DRAFT
Initial Study and Mitigated Negative Declaration
25 Park Place
City of Fresno, Fresno County, California

Prepared for:

City of Fresno
Development and Resource Management Department
2600 Fresno Street
Fresno, CA 93721
559.621.8277

Contact: Sophia Pagoulatos, Supervising Planner

Prepared by:

Michael Brandman Associates
2444 Main Street, Suite150
Fresno, CA 93721
559.497.0310

Contact: Jason Brandman, Project Director
Angela McIntire, J.D., Project Manager

Michael Brandman Associates

November 9, 2012

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SECTION 1: INTRODUCTION

The City of Fresno Development and Resource Management Department contracted with Michael Brandman Associates to prepare the following Initial Study/Mitigated Negative Declaration (IS/MND) for use in assessing the 25 Park Place project's potential impacts as they pertain to the California Environmental Quality Act (CEQA). The CEQA lead agency for the proposed project is the City of Fresno. The project applicant has submitted an application for a Rezone No. R-09-012 and a Conditional Use Permit No. C-09-161 for the approval of a 10-story office development on 7.91 acres and a parking lot on 4.35 acres (12.26 acres) of an overall 20.07-acre parcel (Assessor's Parcel Numbers 402-760-29 and 402-760-30). The project site is located at 25 River Park Place West, Fresno, California on the south side of River Park Place West between N. Friant Road and SR-41 (SR-41).

1.1 - Document Organization

This IS/MND is organized as described below.

Section 1: Introduction. This section provides an introduction and describes the purpose and organization of this document.

Section 2: Project Description. This section describes the purpose of and need for the proposed project, identifies project objectives, and provides a detailed description of the proposed project.

Section 3: Environmental Checklist and Environmental Evaluation (Setting, Impacts, and Mitigation Measures). This section presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist and determines for each topic if the proposed project would result in no impact, a less than significant impact, a less than significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant after incorporation of applicable mitigation measures, an EIR would be required. For this project, however, mitigation measures have been incorporated, where needed, that would reduce all potentially significant impacts to a less than significant level.

Section 4: References. This section lists the references used in preparation of this IS/MND.

Section 5: List of Preparers. This section identifies report preparers.

SECTION 2: PROJECT DESCRIPTION

2.1 - Purpose and Need

This document has been prepared in accordance with CEQA (PRC Section 21000, et seq.); the CEQA Guidelines (California Code of Regulations Section 15000, et seq.); and the Office of Planning and Research (OPR) changes to the Appendix G Checklist, requiring an analysis of global climate change under the Global Solutions Act known as AB 32 with modifications to other topical areas, effective on March 18, 2010. An IS/MND is prepared by a lead agency to determine if a project may have a significant effect on the environment (CEQA Guidelines Section 15063(a)), and thus to determine the appropriate level of environmental documentation. In accordance with the CEQA Guidelines Section 15070, a "public agency shall prepare a proposed negative declaration or mitigated negative declaration . . . when: (a) The Initial Study shows that there is no substantial evidence . . . that the project may have a significant impact on the environment, or (b) The Initial Study identifies potentially significant effects, but revisions to the project plans or proposal are agreed to by the project proponent (applicant), and such revisions would reduce potentially significant effects to a less than significant level." In this circumstance, the lead agency (City of Fresno) prepares a written statement describing its reason for concluding that the proposed project would not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR). The IS identified significant and unavoidable cumulative impacts for traffic that were previously disclosed in the Master Environmental Impact Report (MEIR) (State Clearinghouse No. 2001071097) prepared for the City of Fresno 2025 General Plan EIR Accordingly, PRC Section 21083.3 allows the use of an IS/MND in this case because the individual project would contribute to significant unavoidable effects which have already been analyzed in the previously adopted General Plan MEIR.

As described in this IS/MND (Section 3, Environmental Checklist and Environmental Evaluation), the proposed project would result in certain potentially significant environmental impacts, but those project-specific impacts would be reduced to a less than significant level by implementation of mitigation measures that have been agreed upon and would be implemented by the Applicant and enforced by the City of Fresno. Therefore, an IS/MND is the appropriate document for compliance with the requirements of CEQA. This IS/MND conforms to these requirements and to the content requirements of CEQA Guidelines Section 15071.

Under CEQA, the lead agency is the public agency with primary responsibility for approval of the proposed project. The City of Fresno, as the lead agency for this project, has directed Michael Brandman Associates (MBA) to prepare this IS/MND. The purpose of this document is to disclose to the public the environmental consequences of implementing the proposed project. This disclosure document is available to the public for review and comment. This IS/MND is available for a 30-day public review period from November 9, 2012 to December 5, 2012.

Please provide written comments on the IS/MND to:

Sophia Pagoulatos, Supervising Planner
City of Fresno
Planning Department
2600 Fresno Street
Fresno, CA 93721
559.621.8062
Sophia.Pagoulatos@fresno.gov

If you have questions regarding the proposed project, you may call Sophia Pagoulatos at 559.621.8062 or email Sophia.Pagoulatos@fresno.gov. The deadline for submitting comments on the Draft IS/MND is December 5, 2012 by 4:30 p.m.. Electronic comments may be sent to Sophia.Pagoulatos@fresno.gov by close of business on December 5, 2012, or if you wish to send a paper copy of your comments, they must be postmarked by December 5, 2012.

This IS/MND is available for public review at the following location:

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

Scanned copies can be emailed upon request.

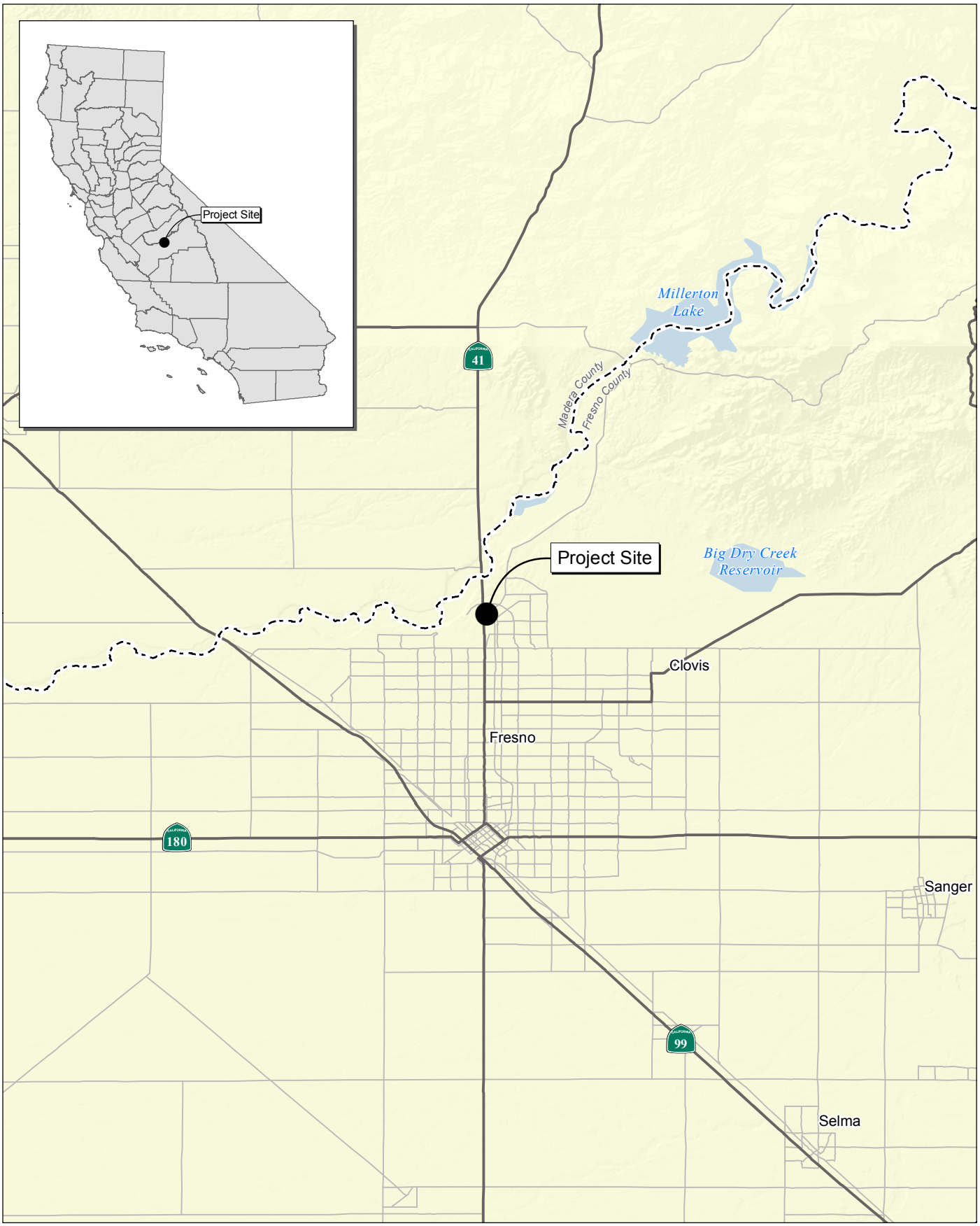
2.2 - Project Location

The proposed project is an approximately 12.26 acres of property of an overall 20.07-acre parcel of land located at 25 River Park Place West, in the City of Fresno, Fresno County, California (APN Nos. 402-760-29 and 402-760-30). The project site is located on the south side of River Park Place West in north Fresno between N. Friant Road and State Route 40 (SR-41) (36°51’21.80” N Latitude, 119°47’18.73” W Longitude). Exhibit 1, Exhibit 2, and Exhibit 3.

2.3 - Project Applicant

The Project applicant representative name and address is listed as follows:

The Zinkin Offices
DeWayne Zinkin
5 River Park Place West # 203
Fresno, CA 93720



Source: Census 2000 Data, The CaSIL, MBA GIS 2011.

