or animals. Project activities would be consistent with the scale of surrounding uses and would not introduce new activities that could result in adverse long-term effects to special-status species. Therefore, impacts related to special-status animal species would be *less than significant with mitigation*.

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?

According to the USFWS National Wetlands Inventory (NWI) Surface Waters and Wetlands Mapper,[14] there are no mapped wetland areas within or adjacent to the project area that could support riparian habitat. In addition, the project area is entirely developed with existing buildings and other hardscapes, experiences frequent human and vehicle disturbance, and does not support suitable habitat for any sensitive natural communities. The project site does not support riparian habitat or other sensitive natural communities; therefore, the project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community, and *no impact* would occur.

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?

The entire project site is developed and surrounded by other developed areas. According to the USFWS NWI Surface Waters and Wetlands Mapper, there are no mapped wetland areas within or adjacent to the project area. Based on the absence of wetlands within the project area, the project would not result in a substantial adverse effect on a federally or State-protected wetland; therefore, *no impact* would occur.

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?

Open space areas, undeveloped land, and agricultural land are mainly located along the boundaries of the City, particularly near the northern boundary along the San Joaquin River corridor. The San Joaquin River corridor functions as a wildlife movement corridor for a number of terrestrial and aquatic mammals and birds. The San Joaquin River corridor facilitates movement of wildlife species from the City to the Sierra Nevada to the east and open agricultural land to the west. The project site is located in a developed, urbanized area in the western portion of the City and is not located within a wildlife movement corridor.

The project area is entirely developed with existing buildings and other hardscapes, including commercial uses, roadways, fencing, railroad tracks, and other ancillary features, which reduces terrestrial habitat connectivity within the area. There are no waterways in the project area that could provide migratory fish or breeding habitat. Since the project area does not provide terrestrial or aquatic habitat connectivity, the project would not interfere with terrestrial or aquatic wildlife corridors. As previously identified, there is low potential for migratory birds to utilize ornamental trees within

[14] U.S. Fish and Wildlife Service (USFWS). 2024b. National Wetlands Inventory (NWI) Surface Waters and Wetlands Mapper. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed July 2024.

the project area for nesting habitat; however, the project does not include the removal of any trees that could result in the loss of nesting habitat within the project area. Therefore, the project would not interfere substantially with the movement of migratory species, and *no impact* would occur.

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

Section 13-305 (Tree Preservation) of the City's Municipal Code requires the use of techniques, methods, and procedures to preserve, whenever feasible, all trees in the City, including, but not limited to, trees that are affecting surface improvements or underground facilities or are diseased or located where construction is being considered or will occur. The project does not include the removal of any trees that could conflict with the City's Tree Preservation Ordinance; therefore, *no impact* would occur.

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?

The Pacific Gas and Electric Company (PG&E) San Joaquin Valley Operation and Maintenance Habitat Conservation Plan (O&M HCP)[15] was approved in 2007 and covers portions of nine counties, including Fresno County. The O&M HCP covers PG&E activities that occur as a result of ongoing O&M that would have an adverse impact on any of the 65 covered species and provides incidental take coverage from the USFWS and CDFW. The project site is not located within the covered area of any HCP, Natural Community Conservation Plan (NCCP), or other adopted local, regional, or State HCP. Therefore, the project would not conflict with the provisions of the PG&E O&M HCP, and *no impact* would occur.

Mitigation Measures

BIO-1 **Preconstruction Nesting Bird Survey.** Prior to initiation of any site preparation/construction activities, if work is planned to occur between February 1 and September 15, a qualified biologist shall survey the area for nesting birds within 1 week prior to initial project activity beginning, including ground disturbance and/or vegetation removal/trimming. If nesting birds are located on or near the proposed project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active, as detailed below:

1. A 50-foot exclusion zone shall be placed around non-listed, passerine species and a 250-foot exclusion zone shall be implemented for raptor species. Each exclusion zone shall encircle the nest and have a radius of 50 feet (non-listed passerine species) or 250 feet (raptor species). All

[15] Pacific Gas and Electric Company (PG&E). 2006. *PG&E San Joaquin Valley Operation & Maintenance Habitat Conservation Plan*. Available at: https://ecos.fws.gov/docs/plan_documents/thcp/thcp_838.pdf. Accessed July 2024.

project activities, including foot and vehicle traffic and storage of supplies and equipment, are prohibited inside exclusion zones. Exclusion zones shall be maintained until all exterior construction activities have been terminated for the current phase of work (e.g., if initial site improvements are completed, exclusion zones may be removed until initiation of site preparation for residence construction begins), or it has been determined by a qualified biologist that the young have fledged or that proposed project activities would not cause adverse impacts to the nest, adults, eggs, or young.

2. If special-status avian species are identified and nesting within the work area, no work shall begin until an appropriate exclusion zone is determined in consultation with the City of Fresno and any relevant resource agencies.

The results of the survey shall be provided to the City of Fresno prior to initiation of site preparation/construction activities. The results shall detail appropriate fencing or flagging of exclusion zones and include recommendations for additional monitoring requirements. A map of the project site and nest locations shall be included with the results. The qualified biologist conducting the nesting survey shall have the authority to reduce or increase the recommended exclusion zone depending on site conditions and species (if non-listed).

If 2 weeks lapse between different phases of project activities (e.g., vegetation trimming, the start of grading), during which no or minimal work activity occurs, the nesting bird survey shall be repeated, and a separate survey report shall be prepared and submitted to the City of Fresno.

ENVIRONMENTAL ISSUES	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 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	

DISCUSSION

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

A historical resource, as defined by CEQA, includes one or more of the following criteria: 1) the resource is listed, or found eligible for listing in, the CRHR; 2) the resource is listed in a local register of historical resources as defined by PRC 5020.1(k); 3) the resource is identified as significant in a historical resources survey meeting the requirements of PRC 5024.1(g); or 4) determined to be a historical resource by the project's lead agency (PRC 21084.1; State CEQA Guidelines Section 15064(a)). Under CEQA, historical resources include built environment resources and archaeological sites.

A Cultural Resources Technical Report (CRTR) was prepared for the proposed project to evaluate potential impacts to historical and cultural archaeological resources.[16] The CRTR evaluates all buildings and structures located at the project site, including the building located at 937-945 F Street and the associated structure located at 942 Fagan Alley. The CRTR includes findings based on a background review and a field survey of the project site. The background review included a records search conducted at the Southern San Joaquin Valley Information Center (SSJVIC) located at California State University, Bakersfield, to identify previously recorded historic and cultural resources within the project area. The background review also consisted of research of property-specific historical information and ethnographic literature focused on historical maps, aerial photographs, ethnographic reports, and technical reports prepared for the property. A historical resources survey was conducted on July 22, 2024, to evaluate existing conditions at the project site and in the surrounding area.

Based on the results of the records search, 67 previously recorded cultural resources are located within a 0.25-mile radius of the project area and a total of three built environment resources are associated with the project area, of which two are built environment properties (P-10-005862 and P-10-005874) and one is a district (P-10-004294). Resources P-10-005862 and P-10-005874 consist of the historic-era buildings within the project area (937-945 F Street and 942 Fagan Alley, respectively), and resource P-10-004294 consists of the Fresno Nihonmachi/Fresno Chinatown area, which includes the project area. In addition, one previously recorded resource is located adjacent to the project area: P-10-004270, the former Bank of America/Bank of Italy building at 947-949 F Street.

The 2006 *Chinatown Historic Resource Survey* identified a concentration of buildings in the vicinity of F and Kern Streets that appeared to qualify as a local Chinatown

[16] SWCA Environmental Consultants (SWCA). 2024. *Cultural Resources Technical Report for the 937-945 F Street and 942 Fagan Alley Acquisition Project, Fresno, Fresno County, California*. Prepared for City of Fresno.

historic district,[17] which was found eligible for the City's Local Register of Historic Resources (LRHR) under Criterion i, as it is associated with events that have made a significant contribution to the broad patterns of our history. Based on the results of the historical research and historical resources survey, the potential LRHR-eligible Local Historic District has been heavily altered and diminished through alterations of individual buildings and complete loss of others, and it is unlikely that the Chinatown Historic District would continue to qualify as an eligible historic resource due to the loss of historic integrity. The built resources that comprise the project site are identified in the 2006 *Chinatown Historic Resource Survey* as a contributor to the LRHR-eligible Chinatown Historic District. However, these resources have undergone extensive alterations in recent years, further compromising their overall historical integrity and status as an eligible resource. Due to the lack of historic integrity associated with the potential historic district and associated built resources, proposed demolition and construction activities would not result in the adverse change in the significance of a historical resource. While the potential Chinatown Historic District is unlikely to qualify as a historic district within the current environmental and historic preservation frameworks, there is undoubtedly cultural sensitivity and significance related to this particular area of Fresno. Mitigation Measure CR-1 identifies design criteria for the future development to address the potential indirect impacts of the new construction on the adjacent historical resource at 947-951 F Street. In addition, Mitigation Measure CR-2 has been identified to develop interpretive materials to reduce cumulative impacts to historic resources in the project area. With implementation of Mitigation Measures CR-1 and CR-2, new development at the subject property would be in scale with the overall neighborhood and would not severely detract from the character of the historic building at 947-951 F Street.

As previously identified, there is a historic resource located adjacent to the project site (P-10-004270) at 947-949 F Street and there is potential for vibration associated with proposed demolition and construction activities to damage those adjacent historic building materials. Mitigation Measure CR-3 has been identified to reduce inadvertent impacts to adjacent historic resources through implementation of structural assessment and stabilization techniques and construction monitoring during demolition and construction activities. Based on implementation of Mitigation Measures CR-1 through CR-3, the project would not result in the adverse change in the significance of a historical resource; therefore, impacts would be *less than significant with mitigation*.

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

According to the State CEQA Guidelines, "When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource" (State CEQA Guidelines Section 15064.5(c)(1)). Those archaeological sites

[17] Architectural Resources Group (ARG). 2006. *Chinatown Historic Resources Survey*. Prepared for the City of Fresno Planning and Development Department. April 4. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/HistoricSurvey_Chinatown_2006.pdf. Accessed September 2024.

that do not qualify as historical resources shall be assessed to determine if these qualify as “unique archaeological resources” (PRC 21083.2).

A CRTR[18] was prepared for the proposed project to evaluate potential impacts associated with historic and cultural archaeological resources. The CRTR includes findings based on background review and a field survey of the project site. The background review included a records search conducted at the SSJVIC and the NAHC SLF, to identify previously recorded historic and cultural resources within the project area. Based on the results of the records search, 67 previously recorded cultural resources are located within a 0.25-mile radius of the project area, and three resources involve the project area, of which two are built environment properties and one is a district. No cultural archaeological resources have been previously documented within the project area. No archaeological resources, artifacts, or features were observed during an archaeological resources survey of the project site conducted on August 7, 2024.