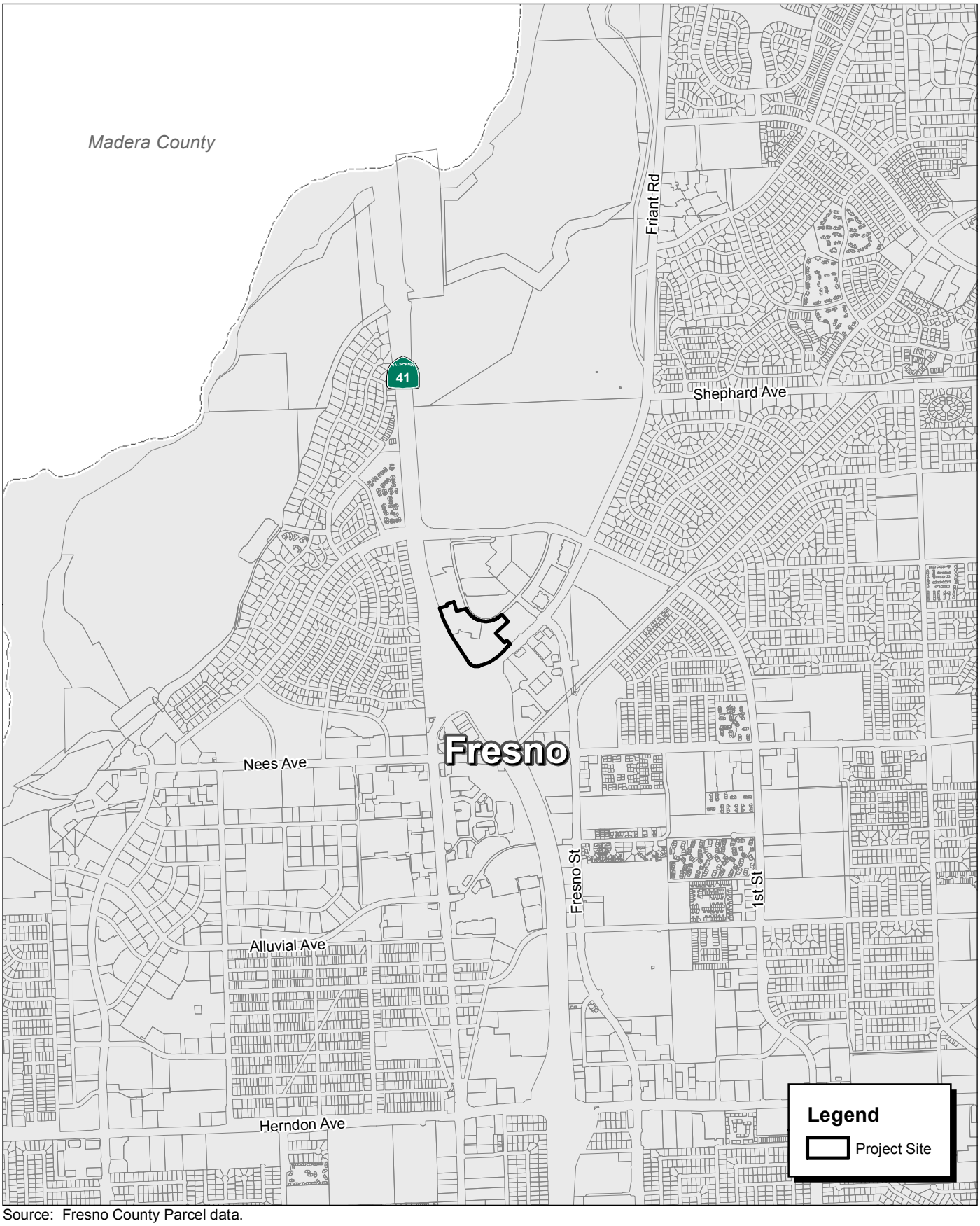
NORTH

5 2.5 0 5

Miles

Michael Brandman Associates

Exhibit 1
Regional Location Map



Source: Fresno County Parcel data.

Michael Brandman Associates

NORTH

2,000 1,000 0 2,000 Feet

Exhibit 2
Local Vicinity Map

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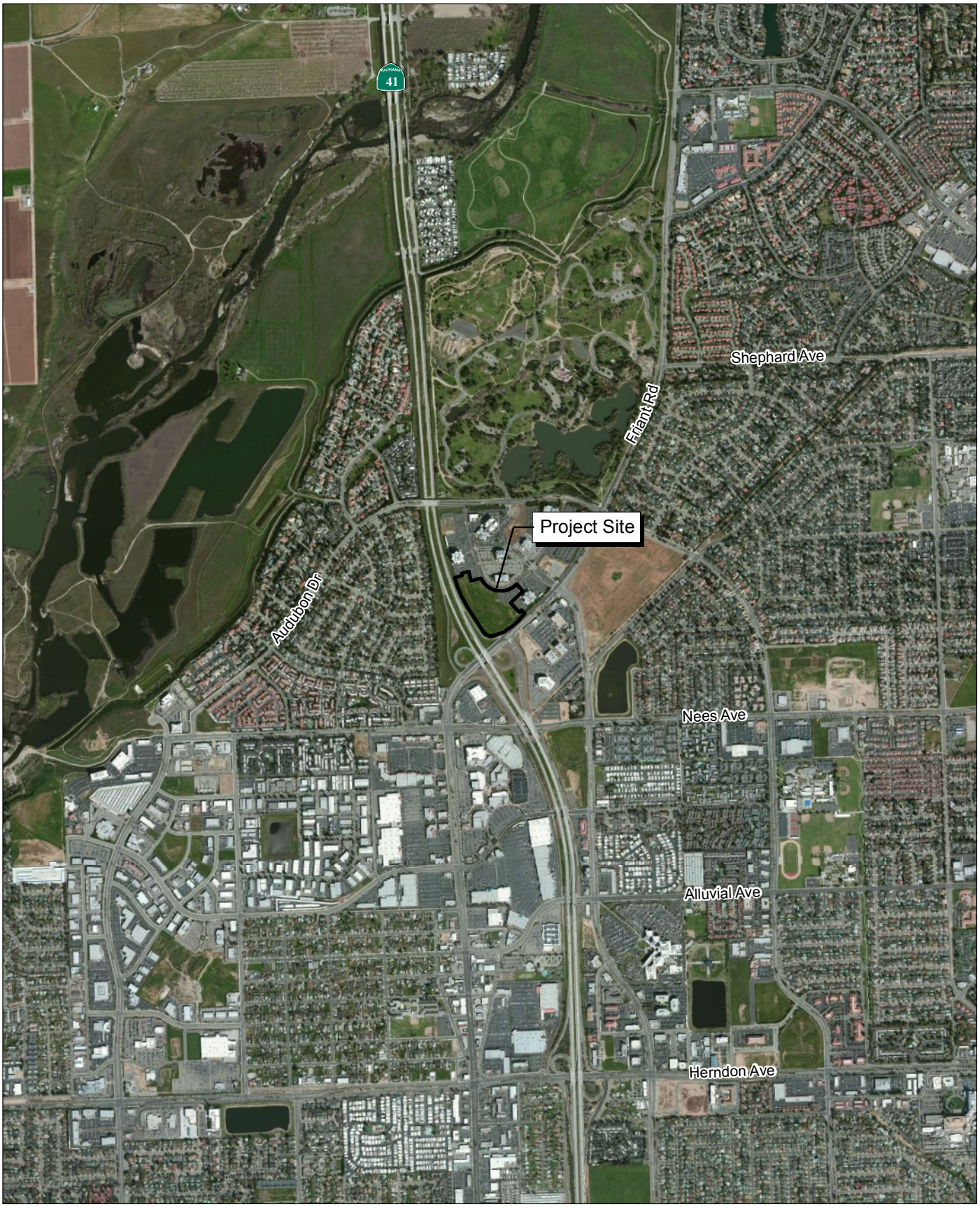
CITY OF FRESNO • 25 PARK PLACE, FRESNO, CA
INITIAL STUDY



Source: Bing Maps Aerial. Fresno County Parcel Data.

NORTH

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Feet

Michael Brandman Associates

Exhibit 3
Local Vicinity
Aerial Base

2.4 - Project Description

Rezone No. R-09-012 and Conditional Use Permit Application No. C-09-161 were filed by DeWayne Zinkin of the Zinkin Offices and pertains to 12.26 acres of property of an overall 20.07-acre parcel of land located on the south side of River Park Place West in north Fresno (APN Nos. 402-760-29 and 402-760-30). The property is located within the planned mid-rise corridor area of the Fresno 2025 General Plan. The 25 Park Place Project (proposed project) will consist of approximately 234,723 square feet of commercial office space and would be approximately 146 feet tall (not to exceed a maximum height of 150 feet). The proposed special permit would modify the original office park design from a five-building configuration to a three-building configuration (two buildings have already been completed, and the proposed project would be the third and final building). There will be three access points to the proposed project, two along E. Audubon Drive and one along N. Friant Road. The intersection of N. Friant Road at N. Fresno Street serves as the access point to the project along N. Friant Road. The proposed hours of operation are normal and usual business office hours of 7:00 a.m. to 6:00 p.m., Monday through Friday; however, tenants shall have access to their leased premises 24 hours per day, 7 days per week. Some of the businesses may be open to the public on Saturday, typically from 8:00 a.m. to 12:00 p.m.. No specific tenants have been identified. It is estimated that the proposed project would employ 500 workers. A total of 963 off-street parking spaces will be provided.

The property is zoned CM-UGM-CZ *(Commercial and Light Manufacturing/Urban Growth Management/conditions of zoning).* The applicant is requesting a Conditional Use Permit for a mid-rise building pursuant to Municipal Code Section 12-321. The applicant does not request a rezone of the property to a different zone district, but a modification to the conditions of zoning, which currently limit the height on the subject property to six stories and 98 feet. The proposed CUP is required pursuant to Fresno Municipal Code section 12-321, Mid Rise and High Rise buildings to permit a 10-story mid-rise office building, which shall be not more than 150 feet in height.
Surrounding Land Uses and Land Use Designations

The project site's General Plan designation is Office and its Zoning is CM-UGM-CZ (Commercial and Light Manufacturing/Urban Growth Management/conditions of zoning). It is bounded by Office space to the North and East, Office and Retail to the South, and SR-41 to the West. Exhibit 4 and Exhibit 5 depict existing land use information.

Table 1 below, summarizes the land use and zoning designations for the project site and the surrounding area.

Table 1: Land Use and Zoning Designations

Area	Planned Land Use	Existing Zoning	Existing Land Uses
North	Office	C-M/UGM/CZ Office	Office
South	Office Commercial and General Heavy Commercial	C-6/UGM/CZ Heavy Commercial/ Urban Growth Management/ Conditions of Zoning	Office/Retail
East	Office Commercial	C-P/UGM/CZ Administrative and Professional Office/	Office
West	SR-41	None	SR-41

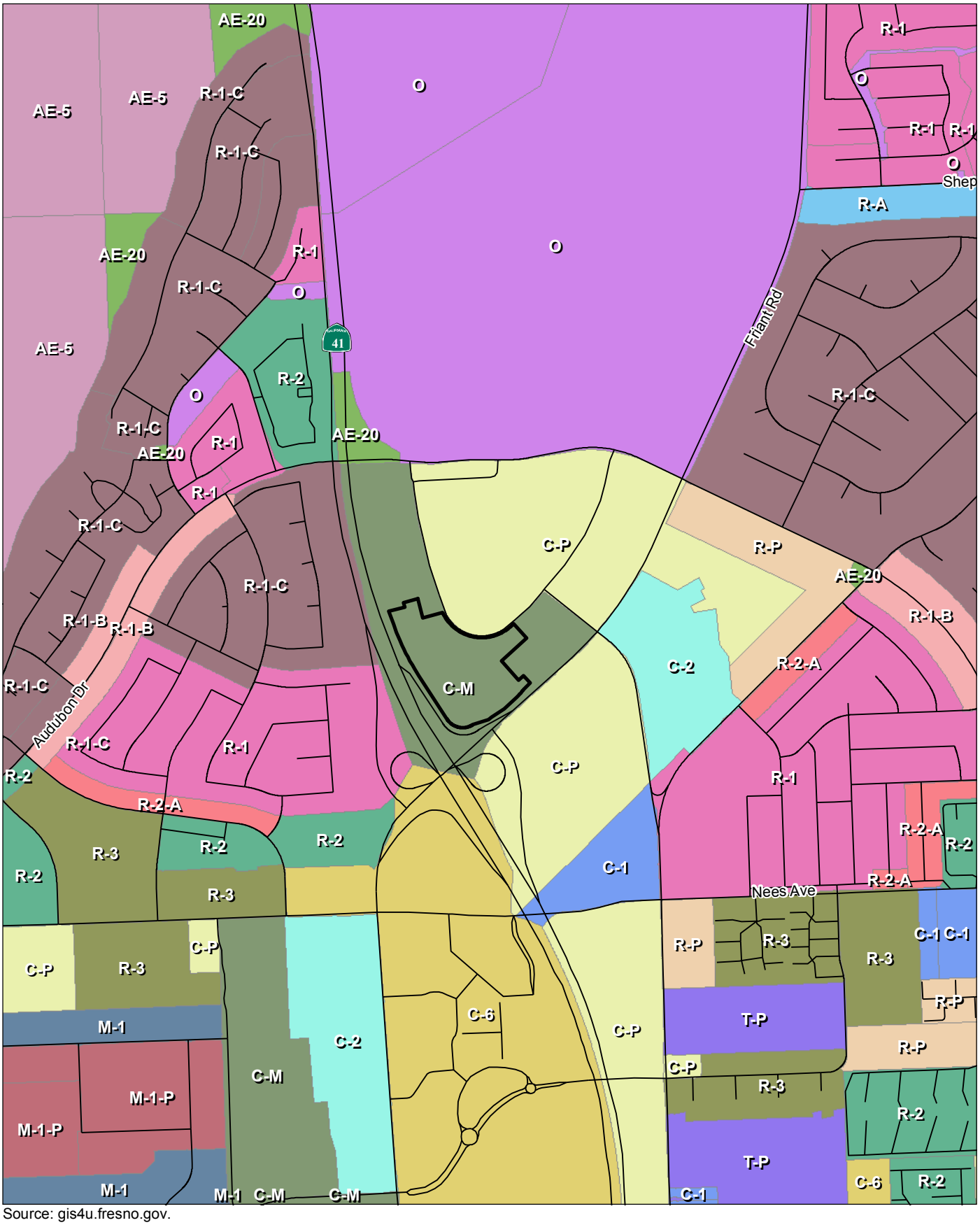
2.5 - Other Public Agencies Whose Approval is Required

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

- California Department of Fish and Game (CDFG)
- California Department of Transportation (Caltrans)
- Fresno Metropolitan Flood Control District (FMFCD)
- Central Valley Regional Water Quality Control Board (RWQCB)
- San Joaquin Valley Air Pollution Control District (SJVAPCD)
- U.S. Fish and Wildlife Service (USFWS)

2.6 - Tiering from the City of Fresno Master EIR

This mitigated negative declaration is tiered from the City of Fresno's Master EIR (MEIR 10130/SCH 2001071097), certified on November 19, 2002, with findings adopted as set forth in attached Appendix A. A re-examination of that MEIR has been conducted with regard to this proposed project, and information is attached to substantiate the continuing validity of the MEIR (attached as Appendix B). In addition, the air quality element of the 2025 Fresno General Plan was updated and Mitigated Negative Declaration A-09-02/SCH No. 2009051016 was adopted by the City Council on June 25, 2009. An MEIR mitigation measure monitoring checklist applicable to this proposed project is attached to the Initial Study (Appendix C) which includes the mitigation measures from the MEIR as amended to incorporate air quality element amendment A-09-02/ SCH No. 2009051016. Finally, a project-specific mitigation monitoring checklist is attached as Appendix D.



Source: gis4u.fresno.gov.

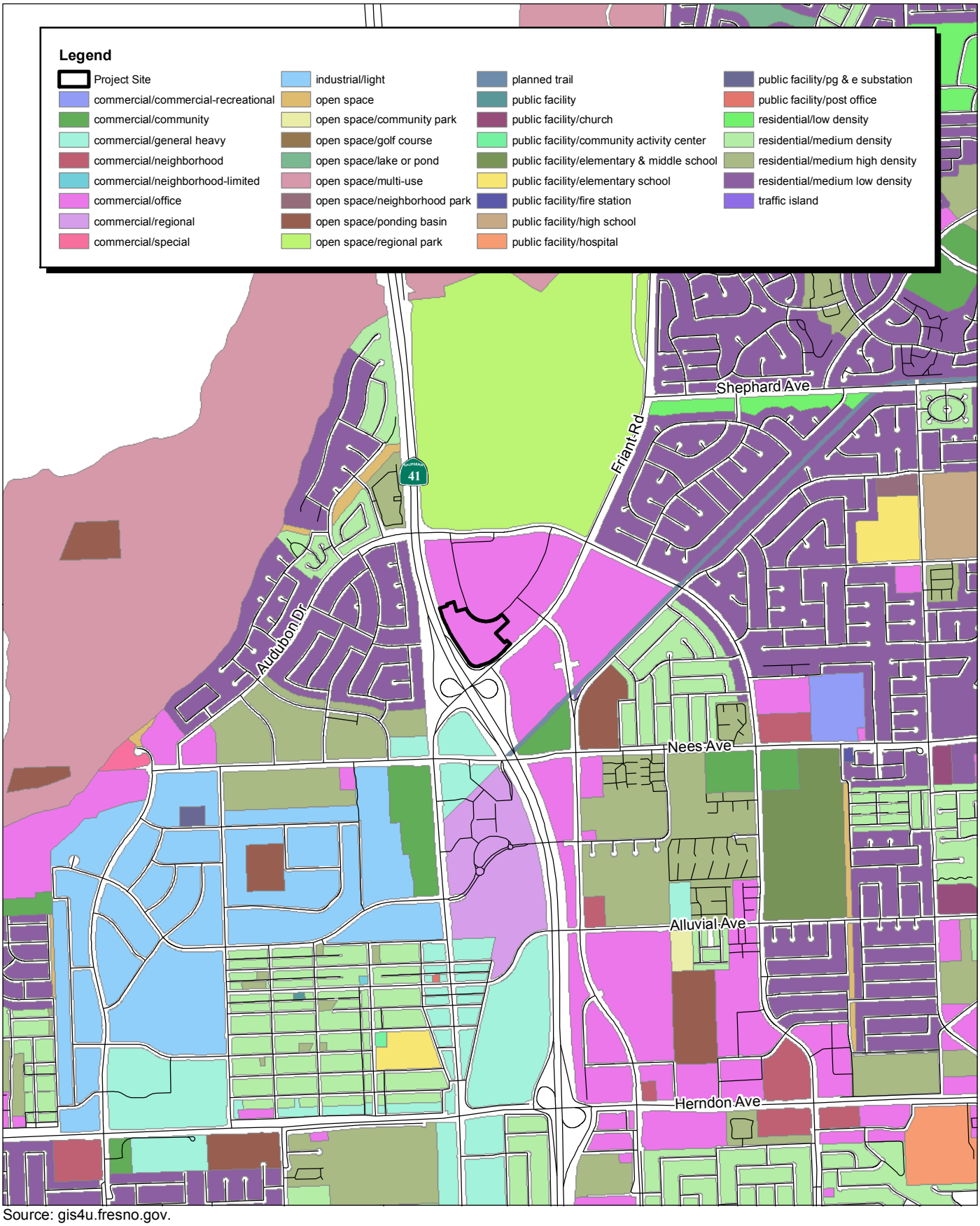
Michael Brandman Associates

NORTH

1,000 500 0 1,000

Feet

Exhibit 4
Zone District Map



Source: gis4u.fresno.gov.

NORTH

2,000 1,000 0 2,000 Feet

Michael Brandman Associates

Exhibit 5
Planned Land Use Map

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CITY OF FRESNO • 25 PARK PLACE, FRESNO, CA
INITIAL STUDY

SECTION 3: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

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	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards/Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Services Systems	☐	Mandatory Findings of Significance

Environmental Determination

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.

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

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

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

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

Signed _____ Date 11/9/12

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Aesthetics *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Environmental Evaluation

Environmental Setting

Visual Distance Zones

The following distance zones (foreground, middle ground, and background) are used to characterize the dominant visual character from each vantage point and describe views in terms that can be analyzed and compared. As discussed below, sensitivity of views modified from the natural environment is defined in order to establish thresholds for analysis of potential visual impacts resulting from the implementation of the proposed project.

Foreground Views. These views include elements that can be seen at a close distance and that dominate the entire view. Impacted views at this distance are generally considered potentially adverse when viewed by a sensitive viewer group, such as surrounding residents, workers, pedestrians, or regular motorists.

Middle Ground Views. These views include elements that can be seen at a middle distance and that partially dominate the view. Impacted views at this distance are generally considered potentially adverse when viewed by a sensitive viewer group.

Background Views. These views include elements that are seen at a long distance and typically do not dominate the view but are parts of the overall visual composition of the view. Impacted views at this distance are generally considered not to be an adverse impact when viewed by a sensitive viewer group. This distance is generally considered not to be an adverse impact when viewed by a sensitive viewer group.