Proposed construction activities would result in limited ground-disturbing activities associated with demolition of the existing building and the construction of the future mixed-use building. Ground-disturbing activities would have a maximum depth of excavation up to 10 feet for demolition of the basement associated with the building. As previously identified, there are no previously recorded cultural resources within the project site. In addition, the project site has been entirely disturbed through grading and various periods of development and improvements, which reduces the archaeological sensitivity of the project site; however, the archaeological sensitivity of the surrounding Chinatown area remains high. As such, it is possible that unknown archaeological resources are extant within the project area that have the potential to be impacted during demolition and construction activities. Mitigation Measure CR-4 requires an archaeological monitor to be present during demolition and removal of the basement. Further, Mitigation Measure CR-5 requires that, in the event that previously unidentified cultural resources are uncovered during proposed ground-disturbing activities, all work shall cease within the vicinity of the find until a qualified archaeologist is retained to evaluate the significance of the find and determine the need for further study. Based on implementation of Mitigation Measures CR-4 and CR-5, the project would not result in adverse impacts to known or unknown cultural resources, and impacts would be *less than significant with mitigation*.

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

There are no known human remains or cemeteries located within or in the immediate vicinity of the project site and the project area is considered to have low sensitivity for the presence of unidentified human remains. The project would be required to comply with California Health and Safety Code Section 7050.5, which outlines the protocol for unanticipated discovery of human remains. Section 7050.5 states that no further

[18] SWCA Environmental Consultants (SWCA). 2024. *Cultural Resources Technical Report for the 937-945 F Street and 942 Fagan Alley Acquisition Project, Fresno, Fresno County, California*. Prepared for City of Fresno.

disturbance shall occur until the Fresno County Coroner has made a determination of origin and disposition of the human remains pursuant to PRC Section 5097.98. The Fresno County Coroner must be notified of the find immediately. If the human remains are determined to be Native American, the coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the project site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Based on required compliance with California Health and Safety Code Section 7050.5, the project would not result in disturbance to human remains; therefore, impacts related to disturbance of human remains would be *less than significant.*

Mitigation Measures

CR-1 **Design Criteria for Future Development.** To address potential indirect impacts of the new construction on the adjacent historical resource at 947-951 F Street, the following recommendations related to the design of the housing shall be implemented:

- Qualified Historic Preservation Consultant. The design team selected for the new construction project shall include a qualified historic preservation professional, such as a historic architect or architectural historian that meets the Secretary of the Interior's Professional Qualification Standards in their respective fields, that has demonstrable experience in success working on infill construction projects within historic settings and spaces.

- Compatible Design Criteria. The overall design of the new construction shall be both differentiated from the surrounding historic context and character, meaning that it shall be reconstructionist or designed to appear historic in itself, while also being compatible with the historic character such that the new construction would not detract from the overall setting and sense of place for the adjacent historical resource at 947-951 F Street. The design shall utilize appropriate scale, massing, façade articulation, fenestration placement and rhythm, and the use of materials, details, and ornamentation to enhance compatibility and differentiation between the new construction and the adjacent historical resource.

- Historic Preservation Commission. At approximately the 60% stage of the conceptual and schematic design phases within the overall design process, the design team and the qualified historic preservation consultant shall present the proposed design of the new construction to the City's Historic Preservation Commission for review and comment to provide direction related to the compatible design. This will provide additional opportunities for the City's Historic Preservation Commission, as well as the general public, to provide feedback to the design team.

As outlined in the City's requirements, the final design will also go before the Historic Preservation Commission for approval.

CR-2 **Interpretive Materials.** The City of Fresno shall develop interpretive materials to display the cultural significance of the historic Chinatown neighborhood to reduce cumulative impacts. Interpretive materials shall consider a number of factors, including but not limited to the history of Chinatown, its evolution as a neighborhood, and any intangible historical themes no longer reflected in the built environment; the intended audience; and the location of the display. Although typically located at the subject property where a project is occurring, offsite interpretive displays may be appropriate in certain cases, such as when future development is currently not known, or the property is not publicly accessible for security or other reasons. As this is a public project administered by the City, other public locations owned and/or managed by the City within the Chinatown neighborhood are acceptable, such as the placement of signage along sidewalks of the F Street corridor. This could also include the development of digitally based interpretive materials that are hosted by the City and easily accessed by the public. Interpretive materials shall be prepared by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards, in coordination with the City of Fresno. Development of these interpretive materials shall involve consultation with parties that have demonstrable interest in the history of Fresno and the cultural significance of the Chinatown neighborhood.

CR-3 **Structural Assessment and Stabilization and Construction Monitoring.** To reduce the potential significant impacts to 947-951 F, the following measures shall be implemented:

1. **Structural Assessment and Stabilization:** To address the potential indirect impacts to the historic resource (P-10-004270) located at 947-951 F Street during demolition and construction activities, the City shall contract a qualified structural engineer with demonstrable experience assessing historic buildings to conduct a structural assessment of the brick masonry building located at 947-951 F Street. This assessment shall outline any potential structural issues that may be affected by demolition and construction activities at the project property (937-945 F Street and 942 Fagan Alley) and provide any recommendations to reduce the potential impacts related to the demolition and construction activities at the historic resource (P-10-004270) located at 947-951 F Street. If structural deficiencies are present, the City of Fresno shall be responsible for implementing any temporary shoring or stabilization approaches during demolition and construction.
2. **Construction Monitoring.** Prior to demolition and construction activities, the City of Fresno shall use a qualified consultant that meets the Secretary of the Interior's Professional Qualification Standards in

architectural history and/or historic architecture to document the existing conditions and character-defining features at the exterior of the historic resource (P-10-004270) located at 947-951 F Street. Site protocols for the protection of the resource shall be developed and included as part of the project specifications. This shall include identifying appropriate demolition and construction approaches and equipment at locations within 10 feet of the historic building, potential protection interventions (e.g., boarding up windows, temporary covering of character-defining features, etc.), vibration and conditions monitoring throughout the course of the demolition and construction, and emergency protocols in the event that demolition and construction results in physical damage to the historic building at 947-951 F Street. These emergency protocols shall include the following measures or comparable measures that achieve the same level of protection:

a. Stop-work protocols after damage to the historic building is sustained;
b. List of contacts and notification procedures;
c. List of qualified historic preservation professionals to investigate the condition of the historic resources in the immediate aftermath of the accidental damage;
d. Supplemental conditions assessment of the historical resource by a qualified historic architect and the structural engineer that completed the original assessment to assess the damage and immediate stabilization work; and
e. Preparation of a treatment plan to repair the damage portion of the building.

Following completion of the demolition and construction activities, a supplemental conditions assessment shall be conducted, which shall include a comparative analysis of the preconstruction conditions, a summary of the monitoring efforts or any emergency stop-work incidents, and the identification of any Secretary of the Interior's Standards for Rehabilitation-compliant treatment to repair or restore damaged character-defining features to at least the pre-construction condition.

CR-4 **Archaeological Monitoring.** Based on the overall sensitivity of the surrounding Chinatown area for cultural resources, a qualified archaeologist shall be retained to conduct archaeological monitoring during demolition and removal of the basement and ground disturbing construction activities to monitor activities and to identify any intact archaeological resources. The archaeological monitor shall maintain monitoring logs during demolition activities and removal of the basement and ground disturbing construction activities. Following demolition and construction activities, the archaeological monitor shall prepare and submit an archaeological monitoring report to the City of Fresno and the Southern San Joaquin Valley Information Center with the results of the cultural monitoring program.

CR-5 **Inadvertent Discovery.** In the event that cultural resources are encountered during project activities, all ground-disturbing activities within a 50-foot radius of the find shall cease; however, disturbance activities may continue in other areas. Work shall not continue until a qualified archaeologist assesses the find and determines the need for further study. If the find includes Native American-affiliated materials, a local Native American tribal representative shall be contacted to work in conjunction with the approved archaeologist to determine the need for further study. If the discovery proves significant, additional work such as archaeological testing, data recovery, or consultation with stakeholders may be warranted. A standard inadvertent discovery clause shall be included in every grading and construction contract to inform contractors of this requirement.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY – Would the project:				
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	

DISCUSSION

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

During construction activities, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary in nature and typical of other similar construction activities in the City. Federal and State regulations in place require the use of fuel-efficient equipment and vehicles and that wasteful activities, such as diesel idling, be limited. Further, construction contractors, in an effort to ensure cost efficiency, would be expected to not engage in wasteful or unnecessary energy and fuel practices, such as diesel idling. Energy consumption during construction would not conflict with a State or local plan for renewable energy and would not be wasteful, unnecessary, or inefficient.

Operational energy consumption would include electricity use for building operations and fossil fuel use for vehicle trips to and from the site. Electricity would be provided

by PG&E, which consists of 38% renewable energy sources and 57% greenhouse gas (GHG)-free energy sources.[19] By using electricity from PG&E, the project would reduce the long-term use of non-renewable energy resources. As discussed in *Section XVII, Transportation*, the project would result in a VMT per capita of 4.8. which would fall below the regional VMT per capita threshold of 14.0. Therefore, the project is not anticipated to generate VMT in a manner that could result in substantial consumption of fossil fuels. The proposed building would be required to comply with applicable California Green Building Standards Code (CALGreen; California Code of Regulations [CCR] Title 24, Part 11) and California Energy Code (24 CCR Part 6) requirements to encourage energy efficient design. Therefore, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be *less than significant*.

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

The City's 2014 *General Plan Resource Conservation and Resilience Element*[20] identifies goals and policies to reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources. Specifically, Objective RC-2 includes a goal to promote land uses that conserve resources.

As previously evaluated, proposed demolition and construction activities would require the use of energy in the form of diesel fuel and gasoline for worker and construction vehicles and equipment. The energy consumed during construction would be temporary and would not represent a significant or wasteful demand on available resources.

As previously mentioned, electricity would be provided by PG&E, which consists of 38% renewable energy sources and 57% GHG-free energy sources.[21] By using electricity from PG&E, the project would reduce the long-term use of non-renewable energy resources, which is consistent with Objective RC-2. As discussed in *Section XVII, Transportation*, the project would result in a VMT per capita of 4.8. which would fall below the regional VMT per capita threshold of 14.0. Therefore, the project is not anticipated to generate VMT in a manner that could result in substantial consumption of fossil fuels. The proposed building would be required to comply with applicable

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[19] Pacific Gas and Electric Company (PG&E). 2022. Exploring Clean Energy Solutions. Available at: https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page. Accessed March 2024.