Shading

The effects of shading by one building upon another can be either positive or negative depending upon the site-specific circumstances of the properties involved. A potential benefit of shading for adjacent structures may be a cooling effect gained during warm weather. Negative consequences of shading include the loss of natural light for passive or active solar energy applications or the loss of warming influences during cool weather. Factors influencing the relative impact of shadow effects are site-specific and include differences in terrain elevation between involved properties, the height and bulk of structures, the time of year, the duration of shading in a day, and the sensitivity of adjacent land uses to loss of sunlight.

Shadows cast by structures vary in length and direction throughout the day and from season to season. Shadow lengths increase during the "low sun" or winter season and are longest on December 21-22, the winter solstice. The winter solstice, therefore, represents the worst-case shadow condition and the potential for loss of access to sunlight that a project could cause is greatest. Shadow lengths are shortest on June 21-22, the summer solstice. Shadow lengths on the spring and fall equinoxes, March 20-21 and September 22-23 respectively, would fall midway between the summer and winter extremes.

Shadows are cast to the west by objects during the morning hours when the sun is coming up on the horizon in the east. During late morning and early afternoon, the shadows of objects move northerly and by late afternoon, they are cast easterly in response to the apparent movement of the sun across the sky from east to west. Shadows cast in winter are longer, and those at the winter solstice the longest. It is instructive, therefore, to map the daily shadow pattern cast by a proposed building on December 21 because it is illustrative of the "worst case" impacts a proposed structure may have upon nearby sensitive land uses.

Land uses are considered sensitive when sunlight is important to function, physical comfort, or the conduct of commerce. Facilities and operations identified as potentially sensitive to the loss of sunlight include: "…routinely usable outdoor spaces associated with residential, recreational, or institutional (e.g., schools or convalescent homes) land uses; commercial uses such as pedestrian-oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar energy collectors."

Regional Setting

Fresno is located in the central San Joaquin Valley, approximately 200 miles north of Los Angeles and 170 miles south of Sacramento. The City of Fresno is approximately 111 square miles in area and is characterized by urban and suburban development, with the downtown area featuring low-rise development and historic structures. The west, northwest, and south sides of Fresno are dominated by mostly flat relief and urban developments within the city limits. The unincorporated areas surrounding the city limits generally transition from urban uses to semi-rural and agricultural uses. Fresno is the fifth-largest city in California, with an official estimated population in 2010 of 494,665,

as estimated by the California Department of Finance. The Sierra Nevada mountain range to the east as well as the Fresno River bluff are the most prominent visual resources in the Fresno area.

Visual Setting

The proposed project is located in the River Park Corporate Center north of Friant Road between SR-41 and Audubon Drive. Exhibit 3 provides an aerial perspective of the project site and surrounding areas. The project site consists of relatively flat, undeveloped land that mostly contains ruderal (weedy) vegetation and disturbed land. The proposed project is adjacent to two developed properties owned by the applicant, which are located at 5 River Park Place West and 45 River Park Place West. Vehicle access will be provided along Audubon Drive (two access points) and along Friant Road (one access point) Exhibit 6 shows the site plan. Land uses in the surrounding area include office/commercial land uses to the south, office uses to the east and north, and SR-41 to the west. Farther west, beyond SR-41 are residential land uses. Exhibit 4 and Exhibit 5 show the surrounding office and commercial land uses. The project site would be viewable by motorists traveling along SR-41, from the surrounding office/commercial land uses and to a minor extent by the residential land uses west of SR-41. Exhibit 7 shows photographs of the project site. Exhibit 8 and Exhibit 9 show the proposed building elevations and landscaping plan. Exhibit 10 and Exhibit 11 show the reference vantage points for the photo simulations of the views of the project site and from the project site. Exhibit 12 shows a simulated view of the project site from the residential land uses west of SR-41. Exhibit 13 shows the view of the residential land uses west of SR-41 from the project site.

At the request of the City and pursuant to Municipal Code Section 12-321, a study of the shading the proposed project's building will cast was conducted to evaluate potential impacts (see Appendix E). Exhibit 14 shows the building's projected sun shadow between the hours of 10:00 a.m. and 2:00 p.m. during the winter solstice of any given year. As shown in Exhibit 14, the shadow of the proposed building will not intrude on adjacent existing office or commercial uses, nor would it intrude on existing or proposed residential development during the hours of 10:00 a.m. and 2:00 p.m. on the winter solstice of any given year.

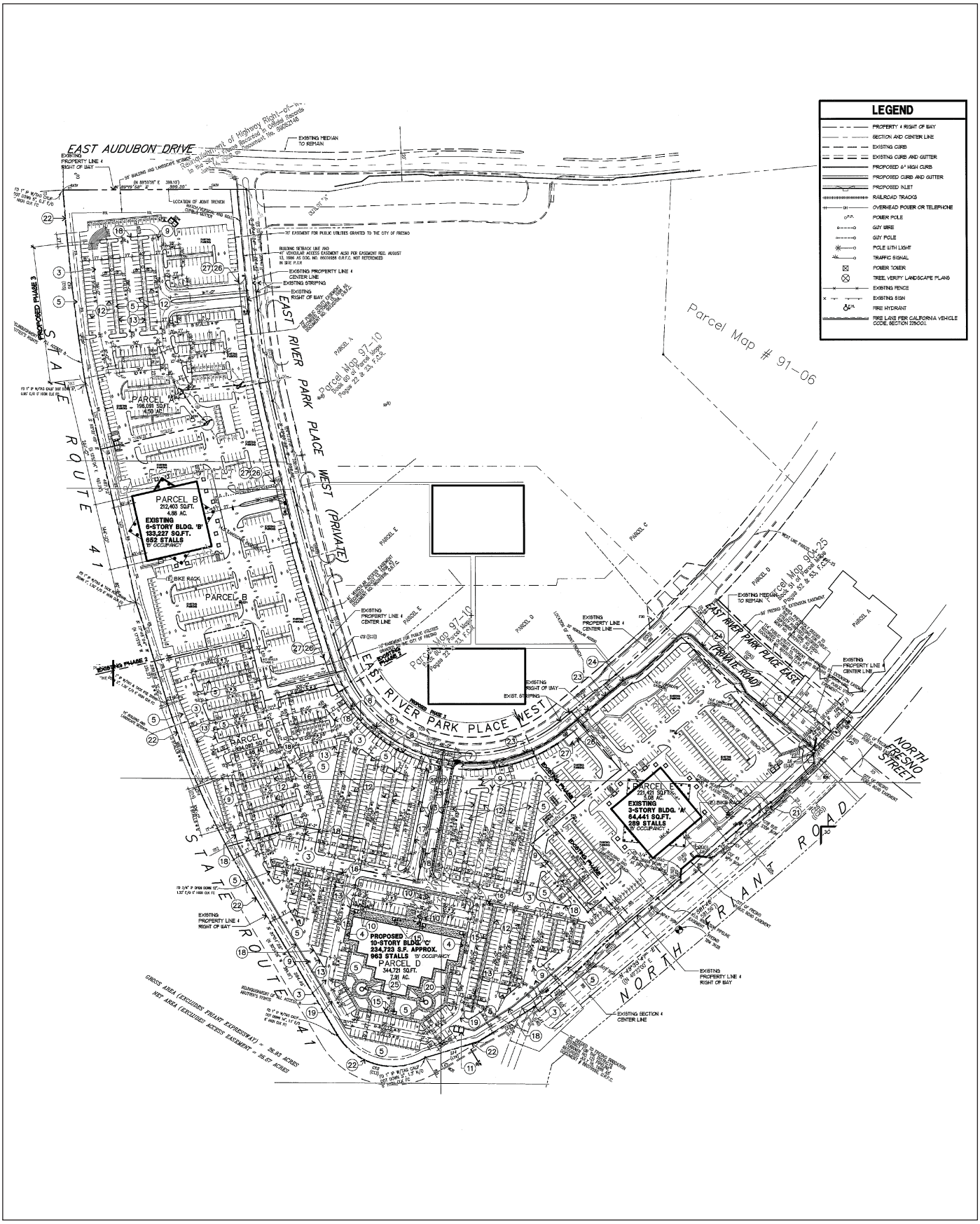
Views

The existing visual character of the project vicinity is defined by office and commercial uses. The proposed project is surrounded on three sides by office and commercial uses and on one side by SR-41.

Below is a description of views of surrounding land uses from the project site as well as views of the project site from surrounding land uses.

- Office/Commercial Viewer (Facing North across Friant Road): Views in the foreground from the south side of Friant Road at the SR-41 off ramp are dominated by Friant Road, and ruderal vegetation on the undeveloped parcel. The middle ground views are dominated by the office buildings of 45 River Park Place West and 30 River Park Place West.

- From ground level, there will be obstructed views of the project site from the offices and parking lots; however, from above the tree line (for example, from office floors three stories or higher facing north), views of the project site will be unobstructed.
- The project site will have unobstructed views of the land uses south of the project from above the tree line (three stories or higher facing east). Ground level views from the project site to the land uses south of Friant Road will be obstructed by landscaping and Friant Road.
- Residential Viewer (Facing East across SR-41): Views in the foreground and middle ground are obstructed by landscaping, vegetation, and fencing. Distant background views will include the existing 6-story office building (45 Park Place) or the proposed 10-story office building. Because of the spacing of the office buildings, a single-viewer would not be able to see both buildings in the distance. Exhibit 12 provides a photo simulation of the views from the residences to the project site with the 10-story office building completed.
- The project site's view of the residential land uses are obstructed by SR-41, landscaping, vegetation, and fencing. Exhibit 13 provides a photo simulation of the views of the residences from the project site.
- Office Viewer (Facing West towards SR-41): Views in the foreground are dominated by the parking lots, trees, and ruderal vegetation on the undeveloped parcel. The middle ground views are dominated by the SR-41. Views of landscaping, vegetation, and fencing from the residential land uses west of SR-41 dominate the background views. From ground level, there will be obstructed views of the project site from the offices and parking lots; however, from above the tree line (for example, from office floors three stories or higher facing west), views of the project site will be unobstructed.
- The project site will have unobstructed views of the land uses east of the project from above the tree line (three stories or higher facing east). Ground level views from the project site to the land uses on the east side will be obstructed by landscaping and parking lots.
- Office Viewer (Facing South towards Friant Road): Views in the foreground are dominated by parking lots and the ruderal vegetation on the undeveloped parcel. The middle ground views are dominated by the office and commercial land uses south of Friant and SR-41. Background views include mature trees that line the Sugar Pine Trail.
- From ground level, there will be obstructed views of the project site from the offices and parking lots; however, from above the tree line (for example, from office floors three stories or higher facing south), views of the project site will be unobstructed.
- The project site will have unobstructed views of the land uses north of the project from above the tree line (three stories or higher facing north). Ground level views from the project site to the land uses on the north side will be obstructed by landscaping and parking lots.



Source: Ron Mazzeo and Associates.

NORTH

Michael Brandman Associates

Exhibit 6
Site Plan

Photograph 1: View North from project.

Photograph 2: View South from project.

Photograph 3: View East from project.

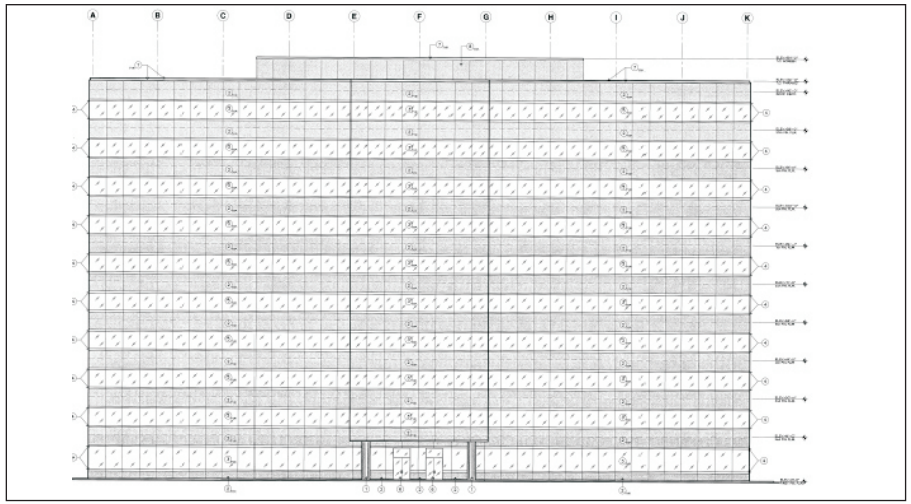
Photograph 4: View West from project.

Source: Michael Brandman Associates (2011).

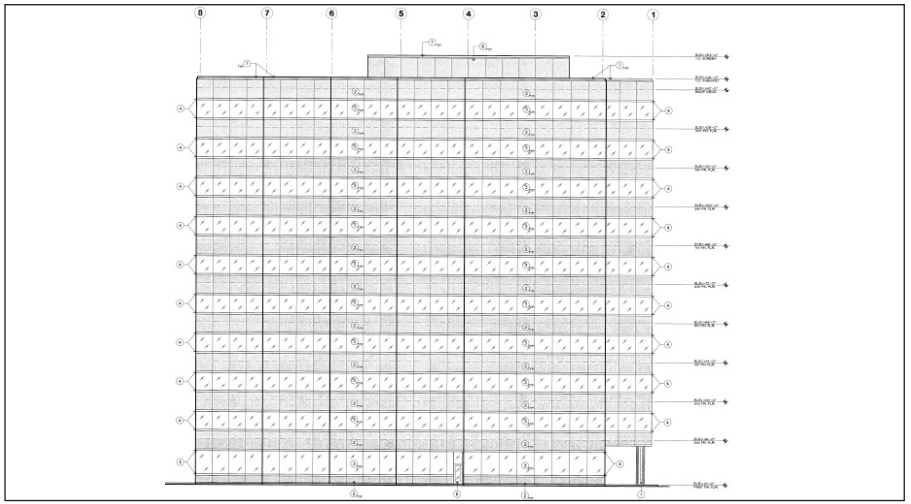
Michael Brandman Associates

32890002 • 01/2011 | 7_site_photos1and2.cdr

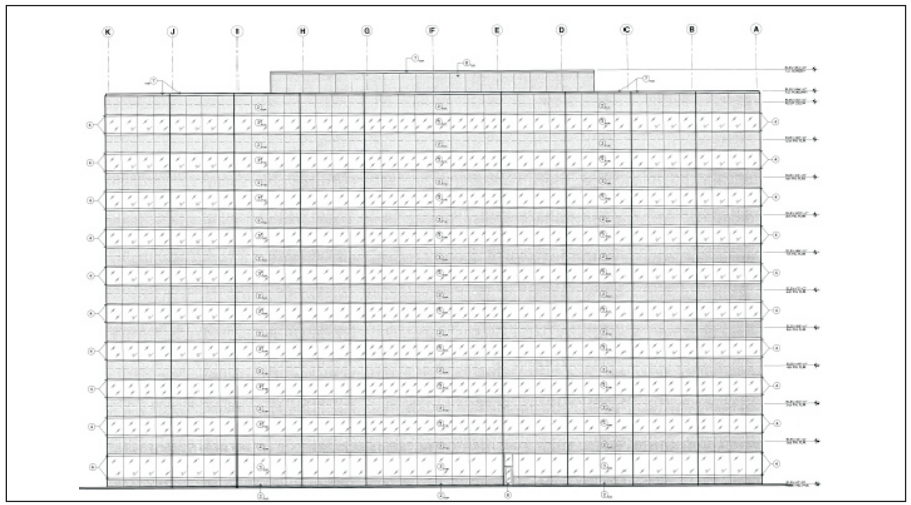
Exhibit 7
Site Photographs



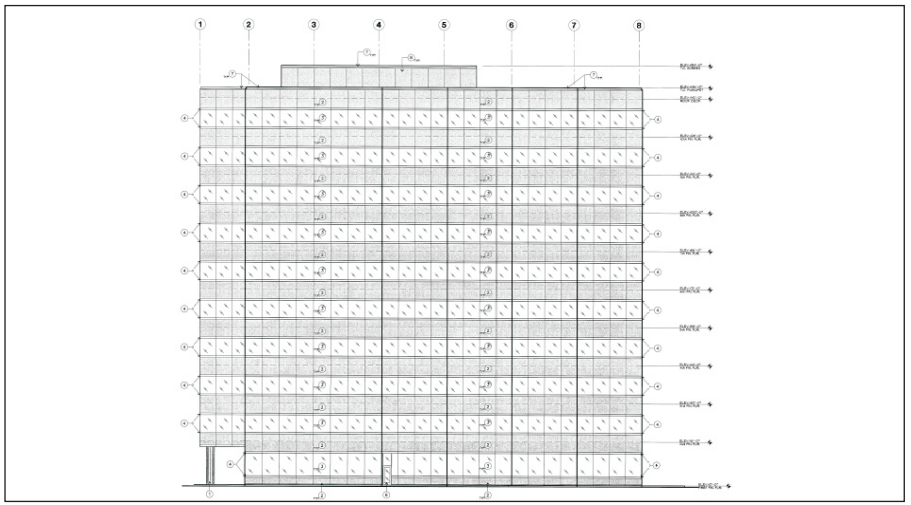
North Elevation



East Elevation



South Elevation



West Elevation

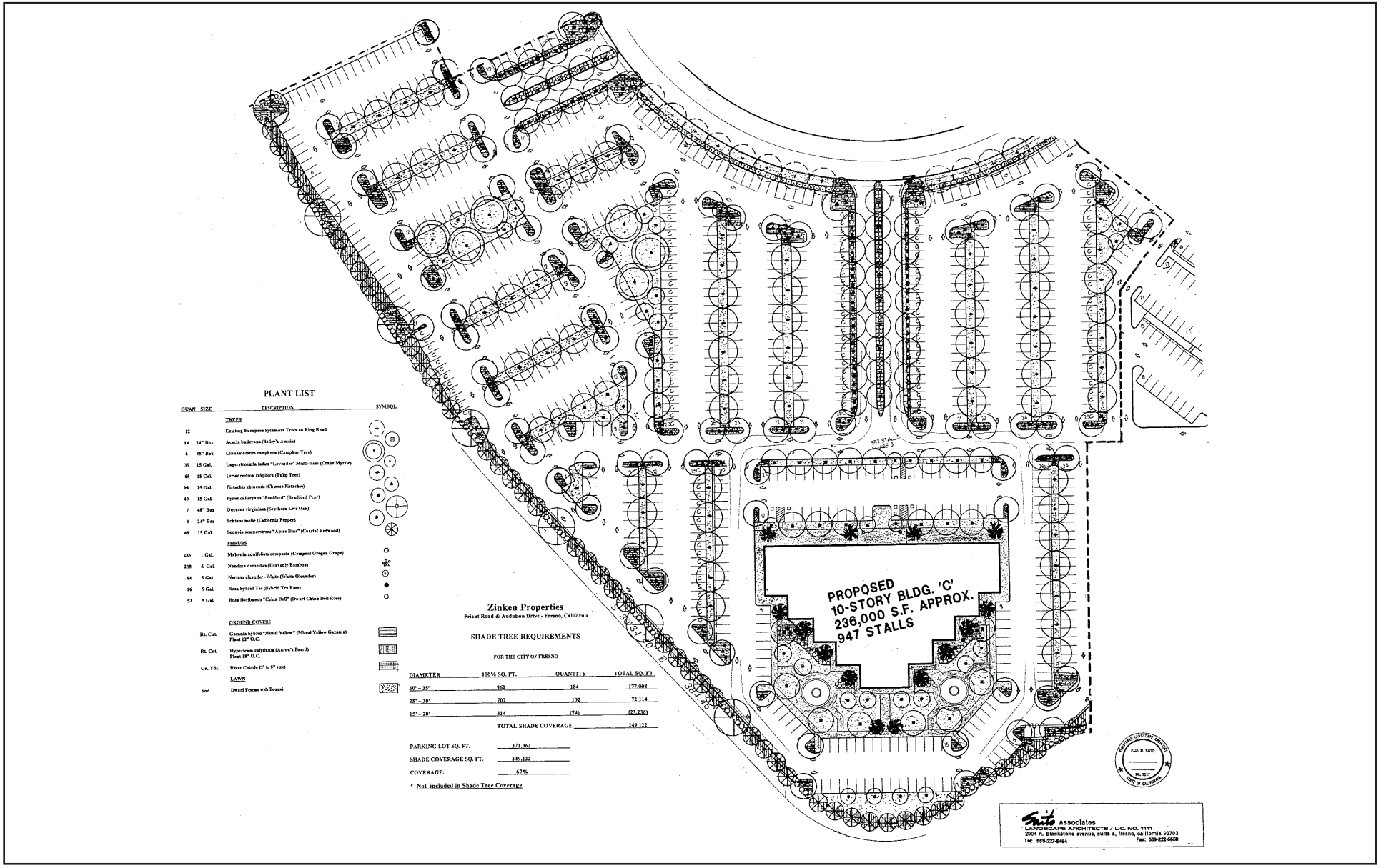
Source: Michael Brandman Associates (2011).