[20] City of Fresno. 2014. *City of Fresno General Plan Resource Conservation and Resilience Element.* Available at: https://www.fresno.gov/wp-content/uploads/2023/03/General-Plan-7-Resources-Conservation-and-Resilience-7-19.pdf. Accessed October 2024.

[21] Pacific Gas and Electric Company (PG&E). 2022. Exploring Clean Energy Solutions. Available at: https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page. Accessed March 2024.

California Green Building Standards Code (CALGreen; California Code of Regulations [CCR] Title 24, Part 11) and California Energy Code (24 CCR Part 6) requirements to encourage energy efficient design, which is consistent with Objective RC-2. The use of renewable energy resources, reduction of fossil fuel consumption, and compliance with energy efficient building design would be consistent with the City's General Plan goals related to the reduction of the consumption of non-renewable energy resources as well as promoting resource conservation. The project would be consistent with goals and policies of the City's *General Plan Resource Conservation and Resilience Element*; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
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	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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
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.

Fault ruptures are generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., in the last 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The project site is not located within an Alquist-Priolo Earthquake Fault Zone. In addition, no known active or potentially active faults or fault traces are located in the project vicinity. The nearest active fault is the Nunez Fault, approximately 50 miles southwest of the City. Therefore, the proposed project

would not expose people or structures to risk as a result of fault rupture, and *no impact* would occur.

ii. Strong seismic ground shaking?

The City of Fresno is located in an area with a historically low-to-moderate level of seismicity. However, strong ground shaking could occur within the project site during seismic events and occurrences have the possibility to result in significant impacts. Major seismic activity along the nearby Great Valley Fault Zone or the Nunez Fault, or other associated faults, could affect the project site through strong seismic ground shaking. Strong seismic ground shaking could potentially cause structural damage to the proposed project. However, based on the distance from known faults, hazards due to ground shaking would be minimal. In addition, the project would be required to be designed and constructed in accordance with the California Building Code (CBC) to reduce the risk associated with seismic groundshaking. Based on low potential for seismic groundshaking and required compliance with the CBC, the project would not result in the risk of loss, injury, or death as a result of seismic ground shaking; therefore, impacts would be *less than significant*.

iii. Seismic-related ground failure, including liquefaction?

Liquefaction takes place when loosely packed, water-logged sediments at or near the ground surface lose their strength in response to strong ground shaking. The predominant soils within the City consist of varying combinations of loose/very soft to very dense/hard silts, clays, sands, and gravels. Groundwater has been encountered near the ground surface in close proximity to water-filled features such as canals, ditches, ponds, and lakes. Based on these characteristics, the potential for soil liquefaction within the City ranges from very low to moderate due to the variable density of the subsurface soils and the presence of shallow groundwater. In addition to liquefaction, the City could be susceptible to induced settlement of loose unconsolidated soils or lateral spread during seismic shaking events. Based on the nature of the subsurface materials and the relatively low to moderate seismicity of the region, seismic settlement and/or lateral spread are not anticipated to represent a substantial hazard within the City during seismic events.

Based on the nature of the subsurface materials and the relatively low-to-moderate seismicity of the region, potential for seismic related ground failure is low in Fresno.[22] In addition, the project would be required to be designed and constructed in accordance with the CBC to reduce the risk associated with liquefaction. Based on the low potential for liquefaction and required compliance with CBC requirements, the project would not result in the risk of loss, injury, or death as a result of liquefaction; therefore, impacts would be *less than significant*.

[22] City of Fresno. 2014. *Fresno General Plan, 9: Noise and Safety Element*, pgs. 9-33 and 9-34. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/9-Noise-and-Safety-02-03-21.pdf. Accessed July 2024.

iv. Landslides?

A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. Fresno is located within an area that predominantly consists of flat topography within the Central Valley. Accordingly, there is no risk of large landslides in the majority of the City; however, there is potential for landslides and slumping along the steep banks of rivers, creeks, or drainage basins such as the San Joaquin River bluff and the many unlined basins and canals that trend throughout the City. The project site is located in a relatively flat area and is not in the vicinity of the San Joaquin River bluff or other unlined basins or canals; therefore, the potential for landslides to occur within the project site is negligible. In addition, the proposed project would be required to be designed and constructed in accordance with the CBC to reduce the risk associated with landslides. Based on the low potential for landslide and required compliance with CBC requirements, the project would not result in the risk of loss, injury, or death as a result of landslide; therefore, impacts would be *less than significant*.

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

Proposed demolition and construction activities would result in limited ground-disturbing activities associated with demolition of the existing building and construction of a new mixed-use development. As such, the potential for erosion and loss of topsoil is low. The project would be required to comply with City Municipal Code Chapter 6, Article 7 (Urban Storm Water Quality Management and Discharge Control), which requires the implementation of best management practices (BMPs) to reduce erosive runoff during demolition and construction activities. The project would disturb less than 1 acre of soil and would not be required to comply with Regional Water Quality Control Board (RWQCB) General Construction Permit requirements. Following demolition and construction activities, the project site would continue to be covered in hardscapes associated with paved areas, which would reduce the potential for long-term erosion to occur at the project site. Based on required compliance with City requirements, impacts related to substantial erosion would be *less than significant*.

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?

As previously stated, soils at the project site would not be subject to liquefaction, lateral spreading, or landslides, and the proposed project would be required to be designed and constructed in accordance with the CBC to reduce the risk associated with landslides. Based on the low potential for landslide and required compliance with CBC requirements, the project impacts would be *less than significant*.

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?

The surface and near-surface soils observed throughout the City consist of varying combinations of clays, silts, sands, gravels, and cobbles. Expansive soils are

characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. The clayey soils, which consist of very fine particles, are considered to be slightly to moderately expansive. Soils at the project site include Delhi loamy sand, 3 to 9 percent slopes, and Hanford sandy loam. The soils do not contain clay components and have negligible potential for expansion.[23] Further, the project would be required to be constructed in accordance with the CBC to further reduce the risk associated with development on expansive soils. Based on the low potential for soil expansion and required compliance with applicable design standards, the project would not result in risks associated with expansive soils; therefore, impacts would be *less than significant*.

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?

The project site is within the jurisdiction of the City's Wastewater Management Division (WMD), which maintains wastewater conveyance infrastructure throughout the City. Wastewater from the City's collection system is treated at the Fresno/Clovis Regional Wastewater Reclamation Facility (WRF). The project does not include the installation of septic tanks or alternative wastewater disposal systems. Further, the project site is located in an urbanized area where existing City-maintained sewer infrastructure exists; therefore, the installation of septic tanks or alternative wastewater disposal systems would not be necessary at this location. Therefore, *no impact* would occur.

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

The project site is underlain by Pleistocene quaternary nonmarine terrace deposits from the early quaternary era (Qf), which has a low paleontological sensitivity due to its relatively young age.[24] In addition, the project site consists entirely of developed areas; therefore, there is low potential for intact paleontological resources to be present within the proposed area of disturbance. Proposed demolition and construction activities would be limited to the existing developed footprint of the building and would require a maximum depth of excavation up to 10 feet for demolition of the basement. Proposed demolition and construction activities are not expected to disturb the underlying bedrock. Further, Mitigation Measure GEO-1 has been identified to address inadvertent discovery of paleontological resources if encountered during excavation activities. Based on implementation of Mitigation Measure GEO-1, the low paleontological sensitivity of the underlying geologic unit, and limited excavation activity, the project would not be expected to disturb paleontological resources; therefore, impacts would be *less than significant with mitigation*.

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[23] Natural Resources Conservation Service (NRCS). 2024. Web Soil Survey. U.S. Department of Agriculture, Natural Resources Conservation Service. Available at: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Accessed July 2024.

[24] U.S. Geological Survey (USGS). 1978. Fresno Sheet. Available at: https://ngmdb.usgs.gov/Prodesc/proddesc_114520.htm. Accessed July 2024.

Mitigation Measures

GEO-1 **Inadvertent Discovery of Paleontological Resources.** During excavation activities that reach or occur within the bedrock of the underlying geologic unit, if a paleontological resource is encountered, the project contractor shall cease ground-disturbing activities within 50 feet of the find. A qualified paleontologist shall evaluate the significance of the resource(s) and recommend appropriate treatment measures. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis. Any fossils encountered and recovered shall be catalogued and presented for donation to a public, non-profit institution with a research interest in the materials. Accompanying notes, maps, and photographs shall also be filed at the repository.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. 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	

DISCUSSION

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

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. Estimated construction and operational GHG emissions were calculated for the proposed project using CalEEMod (Appendix A).[25] The Project is estimated to result in a total of 437.5 metric tons of carbon dioxide equivalent (MTCO2e) during construction and 810 MTCO2e during operation. The

[25] California Air Pollution Control Officers Association (CAPCOA). 2024. California Emissions Estimator Model (CalEEMod). Available at: https://www.caleemod.com/. Accessed April 2025.

project would be consistent with state and local GHG reduction goals, described in detail below.

California's Long Term Climate Goals

A project that would be consistent with meeting the State's long-term climate goals can be found to have a less-than-significant impact on climate change under CEQA. If a project would contribute its "fair share" of what will be required to achieve those long-term climate goals, then a reviewing agency can find that the impact will not be significant because the project will help to solve the problem of global climate change.

The state's long-term climate goals are developed by the California Air Resources Board (CARB). CARB's Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update), dated November 16, 2022, identifies a plan to reach carbon neutrality by 2045 or earlier. The 2022 Scoping Plan is the first plan that adds carbon neutrality as a science-based guide beyond established emission reduction targets. It identifies a feasible path to achieve carbon neutrality by 2045, or earlier, while also assessing the progress the state is making toward reducing its GHG emissions by at least 40% below 1990 levels by 2030, as called for in Senate Bill (SB) 32 and laid out in California's 2017 Climate Change Scoping Plan (2017 Scoping Plan).

Lead agencies across the state have since adopted various approaches to assessing a project's consistency with the above-described thresholds of significance for climate impacts. In 2022, the Bay Area Air Quality Management District (BAAQMD) published its own guidelines for evaluating climate impacts from land use projects and plans.