Michael Brandman Associates

32890002 • 01/2011 | 8_elevations.cdr

Exhibit 8
Elevations

CITY OF FRESNO • 25 PARK PLACE, FRESNO, CA
INITIAL STUDY



Source: Ron Mazzeo and Associates.

NORTH

Michael Brandman Associates

32890002 • 01/2011 | 9_landscape.cdr

Exhibit 9
Landscape Plan

CITY OF FRESNO • 25 PARK PLACE, FRESNO, CA
INITIAL STUDY

Source: IBA Civil Engineering and Land Surveying.

NORTH

Michael Brandman Associates

32890002 • 01/2011 | 10_CAD_Rig_Ovr_1.cdr

Exhibit 10
CAD Rig Overview 1

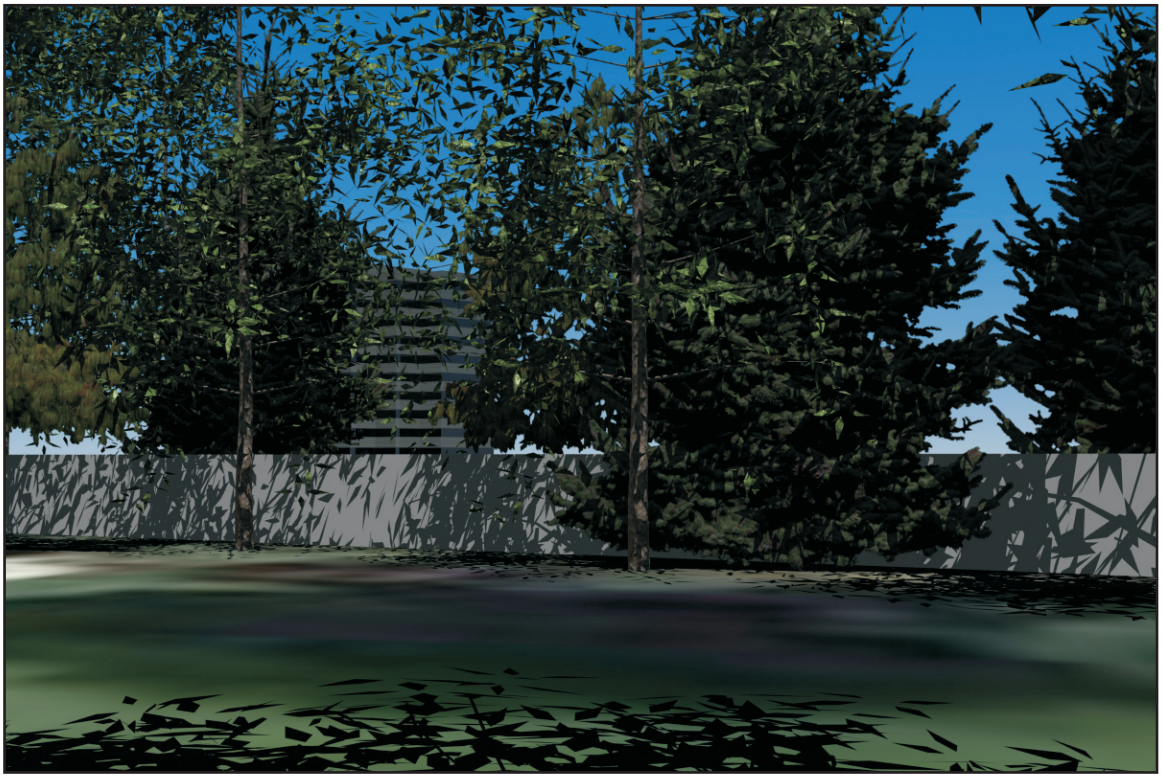
Source: IBA Civil Engineering and Land Surveying.

NORTH

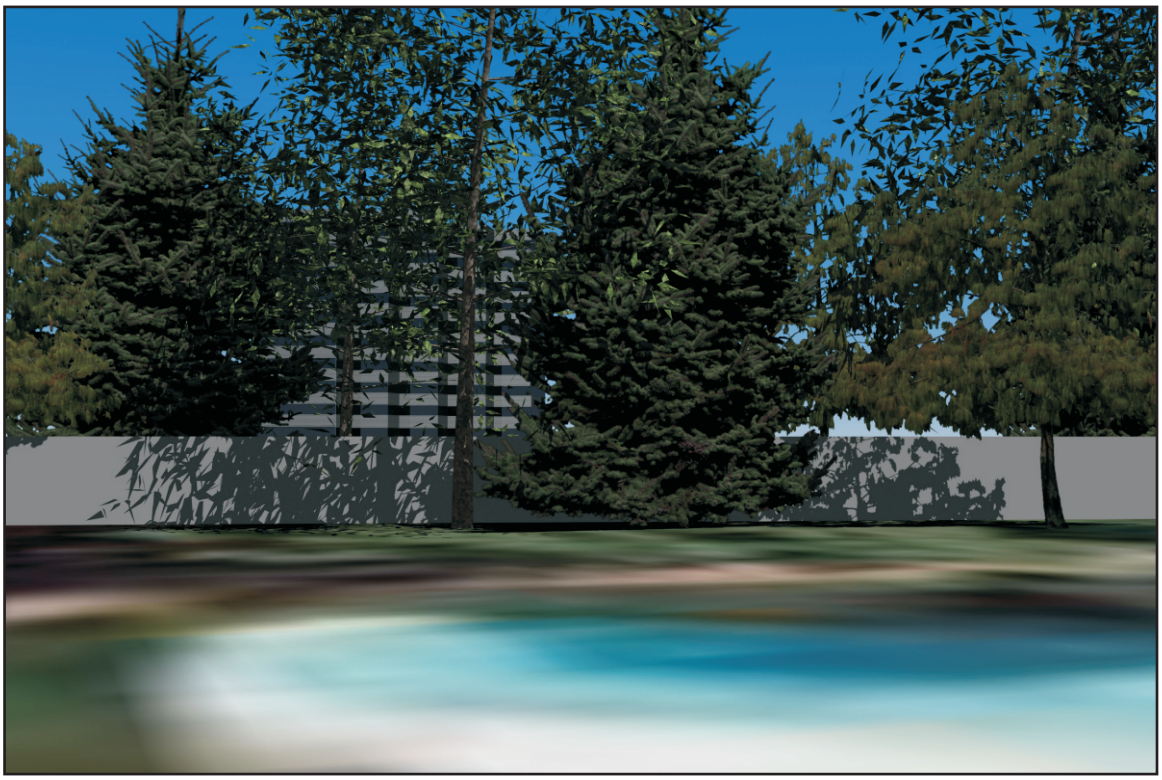
Michael Brandman Associates

32890002 • 01/2011 | 11_CAD_Rig_Ovr_2.cdr

Exhibit 11
CAD Rig Overview 2



House View 1



House View 2

Source: IBA Civil Engineering and Land Surveying.

Michael Brandman Associates

Exhibit 12
View From Houses

Source: IBA Civil Engineering and Land Surveying.

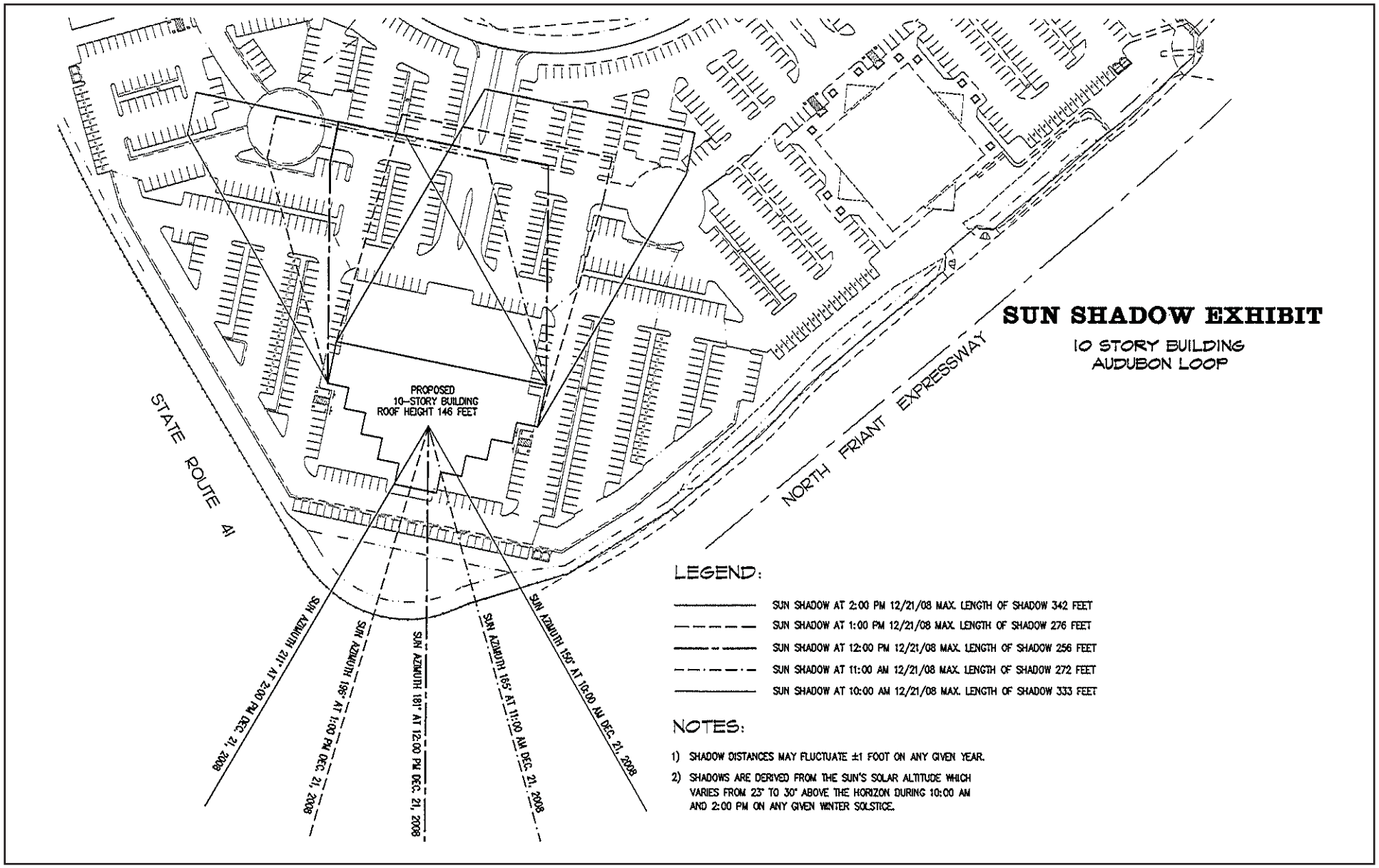
NORTH

Michael Brandman Associates

32890002 • 01/2011 | 13_view_building.cdr

Exhibit 13
View from Building

CITY OF FRESNO • 25 PARK PLACE, FRESNO, CA
INITIAL STUDY



Source: IBA Civil Engineering and Land Surveying.