Applying this approach, the BAAQMD has analyzed what will be required of new land use development projects to achieve California's long-term climate goal of carbon neutrality by 2045. The BAAQMD has found, based on this analysis, that a new land use development project being built today needs to incorporate the following design elements (either A or B) to do its "fair share" of implementing the goal of carbon neutrality by 2045:

A. Projects must include, at a minimum, the following project design elements:

    1. Buildings

        a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).

        b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

    2. Transportation

a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

    i. Residential projects: 15 percent below the existing VMT per capita

    ii. Office projects: 15 percent below the existing VMT per employee

    iii. Retail projects: no net increase in existing VMT

b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

B. Projects must be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b)

If a project is designed and built to incorporate these design elements, then it will contribute its portion of what is necessary to achieve California's long-term climate goals—its "fair share"—and an agency reviewing the project under CEQA can conclude that the project will not make a cumulatively considerable contribution to global climate change. If the project does not incorporate these design elements, then it should be found to make a significant climate impact because it will hinder California's efforts to address climate change.

Although the BAAQMD 2022 CEQA Guidelines were developed for application in the Bay Area, they are broadly applicable across the state since they rely on statewide standards for GHG emission thresholds. Impacts from the proposed Project have been analyzed using the BAAQMD Guidelines. Fresno does not have a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b), so the Project was reviewed for consistency with the design elements described in Section A. The project's consistency with the BAAQMD thresholds for land use is shown in Table 3.

Table 3: Project Consistency with the BAAQMD Thresholds for Land Use Projects

BAAQMD Design Element	**Evaluation of Project Consistency**
Buildings	

Table 3: Project Consistency with the BAAQMD Thresholds for Land Use Projects

BAAQMD Design Element	Evaluation of Project Consistency
The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).	The proposed building would be all electric and would not require natural gas appliances or natural gas plumbing. Further, the proposed building would be required to comply with applicable CALGreen (24 CCR Part 11) and California Energy Code (24 CCR Part 6) requirements to encourage energy efficient design, including regulations related to natural gas appliances.
The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.	As discussed in Impact Discussion VI(a), the energy consumed during construction would be temporary in nature and typical of other similar construction activities in the City. Federal and State regulations in place require the use of fuel-efficient equipment and vehicles and that wasteful activities, such as diesel idling, be limited. Operational electricity would be provided by PG&E, which consists of 38% renewable energy sources and 57% GHG-free energy sources.[26] By using electricity from PG&E, the project would reduce the long-term use of non-renewable energy resources. Further, the proposed building would be required to comply with applicable California Green Building Standards Code (CALGreen; California Code of Regulations [CCR] Title 24, Part 11) and California Energy Code (24 CCR Part 6) requirements to encourage energy efficient design. Based on required compliance with existing regulations and use of renewable energy resources, the

[26] Pacific Gas and Electric Company (PG&E). 2022. Exploring Clean Energy Solutions. Available at: https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page. Accessed March 2024.

Table 3: Project Consistency with the BAAQMD Thresholds for Land Use Projects

BAAQMD Design Element	Evaluation of Project Consistency
	project would not result in wasteful, inefficient, or unnecessary consumption of energy resources; therefore, no additional mitigation is necessary to reduce energy consumption.
Transportation	
Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA: i. Residential projects: 15 percent below the existing VMT per capita ii. Office projects: 15 percent below the existing VMT per employee iii. Retail projects: no net increase in existing VMT	As discussed in *Section XVII, Transportation*, the project would result in a VMT per capita of 4.8, which would fall below the regional and local VMT per capita threshold. Therefore, the project would not generate VMT in a manner that would exceed the BAAQMD threshold of 15% below the existing VMT per employee.
Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.	The proposed building would be required to comply with applicable CALGreen (24 CCR Part 11) and California Energy Code (24 CCR Part 6) requirements to encourage energy efficient design, including regulations related to electric vehicle (EV) parking requirements.

Source: BAAQMD (2022)

As shown in Table 3, the project would be consistent with the BAAQMD Thresholds for Land Use Projects and would contribute its "fair share" of implementing the goal of carbon neutrality by 2045. Therefore, the Project would be consistent with state goals related to the reduction of GHG emissions, and impacts would be *less than significant*.

San Joaquin Valley Climate Change Action Plan

The project is within the jurisdiction of the SJVAPCD, which released the San Joaquin Valley Climate Change Action Plan[27] in December 2009. The Climate Change Action Plan identifies goals and policies to address reductions in GHGs and improvement to regional air quality. The plan also includes a methodology for determining project-specific Best Performance Standards (BPSs), which are described as mitigation measures intended to accomplish GHG reductions. BPSs may include building design elements that reduce energy consumption, project designs that promote pedestrian access, and land use planning decisions that reduce VMT. As discussed in *Impact Discussion VIII.a)*, the Project would be required to comply with state and local requirements to reduce construction and operational GHG emissions, would utilize clean energy sources and building design, and would not generate a substantial increase in VMT and associated vehicle emissions; therefore, the Project would not generate significant GHG emissions during Project construction or operation and would be consistent with the goals of the San Joaquin Valley Climate Change Action Plan. According to the process for evaluating GHG significance described in the San Joaquin Valley Climate Change Action Plan, projects that comply with an approved GHG emission reduction plan or GHG mitigation program which avoids or substantially reduces GHG emissions within the geographic area in which the project is located would be determined to have a less-than-significant individual and cumulative impact for GHG emissions. Such plans or programs must be specified in law or approved by the lead agency with jurisdiction over the affected resource and supported by a CEQA compliant environmental review document adopted by the lead agency. Projects complying with an approved GHG emission reduction plan or GHG mitigation program would not be required to formally implement BPSs. As described in Table 3, above, the Project would be consistent with the BAAQMD Thresholds of Significance for Land Use Initiatives; therefore, the Project would be consistent with an approved applicable GHG emission reduction plan or GHG mitigation program intended to avoid or substantially reduce GHG emissions and would not be required to formally implement project-specific BPSs as identified in the San Joaquin Valley Climate Change Action Plan. Based on the analyses provided above, the Project would contribute its "fair share" of what will be required to achieve long-term climate goals and would have a less-than-significant impact related to GHG emissions. Therefore, impacts would be *less than significant*.

[27] San Joaquin Valley Air Pollution Control District (SJVAPCD). 2009. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. Available at: https://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf. Accessed October 2024.

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

As described in *Impact Discussion VIII.a)*, the project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions, including State initiatives, the San Joaquin Valley Climate Change Action Plan or BAAQMD Thresholds for Land Use Projects; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X

ENVIRONMENTAL ISSUES	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 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	

DISCUSSION

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

The project would require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. during demolition and construction activities, which has the potential to result in an accidental spill or release. However, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the USEPA, U.S. Occupational Safety and Health Administration (OSHA), and California Department of Toxic Substances Control (DTSC). All storage, handling, and disposal of hazardous materials during project activities would be required to comply with applicable local safety standards and regulations, including General Plan Policies NS-4-a, NS-4-e, and NS-4-f.[28] The Project would include operation of residential and commercial uses that would use limited quantities of common household substances and would not result in manufacturing, industrial, or other uses utilizing large amounts of hazardous materials. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials would be *less than significant.*

[28] City of Fresno. 2014. *Fresno General Plan, 9: Noise and Safety Element*, pgs. 9-33 and 9-34. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/9-Noise-and-Safety-02-03-21.pdf. Accessed July 2024.

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?

As described in *Impact Discussion IX.a)*, the proposed project would not result in a significant hazard to the public or the environment through the transport of hazardous materials through required compliance with applicable standards and regulations established by USEPA, OSHA, and DTSC.

A Phase I Environmental Site Assessment (ESA) was prepared to determine if any on-site Recognized Environmental Concerns (RECs), including, but not limited to, soil staining, aboveground storage tanks (ASTs), signs of underground storage tanks, odors, hazardous debris, etc. Based on a review of relevant background information and a field inspection of the project site, the Phase I ESA did not reveal any on-site RECs (Appendix C).[29]

The project is not located in an area with known potential for NOA.[30] Therefore, construction activities would not have the potential to expose workers or surrounding land uses to harmful levels of NOA. ACM and LBP may be present in buildings built prior to 1978. The existing building was first developed in the early 1900s, with redevelopment occurring in 1918 and the 1930s; therefore, there is potential that ACM and LBP may be present and could be released during demolition activities. Mitigation Measures AQ-4 and AQ-5 have been included to require ACM and LBP testing and identify the proper protocol for the handling and removal of ACM and LBP if identified within materials proposed for demolition. The Project would include operation of residential and commercial uses that would use limited quantities of common household substances and would not result in the use of large quantities of hazardous materials that could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions.

Based on implementation of Mitigation Measures AQ-4 and AQ-5, and required compliance with existing regulations, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment; therefore, impacts would be *less than significant with mitigation.*

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

The nearest existing school is Lincoln Elementary School, located approximately 0.3 mile south of the project site and there are no proposed schools within 0.25 mile of

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[29] Krazan & Associates, Inc. 2023. *Phase I Environmental Site Assessment, The Peacock Building, 937 - 943 F Street and 942 Fagan Alley, APN 467-074-02, Fresno, California 93706*. Prepared for SWCA Environmental Consultants. August 29.

[30] California Geological Survey (CGS). 2011. *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*.

the Project site. The project site is not located within 0.25 mile of an existing school; therefore, the project would not have the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and *no impact* would occur.

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?

According to the DTSC EnviroStor database[31] and State Water Resources Control Board (State Water Board) GeoTracker database,[32] the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, evaluation site, school investigation site, military evaluation site, tiered permit site, or corrective action site. Additionally, the project site is not included on the list of hazardous waste sites compiled pursuant to California Government Code Section 65962.5.[33] As a result, no hazards to the public or environment are anticipated; therefore, *no impact* would occur.

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?

The nearest medical center helipad is at the Community Regional Medical Center,[34] located approximately 1 mile northeast of the project site. The nearest airports include the Fresno Yosemite International Airport, located approximately 5 miles northeast of the project site; Fresno Chandler Executive Airport, located approximately 1.1 miles west of the project site; and Sierra Sky Airport, located approximately 8.4 miles northwest of the project site. Each of these airports is considered under the *Fresno County Airport Land Use Compatibility Plan* (ALUCP), which guides local jurisdictions in determining appropriate compatible land uses with detailed findings and policies. The Fresno County ALUCP includes airport safety zone maps that are based on the likelihood of aircraft accident adjacent to airports. Although the project site is located within 2 miles of the helipad at the Community Regional Medical Center and Fresno Chandler Executive Airport, the project site is located in Safety Zone 6 - Traffic Pattern Zone, which is an area of low aircraft accident risk.[35] Therefore, the project would not

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[31] California Department of Toxic Substances Control (DTSC). 2024. EnviroStor. Available at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=fresno. Accessed August 2024.

[32] State Water Resources Control Board (State Water Board). 2024. GeoTracker. Available at: https://geotracker.waterboards.ca.gov/. Accessed August 2024.

[33] California Environmental Protection Agency (CalEPA). 2018. California Government Code Section 65962.5(a) Hazardous Waste and Substances Site List. Available at: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/. Accessed August 2024.

[34] California Department of Transportation (Caltrans). 2019. Caltrans HeliPlates. Available at: https://heliplates.dot.ca.gov/# . Accessed August 2024.

[35] Fresno Council of Governments. 2021. *Fresno County Airport Land Use Compatibility Plan*. December 2018; Amended December 2021. Available at: https://fresnocog.wpenginepowered.com/wp-

result in a safety hazard for people residing or working in the project area; therefore, *no impact* would occur.

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

Construction activities would be limited to a single, existing parcel and would not require the implementation of any traffic controls that could impede emergency response or evacuation efforts within the project area. The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. The project would be located in an existing urban area, would be consistent with the existing zoning of the project site, and would not facilitate substantial or unplanned population growth in a manner that could generate a substantial number of new vehicle trips that could otherwise impede emergency response or evacuation efforts within the project area; therefore, impacts would be *less than significant*.

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

The project site is located in an area mapped as Local Responsibility Area (LRA) Unzoned, indicating that the area is urbanized and not susceptible to wildland conflagrations. Additionally, the project is not located within a very high fire hazard severity zone (VHFHSZ).[36] The Project would be constructed in accordance with the California Fire Code (CFC) to reduce risk of loss, injury, or death involving wildland fires. Based on the Project's location and required compliance with the CFC, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires; therefore, impacts would be *less than significant*.

Mitigation Measures

Implement Mitigation Measures AQ-4 and AQ-5, included in Section III, *Air Quality*.

content/uploads/2022/09/Fresno-ALUCP-12-04-17-final-with-Amended-Table.pdf. Accessed August 2024.

[36] California Department of Forestry and Fire Protection (CAL FIRE). 2024. *Fire Hazard Severity Zones in State Responsibility Area.* Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed August 2024.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
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:				
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 provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

DISCUSSION

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

The State Water Board and nine RWQCBs regulate the water quality of surface water and groundwater bodies throughout California. The proposed project is within the jurisdiction of the Central Valley RWQCB.

Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Ground disturbance and the use of construction equipment and vehicles during proposed construction activities have the potential to result in erosion and other pollutants that could run off to surrounding areas. There are no surface water resources located within or adjacent to the project site. The project would be required to comply with City Municipal Code Chapter 6, Article 7 (Urban Storm Water Quality Management and Discharge Control), which requires the implementation of BMPs to reduce and/or eliminate pollutant discharge during construction. The project would disturb less than 1 acre of soil and would not be required to comply with RWQCB General Construction Permit requirements.

The Project would result in the operation of a new mixed-use building which would not result in a new source of substantial pollutant concentrations in the project area due to the largely residential nature of the operation of the Project. Further, the project would be required to implement water quality and watershed protection measures in accordance with the City's Storm Drainage and Flood Control Master Plan (SDFCMP), which manages the City's stormwater drainage systems and the City's participation in the Phase 1 National Pollutant Discharge Elimination System (NPDES) Permit for Stormwater Discharges from Municipal Separate Storm Sewer Systems (Phase 1 MS4).

Based on required compliance with City requirements, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality; therefore, impacts would be *less than significant*.

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

The project site is located in the Kings Subbasin of the San Joaquin Valley Groundwater Basin (California Department of Water Resources [DWR] Groundwater Subbasin Number: 5-22.08). The Kings Subbasin encompasses an area of approximately 976,000 acres (1,530 square miles) within Fresno, Kern, and Tulare Counties.[37] The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. The Project site is located entirely within the Fresno City limits and City's SOI, and the Project would be consistent with DTN uses as defined in the City's General Plan; therefore, the Project would be consistent with the City's planned buildout scenario and associated water use projections. The City's Department of Public Utilities (DPU) was contacted to determine the project's impacts on existing utilities. No response identifying potential impacts has been received to date. During demolition and construction activities, water may be used for dust suppression; however, any water used during demolition and construction activities would be limited in volume and supplied from off-site sources. Following demolition and construction activities, the project site would continue to be covered in hardscapes associated with paved areas; therefore, the amount of impervious surface area on-site would be generally the same as existing conditions. The project would not decrease groundwater supply or interfere with groundwater recharge, and impacts would be *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?

Proposed demolition and construction activities would result in limited ground-disturbing activities over the 0.33-acre project site. The project would be required to comply with City Municipal Code Chapter 6, Article 7 (Urban Storm Water Quality Management and Discharge Control), which requires the implementation of BMPs to reduce erosive runoff during demolition and construction activities. The project would disturb less than 1 acre of soil and would not be required to comply with RWQCB General Construction Permit requirements. Following demolition and construction activities, the project site would continue to be covered in hardscapes associated with paved areas, which would reduce the potential for long-term erosion to occur at the project site. Based on required compliance with City requirements, impacts related to substantial erosion would be *less than significant*.

[37] California Department of Water Resources (DWR). 2006. San Joaquin Valley Groundwater Basin Kings Subbasin. Available at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/5_022_08_KingsSubbasin.pdf. Accessed August 2024.

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

The project does not include alteration or other direct impacts to any surface water features. The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. Following demolition and construction activities, the project site would continue to be covered in hardscapes associated with paved areas; therefore, drainage conditions and the amount of impervious surface area on-site would be generally the same as existing conditions. Further, the Project would be subject to Article 7 of the City's Municipal Code and the SDFCMP for long-term drainage requirements. Based on required compliance with City stormwater requirements, the project would not increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; therefore, impacts would 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?

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building that could create or contribute runoff water Following demolition and construction activities, the project site would continue to be covered in hardscapes associated with paved areas; therefore, drainage conditions and the amount of impervious surface area on-site would be generally the same as existing conditions. The project would be subject to RWQCB requirements and Article 7 of the City's Municipal Code, which requires the implementation of BMPs to reduce and/or eliminate pollutant discharge from entering the City's storm drain system during construction and operation. Further, the project would be required to implement water quality and watershed protection measures in accordance with the City's SDFCMP. Based on required compliance with RWQCB and City stormwater requirements, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; therefore, impacts would be *less than significant*.

iv. Impede or redirect flood flows?

Regulations in 44 CFR Part 9 and the City's Floodplain Ordinance require that placement of structures within a floodplain not result in a cumulative change in the floodplain water surface that exceeds 1 foot. In addition, the regulations in 44 CFR Part 9 do not allow placement of structures within a regulatory floodway unless that placement would not result in any increase in the floodplain water surface elevation, meaning that there is no displacement or redirection of the floodway. The City's Floodplain Ordinance requires that a Civil Engineer registered in the State of California certify that no displacement of floodwater would result from the flood proofing of a structure within a floodplain or a regulatory floodway.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06019C2110H (effective date 2/18/2009), the project site is located within shaded Zone X, an area with 0.2% annual chance of flooding or areas of 1% annual chance of flooding with average depth less than 1 foot or with drainage areas of less than 1 square mile. Shaded Zone X is not considered a Special Flood Hazard Area (SFHA) by the City; therefore, the project would not be subject to the City's Floodplain Ordinance (Article 6). Following demolition and construction activities, the project site would continue to be covered in hardscapes associated with paved areas; therefore, drainage conditions and the amount of impervious surface area on-site would generally be the same as existing conditions and would not impede or redirect potential flood flows. Therefore, impacts would be *less than significant*.

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

The project site is not located in a tsunami or seiche zone and would not risk pollutant release as a result of inundation by a tsunami or seiche. According to FEMA FIRM 06019C2110H (effective date 2/18/2009), the project site is located within shaded Zone X, an area with 0.2% annual chance of flooding or areas of 1% annual chance of flooding with average depth less than 1 foot or with drainage areas of less than 1 square mile. Shaded Zone X is not considered an SFHA by the City; therefore, the project would not be subject to the City's Floodplain Ordinance (Article 6). Following demolition and construction activities, the project site would continue to be covered in hardscapes associated with paved areas; therefore, the project would not alter existing drainage conditions or the amount of impervious surface area on-site in a manner that could interfere with flood flows. The project would be subject to City Municipal Code Chapter 6, Article 7, which requires the implementation of BMPs to reduce and/or eliminate pollutant release at the project site, which would reduce the potential to release pollutants in the event of on-site flooding. Further, the project would be required to implement water quality and watershed protection measures in accordance with the City's SDFCMP, which would also reduce the potential to release pollutants in the event of on-site flooding. Based on required compliance with RWQCB and City stormwater requirements, the project would not risk the release of pollutants due to project inundation, and impacts would be *less than significant*.

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

The project site is located in the Kings Subbasin of the San Joaquin Valley Groundwater Basin (DWR Groundwater Subbasin Number: 5-22.08). As evaluated in *Impact Discussion X.b)*, the project would not decrease groundwater supply or interfere with groundwater recharge in a manner that would impede sustainable management of the groundwater basin. The project site is under the jurisdiction of the Central Valley RWQCB and would be subject to *The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region*

(Basin Plan),[38] which establishes water quality objectives for beneficial uses of water resources within the Sacramento and San Joaquin River Basins. The project would disturb less than 1 acre of soil and would not be required to comply with RWQCB General Construction Permit requirements. The project would be required to comply with City Municipal Code Chapter 6, Article 7, which requires the implementation of BMPs to reduce and/or eliminate pollutant discharge during construction. Further, the project would be required to implement water quality and watershed protection measures in accordance with the City's SDFCMP. Based on required compliance with City requirements, the project would not violate any RWQCB water quality standards or waste discharge requirements. The project would be consistent with sustainable management of the San Joaquin Valley Groundwater Basin and the Basin Plan; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
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		

DISCUSSION

a) Physically divide an established community?

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain

[38] Regional Water Quality Control Board (RWQCB). 2019. *The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region*. Fifth Edition. Revised June 2019 (with Approved Amendments. Available at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201902.pdf. Accessed August 2024.

travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community. The Project includes the acquisition and demolition of an existing building to allow for the construction of a new four-story mixed-use building on an existing parcel and does not include new construction in an undeveloped area or other activities that could result in the removal or blockage of existing public roadways or other circulation paths or include any features that would physically divide an established community; therefore, *no impact* would occur.

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?