NORTH

Michael Brandman Associates

32890002 • 01/2011 | 14_sun_shadow_analysis.cdr

Exhibit 14
Sun Shadow Analysis

Scenic Resources/Corridors

Caltrans manages the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to the highways. The closest highway to the project site is SR-41, which is neither an "Eligible" nor "Officially Designated" Scenic Highway.

Light and Glare

Nighttime lighting is necessary to provide and maintain safe, secure, and attractive environments; however, these lights have the potential to produce spillover light and glare, waste energy, and if designed incorrectly, could be considered unattractive. Light that falls beyond the intended area is referred to as "light trespass." Types of light trespass include spillover light and glare. Minimizing all these forms of obtrusive light is an important environmental consideration. A less obtrusive and well-designed energy efficient fixture would face downward, emit the correct intensity of light for the use, and incorporate energy timers.

Spillover light is light emitted by a lighting installation that falls outside the boundaries of the property on which the installation is sited. Spillover light can adversely affect light sensitive uses, such as residential neighborhoods at nighttime. Because light dissipates as it travels from the source, the intensity of a light fixture is often increased at the source to compensate for the dissipated light. This can further increase the amount of light that illuminates adjacent uses. Spillover light can be minimized by using only the level of light necessary, and by using cutoff type fixtures or shielded light fixtures, or a combination of fixture types.

Glare results when a light source directly in the field of vision is brighter than the eye can comfortably accept. Squinting or turning away from a light source is an indication of glare. The presence of a bright light in an otherwise dark setting may be distracting or annoying, referred to as discomfort glare, or it may diminish the ability to see other objects in the darkened environment, referred to as disability glare. Glare is particularly associated with high light intensity, as measured in candelas, emitted at angles near horizontal (75 to 90 degrees from straight down). Glare can be reduced by design features that block direct line of sight to the light source and that direct light downward, with little or no light emitted at high (near horizontal) angles, since this light would travel long distances. Cutoff-type light fixtures minimize glare because they emit relatively low intensity light at these angles.

The project site is located adjacent to urban areas and therefore, is exposed to some form of light trespass and glare from the surrounding land uses. Existing nighttime lighting sources near the site consist of exterior light fixtures on the existing office buildings adjacent to the project site, freestanding parking lot lighting bordering the parcel and existing street lights along Friant Road. Vehicles traveling along SR-41, Friant Road, and River Park Place West are also sources of light and glare.

Would the project:

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

Less than significant impact. The Woodward Park Community Plan contains a policy associated with preserving views and enhancing the visual enjoyment of Sierra Nevada Mountain Range. The proposed project would not significantly obstruct views of the Sierra Nevada Mountain Range from the residential areas west of the project site. The office buildings surrounding the project site are multi-story and are positioned so that their views of the mountains would remain unobstructed. Additionally, the language of the Community Plan suggests that the project should provide opportunities for "visual enjoyment" of the Sierra Nevada Mountains. The 10-story office building would provide views of the Sierra Nevada Mountains.

The visual characteristics of the project site and the surrounding areas include a mix of office, commercial and transportation land uses. A scenic vista is generally considered a view of an area that has remarkable scenery or a resource that is indigenous to the area. The project site itself does not provide any visual resources that would be considered a scenic vista because it primarily consists of an undeveloped parcel that is related to the surrounding office land uses. Neither the project area nor any of the surrounding land uses contains features typically associated with scenic vistas (e.g., ridgelines, peaks, overlooks). Therefore, little opportunity exists for project activities to obscure views of scenic vistas.

In summary, the proposed project would not have substantial adverse effect on a scenic vista. Impacts would be less than significant.

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

No impact. The California Department of Transportation Scenic Highways Program indicates that State Highway 41 is neither an "Eligible" nor "Officially Designated" Scenic Highway. This condition precludes the possibility of adverse impacts resulting from implementation of the proposed project. Therefore, no impacts would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than significant impact with mitigation. The proposed project would result in the introduction of a 10-story, 234,723 square foot office building with associated parking, roadway, and landscaped areas to a previously undeveloped, yet highly disturbed site. Below are descriptions of the onsite views, architectural design and, landscaping components being proposed as part of the project.

Views

The project site is located adjacent to N. Friant Road and E. Audubon Drive. N. Friant Road is designated by the General Plan as a super arterial road between SR-41 and Audubon Drive. E. Audubon Drive is designated by the General Plan as a scenic arterial road. Views along most of N. Friant Road consist of office and commercial land uses. Views along most of E. Audubon Drive consist mainly of office land uses and Woodward Park. Views from the Sugarpine Trail and Woodward Park are obstructed by landscaping and vegetation, but the distant views of the proposed office building would be similar in character to other buildings in the area. The proposed project's landscape design would use similar vegetation to blend the development to existing office landscaping along N. Friant Road and E. Audubon Drive so that once the site is developed and landscape is mature, the site would mirror and complete the existing scenic nature of the drive, more so than the current vacant disturbed land.

Architectural Design

The architectural design concept of the proposed project is described below. The architectural design is subject to the City's design review process and will be conditional on project approval.

The building design, circulation, parking and landscaping will be appropriately unified and integrated as described below:

- In order to provide architectural continuity, the 10-story office building will be designed similarly to the 5 River Park Place West and 45 River Park Place West office buildings. Design materials will include tempered vision glass curtain walls, aluminum curtain wall panels, brushed aluminum flashing, stainless steel columns, and brushed aluminum mullion with tempered glass. Additionally, roof mounted equipment will be screened with 26 gauge metal panel screen custom color painted to match the spandrel.
- Quality material shall be used throughout the development.
- The project will have a 30-foot landscaped setback and berm along N. Friant Road, and a 15-foot landscaped setback along SR-41

Landscaping

The proposed project's landscape design will use planting materials throughout and provide an integrated development aesthetically. The design also blends the development with the adjacent properties. Coastal Redwoods and Live Oak will be used along the frontages of N. Friant Road and SR-41. Additional landscaping trees will include: Bailey Acacia, Camphor Tree, Crape Myrtle, Tulip Tree, Chinese Pistachio, Bradford Pear, and California Pepper. There will be a 30-foot landscape setback along N. Friant Road and a 15-foot setback along the SR-41 frontage. The City of Fresno requires 50 percent of paved parking lots surface to be shaded by tree canopies within fifteen years of planting. The proposed landscaping plan will provide 67 percent coverage.

Signage

No signage information is currently available for the project at the time of this writing, although it is anticipated that the signage program would include some illuminated signs and would be consistent in quality and scale to other adjacent office uses. Signs will require a permit application with the City of Fresno to be approved during the site plan review process.

Shading

The sun shadow analysis prepared for the proposed project determined that the shadow of the proposed building would not intrude on adjacent existing office or commercial uses, nor would it intrude on existing or proposed residential development during the hours of 10:00 a.m. and 2:00 p.m. on the winter solstice of any given year. Impacts would be less than significant.

Summary

Although the proposed project would alter the visual character of the site, the design and appearance of the office building would be visually consistent with other newer development in the area and consistent with various General and Community Plan policies. The project's shadow would not intrude on any existing or proposed land uses. The proposed project would include high-quality architectural design and landscaping setbacks; and it would provide parking lot shading for aesthetic improvements. Additional mitigation is proposed that would enhance the consistency in appearance with the surrounding office and commercial developments. These measures would ensure that the proposed project provides high-quality aesthetic design that does not degrade the visual character of the project site or its surroundings and is visually appropriate for an office development in this setting. Therefore, impacts would be less than significant.

Mitigation Measures

MM AES-1 Prior to issuance of building permits, the developer shall comply with General Plan policies regarding the design guidelines specifications for zoning. Specifically, the developer shall incorporate landscape, wall treatment, signage, and architectural standards pursuant to the General Plan and Woodward Park Community Plan for the development of the project.

MM AES-2 Prior to issuance of a building permit, the project applicant shall submit a sign permit application to the City of Fresno for review and approval. The application shall identify all exterior building-mounted and freestanding (e.g., monument) signs and demonstrate the signs are consistent with provisions of Sign Ordinance Chapter 12, Article 17 and are uniform in design. The signage shall incorporate the most energy-efficient technology available unless technical feasibility or safety concerns take precedence.

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

Less than significant impact with mitigation. The project site is presently undeveloped and minimal sources of light and glare currently exist on the project site. Areas adjacent to the project site contain several sources of lighting and glare that emanate from the surrounding office land uses. Other nearby sources of light include streetlights along N. Friant Road and vehicles traveling along N. Friant Road and SR-41. The proposed project would include freestanding lighting in parking lots and along walkways, and exterior building lighting. In addition, construction of buildings with glass windows or other reflective surfaces would introduce new sources of daytime glare and nighttime glow. These additional sources of light and glare are expected to be incremental and visible from surrounding land uses, in particular, from office/commercial uses and streets to the north, south and to the east of the site, and to a lesser extent from the residential uses west of SR-41. These sources may potentially degrade daytime and nighttime views. Light generated by the proposed project could also be perceived as a nuisance by those traveling to, from, and passing by the site. The nuisance would primarily arise from light that is excessive, improperly placed, or inadequately screened. Therefore, this is considered a potentially significant impact. Accordingly, mitigation is proposed that would require the project applicant to submit a lighting plan to the City that identifies lighting fixtures and practices to prevent excessive spillage of light and glare onto neighboring properties. With the implementation of this mitigation, the proposed project would minimize the amount of light and glare they would add to the ambient environment and, therefore, ensure that impacts are reduced to a level of less than significant.