As evaluated throughout this Initial Study, the project would be consistent with standards and policies set forth in the City's General Plan, SJVAPCD *2022 Plan for the 2015 8-Hour Ozone Standard*, SJVAPCD *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards*. The project would be required to implement Mitigation Measures AQ-1 through AQ-5, included in Section III, *Air Quality*; Mitigation Measure BIO-1, included in Section IV, *Biological Resources*; Mitigation Measures CR-1 through CR-5, included in Section V, *Cultural Resources*; and Mitigation Measure GEO-1, included in Section VII, *Geology and Soils*, to mitigate potential impacts associated with Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials, which is consistent with the identified plans and policies intended to avoid or mitigate adverse environmental effects. With implementation of the identified mitigation measures, the project would not conflict with other local policies or regulations adopted for the purpose of avoiding or mitigating environmental effects; therefore, impacts would be *less than significant with mitigation*.

Mitigation Measures

Implement Mitigation Measures AQ-1 through AQ-5, included in Section III, *Air Quality*; Mitigation Measure BIO-1, included in Section IV, *Biological Resources*; Mitigation Measures CR-1 through CR-5, included in Section V, *Cultural Resources;* and Mitigation Measure GEO-1, included in Section VII, *Geology and Soils*.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. 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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?

The principal area for mineral resources in the City is located along the San Joaquin River Corridor. The California Department of Mines and Geology classifies lands along the San Joaquin River Corridor as Mineral Resource Zone (MRZ)-1, MRZ-2, and MRZ-3. The project site in an urbanized area and is not located in the vicinity of the San Joaquin River, is not an MRZ, and does not contain an MRZ. The proposed project would not result in the loss of availability of a known mineral resource of value to the region or residents of the State; therefore, *no impact* would occur.

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?

Please refer to *Impact Discussion XII.a)*. The proposed project would not result in the loss of availability of any known locally important mineral resource recovery sites; therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
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	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

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?

Existing ambient noise levels in the project area consist of noise from surrounding commercial land uses, vehicle noise along proximate roadways, and noise associated with railroad tracks. During project construction, noise from demolition and construction activities may intermittently dominate the noise environment in the immediate project area. The project would require the use of typical construction equipment (e.g., dozers, excavators, etc.). According to the Federal Highway Administration (FHWA),[39] noise from standard construction equipment generally ranges between 80 and 85 A-weighted decibels (dBA) in equivalent sound level (L_{eq}) at 50 feet from the source. The nearest sensitive receptors to the project site include residential dwelling units located approximately 900 feet northeast of the project site. According to City Municipal Code Section 10-109, Noise Regulations Exceptions, construction-related noise is exempt from the City's noise standards between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building that could result in a marginal increase in residential and commercial noise within the project area.

[39] Federal Highway Administration (FHWA). 2018. *Construction Noise Handbook*. Available at: https://www.nrc.gov/docs/ML1805/ML18059A141.pdf. Accessed June 2024.

Potential sources of operational noise would include stationary noise from mechanical equipment associated with heating, ventilation, and air conditioning (HVAC) equipment and mobile noise from vehicle trips generated by the Project. Noise generated by HVAC systems or other equipment would not result in a noticeable increase in ambient noise levels based on the density of surrounding development. In addition, the project would be located in an existing urban area, would be consistent with the existing zoning of the project site, and would not facilitate substantial or unplanned population growth in a manner that could generate a substantial number of new vehicle trips that could substantially increase long-term ambient noise levels in the project area. Therefore, the project would not result in a substantial increase in short- or long-term ambient noise levels, and impacts would be *less than significant*.

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

The project does not include pile driving or other high-impact activities that would generate substantial groundborne noise or vibration during construction. Standard construction equipment would generate some groundborne noise and vibration during proposed ground-disturbing activities; however, these activities would be limited in duration and consistent with other standard construction activities. Any groundborne noise or vibration generated by short-term construction activities would be limited to the immediate work area and is not anticipated to disturb surrounding residential land uses. In addition, City Municipal Code Section 15-2507, Vibration, exempts temporary construction activities from the City's vibration standards. Further, the construction of new residential and commercial uses would not increase long-term vibration or groundborne noise levels in the project area. Therefore, impacts related to groundborne vibration would be *less than significant*.

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?

The nearest medical center helipad is at the Community Regional Medical Center,[40] located approximately 1 mile northeast of the project site. The nearest airports include the Fresno Yosemite International Airport, located approximately 5 miles northeast of the project site; Fresno Chandler Executive Airport, located approximately 1.1 miles west of the project site; and Sierra Sky Airport, located approximately 8.4 miles northwest of the project site. Each of these airports is considered under the *Fresno County Airport Land Use Compatibility Plan* (ALUCP), which guides local jurisdictions in determining appropriate compatible land uses with detailed findings and policies. The City's General Plan, other City land use plans, and all City land use decisions must be compatible with the adopted Fresno County ALUCP, which includes community noise equivalent level (CNEL) noise contours based on projected airport and aircraft operations. Although the project site is located within 2 miles of the Community Regional Medical Center helipad and Fresno Chandler Executive Airport,

[40] California Department of Transportation (Caltrans). 2019. Caltrans HeliPlates. Available at: https://heliplates.dot.ca.gov/# . Accessed June 2024.

the project site is not located within the CNEL noise contours identified in the Fresno County ALUCP.[41] Therefore, the proposed project would not result in the exposure of sensitive receptors to the excessive noise levels from aircraft noise sources, and *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
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

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)?

The City's Planning Area is defined as the geographic area for which the City's General Plan establishes policies related to future urban growth and resource conservation and includes the area within the City Limits, the City's Sphere of Influence (SOI), and land immediately north and southwest of the SOI. The City's General Plan identifies a "General Plan Horizon" and "General Plan Buildout" to categorize and predict future growth and buildout conditions. The General Plan Horizon is set to occur in 2035, and General Plan Buildout refers to complete development under the General Plan past the horizon year of 2050.

General Plan Horizon is set to accommodate a population of approximately 226,000 new residents by 2035, resulting in a total population of 771,000. General Plan

[41] Fresno Council of Governments. 2021. *Fresno County Airport Land Use Compatibility Plan*. December 2018; Amended December 2021. Available at: https://fresnocog.wpenginepowered.com/wp-content/uploads/2022/09/Fresno-ALUCP-12-04-17-final-with-Amended-Table.pdf. Accessed June 2024.

Buildout anticipates an additional 425,000 new residents over the existing population, resulting in a total population of 970,000. As of 2023, the population estimate was 545,716 for the City.[42] General Plan Horizon is set to accommodate an estimated 267,000 residential units by 2035, of which 32,000 residential units would be located in the existing city limits, including Downtown. General Plan Buildout anticipates complete buildout of approximately 336,000 residential units, of which 55,610 units would be located in the existing city limits, including Downtown.

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. The project would result in approximately 75 to 150 new residents depending on the final unit mix. The project site is in the City's DTN zone and land use designation in the City's Downtown Planning Area and is located entirely within Fresno City Limits and the City's SOI. The project would be consistent with the allowable uses of the DTN zone and land use designation; therefore, buildout of the project site would be consistent with the City's planned buildout scenario and would not result in unplanned growth. Further, the project includes the construction of affordable housing units that would be consistent with the Fresno Council of Governments (Fresno COG) sixth cycle Regional Housing Needs Allocation (RHNA) Determination that calls for the creation of 58,298 new affordable units within the City between June 30, 2023 and December 31, 2031. Therefore, the proposed project would be consistent with local and regional housing projections and would not result in substantial or unplanned growth.

The project also includes the construction of commercial uses that would be consistent with the allowable uses of the DTN zone and land use designation; therefore, any new long-term employment opportunities would be consistent with the City's planned buildout scenario and would not result in unplanned growth.

Proposed demolition and construction activities have the potential to generate short-term employment opportunities; however, project construction is expected to use workers from the local employment force and would not require workers to relocate to the project area. Therefore, the project would not result in unplanned or substantial population growth, and impacts would be *less than significant*.

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

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. The building proposed for acquisition and demolition is currently vacant; therefore, the project would not result in the displacement of existing people or housing, and *no impact* would occur.

[42] U.S. Census Bureau. 2023. Quick Facts, Fresno city, California. Available at: https://www.census.gov/quickfacts/fact/table/fresnocitycalifornia/PST045223. Accessed February 2025.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
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:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
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?

The Fresno Fire Department (FFD) would provide fire protection services to the proposed project. There are 20 FFD fire stations in the City, with the closest fire station, Fire Station 3, located approximately 0.2 mile northeast of the project site. The project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building, which would result in approximately 75 to 150 new residents. The proposed project would result in an incremental increase on

fire protection services in the City. The project would be consistent with the City's DTN zoning and land use designation; therefore, buildout of the project site would be consistent with the City's planned buildout scenario and would not result in unplanned growth. The FFD was contacted to determine the project's impact on existing fire protection services. No response identifying potential impacts has been received to date. Further, the project would be subject to the payment of Development Impact Fees to offset the incremental increase in demand on fire protection services. Therefore, the project would not require new or physically altered governmental facilities for fire protection services, and impacts would be *less than significant*.

ii. Police protection?

The Fresno Police Department (FPD) provides police protection to the project site. The FPD Patrol Division is divided into five policing districts, with the project site being within the Southwest District. The project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building, which would result in approximately 75 to 150 new residents. The proposed project would result in an incremental increase on police protection services in the City. The project would be consistent with the allowable uses of City's DTN zoning and land use designation; therefore, buildout of the project site would be consistent with the City's planned buildout scenario and would not result in unplanned growth. The FPD was contacted to determine the project's impact on existing police protection services. No response identifying potential impacts has been received to date. Further, the project would be subject to the payment of Development Impact Fees to offset the incremental increase in demand on police protection services. Therefore, the project would not require new or physically altered governmental facilities for police protection services, and impacts would be *less than significant*.

iii. Schools?

The Fresno Unified School District (FUSD) serves more than 74,000 students and operates 64 elementary schools, 15 middle schools, eight high schools, four alternative schools, and three special education schools. The project includes the construction of a new residential and commercial mixed-use building that would result in approximately 75 to 150 new residents, which may increase the number of school aged children in the area. As discussed in Section XIV, *Population and Housing*, the project would not result in substantial or unplanned population growth in a manner that would exceed the City's planned buildout scenario. The FUSD was contacted to determine the project's impact on existing school facilities. No response identifying potential impacts has been received to date. Further, the project would be subject to the payment of State impact fees to offset the incremental demand on public schools. Therefore, the project would not create an increased demand on local schools, and impacts would be *less than significant*.

iv. Parks?

The project includes the construction of a new residential and commercial mixed-use building that would result in approximately 75 to 150 new residents, which would result in an incremental increase in demand on existing recreational facilities. As discussed in Section XIV, *Population and Housing*, the project would not result in substantial or unplanned population growth in a manner that would exceed the City's planned buildout scenario. Therefore, the project would not result in a substantial or unplanned population increase that could result in deterioration of existing recreation or park facilities or require the expansion of new facilities; therefore, the project would not create an increased demand on public recreation facilities, and *impacts would be less than significant*.

v. Other public facilities?

The project includes the construction of a new residential and commercial mixed-use building that would result in approximately 75 to 150 new residents, which would result in an incremental increase in demand on other existing public facilities. As discussed in Section XIV, *Population and Housing*, the project would not result in substantial or unplanned population growth in a manner that would exceed the City's planned buildout scenario and substantially increase the demand on public facilities, such as libraries or post offices, or result in the need for new or physically altered governmental facilities; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION – Would the project:				
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

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?

The project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building, which would result in approximately 75 to 150 new residents. The proposed project would result in an incremental increase on existing recreational facilities in the City. As discussed in Section XIV, *Population and Housing*, the project would not result in substantial or unplanned population growth in a manner that would exceed the City's planned buildout scenario; therefore, the project would not result in a substantial or unplanned population increase that could rapidly increase the physical deterioration of existing recreation facilities; therefore, the project would not create an increased demand on public recreation facilities, and *impacts would be less than significant*.

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

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. The proposed project would not include or require the construction or expansion of public recreational facilities; therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
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	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	

DISCUSSION

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

The *Fresno General Plan Mobility and Transportation Element*,[43] identifies goals and implementing policies related to promoting a city of healthy communities, improving the quality of life in established neighborhoods, planning for all modes of travel on local and major streets in Fresno, providing a well-maintained transportation system, and protecting and improving public health and safety. Additionally, the Fresno Council of Governments (FCOG) 2022 Regional Transportation Plan (RTP)[44] reflects transportation planning for Fresno County through 2046 and is intended to create a region of diverse, safe, resilient, and accessible transportation options that improve the quality of life for all residents by fostering sustainability, equity, a vibrant economy, clean air, and healthy communities. The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. The project would be located in an existing urban area, would be consistent with the existing zoning of the project site, and would not facilitate substantial or unplanned population growth in a manner that could generate a substantial number of new vehicle trips, which is consistent with the objectives of the City's General Plan. Further, the project site is located near existing transit stops that would allow for the use of alternative modes of transportation and allow residents to access other areas of the city, which would be consistent with the FCOG 2022 RTP. Therefore, the project would be consistent with the City's Mobility and Transportation Element and the FCOG 2022 RTP, and impacts would be *less than significant.*

[43] City of Fresno. 2014. *Fresno General Plan, Chapter 4: Mobility and Transportation Element.* Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp4-Mobility-and-Transportation-9-30-2021.pdf. Accessed February 2024.

[44] Fresno Council of Governments (FCOG). 2022. *2022 Regional Transportation Plan/Sustainable Communities Strategy*. Available at: https://www.planfresno.com/sustainable-communities-strategies-fall-outreach/. Accessed February 2024.

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

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 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 to traffic facilities are no longer a relevant CEQA threshold for transportation impacts.

State CEQA Guidelines Section 15064.3(b)(4) states, "A lead agency has discretion to choose the most appropriate methodology 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 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 adopted the *CEQA Guidelines for Vehicle Miles Traveled Thresholds* (Fresno VMT Thresholds), pursuant to SB 743 to be effective July 1, 2020.[45] The Fresno VMT Thresholds were prepared and adopted consistent with the requirements of State CEQA Guidelines Sections 15064.3 and 15064.7. In December 2018, the California Governor's Office of Planning and Research (OPR) published the *Technical Advisory on Evaluating Transportation Impacts in CEQA*,[46] which was utilized as a reference and guidance document in the preparation of the Fresno VMT Thresholds.

The Fresno VMT Thresholds states that VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects with a high level of affordable housing units should be presumed to cause a less than significant transportation impact. The project includes the construction of a mixed-use building consisting of affordable housing units

[45] City of Fresno. 2020a. *CEQA Guidelines for Vehicle Miles Traveled Thresholds*. June 18. Available at: https://fresno.legistar.com/View.ashx?M=F&ID=8601948&GUID=9AEF1630-3BE3-45BF-9BB8-3D4BB9DB1677. Accessed August 2024.

[46] California Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December. Available at: https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed August 2024.

Based on the FCOG Vehicle Miles Traveled Analysis Tool Summary Report,[47] based on the number of new market rate and affordable residential units, the project would result in a VMT per capita of 4.8, which would fall below the regional VMT per capita thresholds of 14.0 using 13% as the threshold and a threshold of 13.7 using 15% as the threshold and the local VMT per capita thresholds of 11.5 using 13% as the threshold and a threshold of 11.2 using 15% as the threshold. Therefore, the project is consistent with State CEQA Guidelines Section 15064.3(b), and impacts would be *less than significant*.

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

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. The project does not include the construction of new roadways or the establishment of incompatible land uses that could result in new roadway hazards. The project would be located in an existing urban area, would be consistent with the existing zoning of the project site, and would not facilitate substantial or unplanned population growth in a manner that could generate a substantial number of new vehicle trips that could increase congestion and associated hazards. Therefore, impacts would be *less than significant*.

d) Result in inadequate emergency access?

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. Demolition and construction activities would be limited to a single existing parcel and would not require the implementation of any traffic controls that could impede emergency response or evacuation efforts within the project area. Further, the project site would provide adequate long-term emergency vehicle access. Therefore, the project would not result in inadequate emergency access, and impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

[47] Fresno Council of Governments (FCOG). 2025. Vehicle Miles Traveled Analysis Tool Summary Report. Version 1.38.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES – Would the project:				
a) 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:				
i) 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,				X
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 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.		X		

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

Pursuant to AB 52, 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 NAHC. The City mailed notices of the proposed project to each of these tribes on July 30, 2024, and the required 30-day time period for tribes to request consultation ended on September 3, 2024. One letter response was received from Robert Pennell, Tribal Cultural Resources Director for the Table Mountain Rancheria, in a letter dated August 16, 2024, stating that they "Decline participation at this time but would appreciate being notified in the unlikely event that cultural resources are identified." All other tribes that were contacted declined consultation.

Based on the results of the cultural records search and AB 52 consultation, there are no built tribal historical resources located at the project site. Therefore, the project would not result in an adverse change to the significance of a tribal historical resource, and *no impacts* would occur.

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.

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 State CEQA Guidelines. Pursuant to PRC 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 that is either included in or eligible for inclusion in the CRHR or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, chooses to treat the resources as a Tribal Cultural Resources (PRC 21074(a)(1–2)).

Additional information may also be available from the NAHC SLF per PRC 5097.96 and the CHRIS administered by the OHP. Please also note that PRC 21082.3(c) contains provisions specific to confidentiality.

As previously identified, pursuant to AB 52, 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 NAHC. The City mailed notices of the proposed project to each of these tribes on July 30, 2024, and the required 30-day time period for tribes to request consultation ended on September 3, 2024. One letter response was received from Robert Pennell, Tribal Cultural Resources Director for the Table Mountain Rancheria, in a letter dated August 16, 2024, stating that they "Decline participation at this time but would appreciate being notified in the unlikely event that cultural resources are identified." All other tribes that were contacted declined consultation.

As previously discussed in Section V, *Cultural Resources*, based on the SSJVIC records and NAHC SLF searches, there are no previously recorded archaeological resources within the project area. Additionally, no archaeological resources or evidence of archaeological resources were observed during a field survey of the project area. Based on the findings of the records search and pedestrian field survey, the project site is considered to have low sensitivity for the presence of unidentified prehistoric or historic archaeological resources; however, the archaeological sensitivity of the surrounding Chinatown area remains high. As such, it is possible that unknown archaeological resources are extant within the project area that have the potential to be impacted during demolition activities. Mitigation Measure CR-4 requires an archaeological monitor to be present during demolition and removal of the basement. Further, Mitigation Measure CR-5 requires that, in the event that previously unidentified cultural resources are uncovered during proposed ground-disturbing activities, all work shall cease within the vicinity of the find until a qualified archaeologist is retained to evaluate the significance of the find and determine the need for further study. The project would also be required to comply with California Health and Safety Code Section 7050.5, which outlines the protocol for unanticipated discovery of human remains. Section 7050.5 states that no further disturbance shall occur until the Fresno County Coroner has made a determination of origin and disposition pursuant to PRC 5097.98. Based on the implementation of Mitigation Measures CR-4 and CR-5 as identified in Section V, *Cultural Resources*, the project would not result in disturbance to tribal cultural resources; therefore, impacts related to disturbance of tribal cultural resources would be *less than significant with mitigation.*

Mitigation Measures

Implement Mitigation Measures CR-4 and CR-5, as included in Section V, *Cultural Resources.*

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
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 waste water 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	

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?

The proposed project would require connection to existing utility infrastructure within the footprint of the proposed project. The impacts of construction activities at the project site has been analyzed throughout this Initial Study, and no new impacts would occur as a result of construction activities for utility extensions. The project would be served by existing energy and telecommunications services, and no new natural gas or telecommunications facilities would be required to support the proposed project. Further, as discussed in *Impact Discussions XIX.b)* through *XIX.d)*, the project would not increase demand on existing water, wastewater, or solid waste infrastructure in a manner that would require the construction of new or expansion of existing City utility infrastructure elsewhere. Upon implementation of the identified mitigation measures, the project would not result in adverse environmental effects related to the relocation or installation of utility infrastructure; therefore, impacts would be *less than significant with mitigation*.

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

The City's DPU would supply water to the Project site. Based on the City's *2020 Urban Water Management Plan*,[48] the City has a water supply of 329,030 acre-feet per year (AFY) for the year 2025 and a projected water supply of 357,330 AFY for the year 2045. The City relies on groundwater from the North Kings Subbasin, surface water from the CVP through a contract with the U.S. Bureau of Reclamation, Kings River water through a contract with FID, and recycled water. Water supply in the City was entirely made up of groundwater prior to the commissioning of the City's first SWTF in 2004. Since 2004, the City has invested in expanding its surface water treatment capabilities and now has three SWTFs that provide approximately half of all potable water demands in the service area. Based on the City's *2020 Urban Water Management Plan*, the projected potable water demand for 2025 is 136,504 AFY and the projected potable water demand for 2045 is 167,947 AFY. Further, the projected non-potable water demand for 2025 is 62,700 AFY and the projected non-potable water demand for 2045 is 73,500 AFY. The City's DPU was contacted to determine the project's impacts on existing utilities. No response identifying potential impacts has been received to date. Therefore, the City has ample water supply to serve the existing and projected water consumption within the City's service area.

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building, which would result in an incremental

[48] City of Fresno. 2021a. *Final 2020 Urban Water Management Plan*. City of Fresno Department of Public Utilities. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/Fresno-2020-UWMP_Final_2021-07-21.pdf. Accessed September 2024.

increase in water use. The City's *2020 Urban Water Management Plan*[49] identifies objectives for the City's future water supply and to balance groundwater operations through a host of strategies. The City has designed a comprehensive plan to accomplish this objective by increasing surface water supplies and surface water treatment facilities, intentional recharge, and conservation, in order to reduce groundwater pumping. The City continually monitors impacts of land use changes and development project proposals on water supply facilities by assigning fixed demand allocations to each parcel by land use as currently zoned or proposed to be rezoned. The City has indicated that groundwater wells, pump stations, recharge facilities, water treatment and distribution systems shall be expanded incrementally to mitigate increased water demands. The City's General Plan requires the City to maintain a comprehensive conservation program to help reduce per capita water usage, and includes conservation programs such as landscaping standards for drought tolerance, irrigation control devices, leak detection and retrofits, water audits, public education and implementing U.S. Bureau of Reclamation BMPs for water conservation to maintain surface water entitlements.

The Project site is located entirely within the Fresno City limits and City's SOI, and the Project would be consistent with DTN uses as defined in the City's General Plan; therefore, the Project would be consistent with the City's planned buildout scenario. Implementation of policies identified in the City's General Plan and Urban Water Management Plan would address the issues of providing an adequate, reliable, and sustainable water supply for the proposed Project. The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and the Project's impacts would be *less than significant*.

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?

The City owns and operates two wastewater treatment facilities: the Fresno/Clovis Regional Wastewater Reclamation Facility (WRF) and the North Fresno WRF. The Fresno/Clovis Regional WRF currently has a capacity of 91.5 million gallons per day (MGD), and the North Fresno WRF has a capacity of 0.71 MGD. The Project would result in the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building that would result in an incremental increase in wastewater generation. The Project site is located entirely within the Fresno City limits and City's SOI, and the Project would be consistent with DTN uses as defined in the City's General Plan; therefore, the Project would be consistent with the City's planned buildout scenario and would not result in unplanned growth that could result in a substantial increase in wastewater generation. The City's DPU was contacted to determine the project's impacts on existing utilities. No response identifying potential impacts has been received to date. Therefore, the Project would not generate

[49] City of Fresno. 2021a. *Final 2020 Urban Water Management Plan*. City of Fresno Department of Public Utilities. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/Fresno-2020-UWMP_Final_2021-07-21.pdf. Accessed September 2024.

wastewater in excess of existing wastewater treatment infrastructure, and the Project's impacts would be *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?

Garbage disposed of in the City is taken to the Cedar Avenue Recycling and Transfer Station. Once trash has been off-loaded at the transfer station, it is sorted, and non-recyclable solid waste is loaded onto large trucks and taken to the American Avenue Landfill, located approximately 6 miles southwest of Kerman.

The American Avenue Landfill (American Avenue Disposal Site 10-AA-0009) has a maximum permitted capacity of 32,700,000 CY and a remaining capacity of 29,358,535 CY, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day. Other landfills within Fresno County include the Clovis Landfill (City of Clovis Landfill 10-AA-0004) with a maximum remaining permitted capacity of 7,740,000 CY, a maximum permitted throughput of 2,000 tons per day, and an estimated closure date of 2047.

Construction of the Project may result in a temporary increase in solid waste, which would be disposed of in accordance with applicable State and local laws and regulations, such as CALGreen Sections 4.408 and 5.408, which require diversion of at least 75% of construction waste. The Project would also be required to comply with the City's Construction and Demolition Approved Disposal Facilities guide for proper disposal methods. Based on required compliance with CALGreen and City regulations, construction of the Project would not generate solid waste in excess of local infrastructure capacity.

According to the CalRecycle Estimated Solid Waste Generation Rates,[50] operation of seven residential units would result in approximately 85.61 pounds of solid waste per day. Proposed solid waste calculations are shown in Table 5, below.

Table 4: Estimated Solid Waste Generation Rates

Waste Generation Source	Generation Rate	Unit of Measure	Proposed Development	Total
Residential	12.23	lb/household/day	100 units	1,223 lbs
Commercial	13	lb/1000 sq ft/day	15,000 sq ft*	195 lbs

[50] California Department of Resources Recycling and Recovery (CalRecycle). 2019. Estimated Solid Waste Generation Rates. Available at: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed April 2025.

Table 4: Estimated Solid Waste Generation Rates

Waste Generation Source	Generation Rate	Unit of Measure	Proposed Development	Total
Total				**1,418 lbs**

Source: CalRecycle Estimated Solid Waste Generation Rates (2019)

*The estimation is using a conservative estimate of 15,000 square feet of commercial space based on parcel size

As shown in Table 4, the Project would result in an incremental increase in solid waste of approximately 1,418 pounds per day. The Project site is located entirely within the Fresno City limits and City's SOI, and the Project would be consistent with DTN uses as defined in the City's General Plan; therefore, the Project would be consistent with the City's planned buildout scenario and would not result in unplanned growth that could result in a substantial increase in solid waste generation. Solid waste generated by the Project would be disposed of at either the Fresno Sanitary Landfill or the American Avenue Landfill, which have adequate capacity to dispose of the marginal amount of solid waste generated by construction activities and additional 1,418 pounds of waste per day. Operation of the Project would result in a marginal increase in solid waste and would not generate waste in excess of State or local standards or in excess of the capacity of local infrastructure. Therefore, impacts would be *less than significant*.

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

The Project would result in a marginal increase in solid waste and would not result in a substantial increase in solid waste that could interfere with solid waste reduction statutes and regulations, including, but not limited to, policies identified in the *Fresno General Plan Public Utilities and Services Element*.[51] The Project would be required to comply with CALGreen and City requirements to ensure proper diversion and disposal of short- and long-term solid waste. Therefore, the Project would not conflict with federal, State, and local management and reduction statutes and regulations related to solid waste, and the Project's impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

[51] City of Fresno. 2014c. *Fresno General Plan, Chapter 6: Public Utilities and Services Element*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/General-Plan-6-Public-Utilities-and-Services-7-19.pdf. Accessed September 2024.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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	

DISCUSSION

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

The project site is in an urban area and is not located within a VHFHSZ.[52] The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space

[52] California Department of Forestry and Fire Protection (CAL FIRE). 2024. *Fire Hazard Severity Zones in State Responsibility Area.* Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed August 2024.

within a new four-story mixed-use building. Construction activities would be limited to an existing parcel and would not require the closure of any public roadways that could impede emergency response or evacuation efforts. The proposed project would not require the alteration of any existing roadways that could interfere with any emergency evacuation routes within the city or an adopted emergency response plan. Therefore, the proposed project would be consistent with the *Fresno General Plan Noise and Safety Element*[53] and the *Fresno County Multi-Jurisdictional Hazard Mitigation Plan*,[54] and impacts would be *less than significant*.

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?

The project site is in an urban area and is not located within a VHFHSZ. The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building. The project would be required to comply with the CFC to reduce risk associated with wildfire ignition at the project site. Therefore, the project would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and impacts would be *less than significant*.

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?

The project would require the expansion of utility infrastructure to serve the proposed mixed-use building. However, the project would be required to comply with the CFC to reduce risk associated with wildfire ignition at the project site. Therefore, the project would not exacerbate wildfire risk at, and impacts would be *less than significant*.

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?

The project site is in an urban area and is not located within a VHFHSZ. Based on the low risk of wildfire within the project area, hazards associated with wildfire, including post-fire instability or drainage changes, have a low potential to occur. In addition, the project site is located in a developed portion of the City in an area with flat topography and a low risk of landslide and other ground-failure events. Further, the project would be required to comply with applicable CFC and CBC requirements to avoid risk

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[53] City of Fresno. 2014. *Fresno General Plan, Chapter 9: Noise and Safety Element.* Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/9-Noise-and-Safety-02-03-21.pdf. Accessed March 2024.

[54] County of Fresno. 2018. *Fresno County Multi-Jurisdictional Hazard Mitigation Plan*. May. Available at: https://www.fresnocountyca.gov/files/sharedassets/county/v/1/public-health/fresno-county-hmp-final.pdf. Accessed March 2024.

associated with post-fire hazards. Therefore, the project would not expose people or structures to significant post-fire risks, and impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. 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		

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?

The proposed project includes the acquisition and demolition of an existing building to allow for the construction of up to 100 new residential units and commercial space within a new four-story mixed-use building in a developed portion of the City and does not include development in a rural or previously undeveloped area that could lead to a substantial reduction in habitat, plant and animal species, or significant resources of the major periods of California history or prehistory. Further, Mitigation Measure BIO-1, included in Section IV, *Biological Resources*, has been identified to reduce impacts to migratory birds and Mitigation Measures CR-1 through CR-5, included in Section V, *Cultural Resources*, have been identified to reduce impacts to cultural resources. Therefore, the project would not 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, and impacts would be *less than significant with mitigation*.

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.)

When project impacts are considered along or in combination with other impacts, the project-related impacts may be significant. Construction and operation of the project would contribute to cumulative impacts related to Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. Based on implementation of Mitigation Measures AQ-1 through AQ-5, included in Section III, *Air Quality*; Mitigation Measure BIO-1, included in Section IV, *Biological Resources*; Mitigation Measures CR-1 through CR-5, included in Section V, *Cultural Resources*; and Mitigation Measure GEO-1, included in Section VII, *Geology and Soils*, the cumulative effects of the proposed project would be less than significant.

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

The project would result in air emissions and may disturb hazardous substances during demolition and construction activities. Mitigation Measures AQ-1 through AQ-5 have been identified that would reduce these project-specific impacts to a less-than-significant level; therefore, the project would not result in substantial, adverse environmental effects to human beings, either directly or indirectly.

Mitigation Measures

Implement Mitigation Measures AQ-1 through AQ-5, included in Section III, *Air Quality*; Mitigation Measure BIO-1, included in Section IV, *Biological Resources*; Mitigation Measures CR-1 through CR-5, included in Section V, *Cultural Resources*; and Mitigation Measure GEO-1, included in Section VII, *Geology and Soils.*

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APPENDIX A

CalEEMod Results

APPENDIX B

USFWS IPaC, CDFW CNDDB, and CNPS Query Results

APPENDIX C

Phase I Environmental Site Assessment