Mitigation Measures

MM AES-3 Prior to issuance of a building permit for the proposed project, the applicant shall provide a lighting plan for the City of Fresno to review and approve. The plan shall include provisions to ensure that outdoor lighting is designed so that potential glare or light spillover to surrounding land uses is minimized through appropriate site design and shielding of light fixtures. Exterior lighting shall not create glare for neighboring properties but shall provide adequate onsite lighting for safety and security purposes. The City will review the final site design plans to ensure that all lighting is directed downward and away from residences. This mitigation measure does not preclude the use of small-scale decorative lighting that may be directed upward, such as wall wash lighting or spotlighting for landscaping. This type of lighting is allowed if it does not spill over onto adjacent properties.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. Agriculture and Forestry Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Evaluation

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and

forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Environmental Setting

The 2025 Fresno General Plan and its MEIR analyzed the potential farmland impacts from urbanizing most agricultural land within the adopted City of Fresno Sphere of Influence. This project conforms to the 2025 Fresno General Plan and its MEIR mitigation measures (see attached Appendices A and B for a summary of the MEIR's findings and continuing validity, and attached Appendix C for the list of MEIR mitigation measures).

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?

No impact. The project site does not contain active agricultural land. Based upon a review of maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, the project site does not contain any land designated as "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." The project site is designated as "Urban and Built-up Land." The development of the proposed project would not result in the conversion of Important Farmland to non-agricultural use. No impacts would occur.

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

No impact. The project site is zoned CM-UGM-CZ (Commercial and Light Manufacturing/Urban Growth Management/conditions of zoning), this is a non-agricultural zoning designation. The project being proposed is consistent with the purpose of this zoning district; as such, no conflicts with agricultural zoning would occur. There are no Williamson Act Contracts for the project site. Therefore, no conflicts with a Williamson Act contract 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))?

No impact. The project site does not contain any forestland or timberland. Therefore, land use and development activities contemplated by the proposed project would not impact these resources. No impacts would occur.

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

No impact. The project site is designated CM-UGM-CZ (Commercial and Light Manufacturing/Urban Growth Management/conditions of zoning) by the Fresno Municipal Code, which is a non-forest zoning designation. This condition precludes the possibility of the proposed project conflicting with a forest zoning designation. No impacts 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?

No impact. The project site and surrounding areas do not contain active agricultural land. The project site and surrounding areas are designated as "Urban and Built-up Land." The development of the proposed project would not result in the conversion of Farmland to non-agricultural use. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. 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?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

Regulatory Setting

The project site is located in Fresno County and within the San Joaquin Air Basin. This region has had chronic non-attainment of federal and state clean air standards for ozone/oxidants and particulate matter due to a combination of topography and climate. The San Joaquin Valley is hemmed in on three sides by mountain ranges, with prevailing winds carrying pollutants and pollutant precursors from urbanized areas to the north (and in turn contributing pollutants and precursors to downwind air basins). The Mediterranean climate of this region, with a high number of sunny days and little or no measurable precipitation for several months of the year, fosters photochemical reactions in the atmosphere, creating ozone and particulate matter.

The SJVAPCD is the local regional jurisdictional entity charged with attainment planning, rule making, rule enforcement, and monitoring under Federal and State Clean Air Acts and Clean Air Act Amendments. The California Air Resources Board (CARB), a component of the California Environmental Protection Agency, sets statewide air quality standards and adopts statewide air pollution control measures such as standards for off-road vehicles, smog-testing requirements applicable to on-road vehicles in the various air basins in the state, fuel formulation requirements for California and so forth. CARB evaluates and approves air pollution attainment plans proposed by

local/regional air pollution control agencies in the state. The U.S. Environmental Protection Agency (EPA) sets national ambient air quality standards and is the agency, which has ultimate approval authority for air quality attainment plans in air basins, which have chronically or seriously failed to attain the federal air quality standards.

Traditionally, EPA has set the on-road emission standards for vehicle manufacturers. In recent years, there has been some overlap and dispute of the respective authority of CARB and EPA in the matter of on-road vehicular emission standards. CARB has proposed to regulate overall carbon emissions pursuant to state laws adopted to reduce "greenhouse gases," and the federal agency has disputed the state's right to do this. Litigation on these issues is underway.

With respect to adopted air quality standards of the United States Environmental Protection Agency (EPA) and California Air Resources Board (CARB), the San Joaquin Valley Air Basin (SJVAB) has been classified as follows:

Ozone: Though the SJVAB was initially classified as "Serious Nonattainment" for the 1997 8-hour ozone standard, EPA approved the reclassification to "Extreme Nonattainment" in the Federal Register on May 5, 2010 (effective June 4, 2010). The SJVAB is classified as being in "Nonattainment" under the State 8-hour standard, and "Severe Nonattainment" under the California Clean Air Act 1-hour standard. An Ozone Attainment Demonstration Plan (OADP) has been prepared, identifying emission reductions and additional air pollution control rules needed to attain the air quality standard by 2023.

Particulate matter: There are two regulated categories of this pollutant: PM_{10}, consisting of particles less than 10 microns in diameter, and $PM_{2.5}$, composed of particles less than 2.5 microns in size. On September 25, 2008, EPA redesignated the San Joaquin Valley to "Attainment" for the PM_{10} federal standard and approved the PM_{10} Maintenance Plan. The SJVAB has been classified as being in "Nonattainment" for the 1997 federal $PM_{2.5}$ standard and for the State $PM_{2.5}$ standard. A $PM_{2.5}$ attainment demonstration plan for the federal 1997 $PM_{2.5}$ standard has been adopted by the SJVAPCD and approved by the CARB, and forwarded to the EPA for approval. The SJVAB has been classified under the federal 2006 $PM_{2.5}$ standard as "Nonattainment."

Carbon monoxide (CO): "Attainment" classification by EPA and CARB; however, the Fresno Urbanized Area was previously in "Nonattainment" and continues to be monitored for maintenance of attainment status.

Nitrogen Oxides (NO_x): "Attainment" rating by EPA and "Attainment" by CARB. However, NO_x is recognized and regulated as a major photochemical precursor for ozone/oxidant and particulate matter pollution.

Sulfur Oxides (SO_X): "Attainment": rating by EPA and "Attainment" by CARB. However, SO_X is recognized and regulated as a photochemical precursor to ozone/oxidant and particulate matter pollution.

Sulfates: No adopted federal standard; "Attainment" classification by CARB

Particulate Lead: No federal classification/designation; "Attainment" classification by CARB

Hydrogen sulfide ($H2_S$): No adopted federal standard; "Unclassified" rating by CARB

Visibility Reducing Particles: No adopted federal standard; "Unclassified" rating by CARB

Vinyl Chloride: No adopted federal standard; "Attainment" classification by CARB. As a hazardous air pollutant and a type of reactive organic gas, generators of significant levels of vinyl chloride would be regulated through SJVAPCD permitting rules and reductions in its emissions would be sought through attainment plans for oxidants/ozone and particulate matter.

Exceedances of ozone/oxidant standards set by the U. S. EPA and CARB primarily occur during summer months, caused by the effect of heat and sunlight on ozone precursors such as reactive organic gases (ROG) and nitrates of oxygen (NO_x). ROG and NO_x are typically formed and by combustion of fossil fuels in internal combustion vehicle engines, heating appliances, etc.

Particulate matter exceedances may also be caused by photochemical reactions, but are also caused by direct emissions such as those from fireplace and agricultural waste wood burning, roadway tire wear, and fugitive dust (the effect of wind on open areas of disturbed soil, unpaved and dirty roadways). Despite the dry climate and potential for dust during the summer, particulate matter exceedances have occurred more often during winter months, attributable to residential wood burning and cotton plow-down activities. Residential wood burning has been partially curtailed by local building ordinances that prohibit fireplace and wood stove installation in new homes since the early part of this decade, and by wood burning control rules adopted by the SJVAPCD. Control efforts over the past decade have been alleviating particulate matter to the point where the SJVAB is in attainment of the Federal particulate matter standard.

The region's high incidence of asthma, particularly childhood asthma, is primarily attributed to ozone and particulate matter exceedances, but may also be in part due to the nature of the pollutants encountered in the Valley, such as defoliants and pollen associated with agricultural operations. Household exposures to tobacco smoke, allergens, and respiratory irritants are also being investigated as causal in the development of asthma.

In response to the San Joaquin Valley's chronic nonattainment status for ozone and particulate matter, the San Joaquin Valley Air Pollution Control District (SJVAPCD) has adopted air quality attainment plans. Table VC 1 of MEIR No. 10130 lists the air quality attainment plans that have been adopted

by the SJVAPCD as of the date of MEIR certification. The SJVAPCD adopted an attainment plan for the federal $PM_{2.5}$ standard in April of 2008. EPA released final designations for the 2006 $PM_{2.5}$ standards in December 2008 (effective in 2009) designating the Valley as nonattainment for the 2006 $PM_{2.5}$ standards. Air quality attainment and implementation plans are periodically adopted and updated in response to area needs and federal and state mandates. These attainment and implementation plans prepared in response to the federal Clean Air Act are also intended to fulfill requirements of the California Clean Air Act, with emphasis on meeting California ambient air quality standards.

The principal components of air quality attainment plans consist of data describing measured air pollutant and pollutant precursor levels in the affected region's atmosphere; a baseline emissions inventory for the region; descriptions of control measures that will reduce future emissions; a future emissions inventory that reflects decreases due to implementation of emissions controls as well as increases due to increased population; and the results from a photochemical analysis model relating emissions to ambient pollutant levels, demonstrating attainment of the appropriate standard at a future target date through adoption and amendment of SJVAPCD Rules and Regulations.

The SJVAPCD rulemaking process provides for public input and economic impact analysis and regulates consumer products and activities contributory to air pollution; permitting and enforcement activities conducted by the SJVAPCD; and public education campaigns. It is also the SJVAPCD's strategy to implement multiple tactics or control measures, focusing on not only specific pollutant sources, but on overall transportation planning—which relates to land use mix, funding for major roadway construction and facilitation of mass transit. Furthermore, SJVAPCD sponsors voluntary and incentive programs to provide for accelerated attainment.

The proposed project's construction will be regulated by SJVAPCD Rules and Regulations for grading, paving, mobile construction equipment, and architectural coatings (paint formulation). Voluntary and incentive-based air pollution control programs may also be involved in the construction and use of this project, but were not included in this project analysis because specifics are not available at this stage of project analysis. The SJVAPCD's Indirect Source Review (ISR) Rule will apply to this project, as it exceeds 39,000 square feet of general office space. (See letter from the San Joaquin Valley Air Pollution Control District dated August 20, 2009 in Appendix L). The SJVAPCD's comment letter also indicates that the project is not expected to have a significant adverse impact on air quality.

The MEIR prepared for the 2025 Fresno General Plan requires that that the most current version of the URBEMIS computer model be used to analyze development projects and estimate future air pollutant emissions that can be expected to be generated from operational emissions (vehicular traffic associated with the project), area-wide emissions (sources such as ongoing maintenance activities and use of appliances), and construction activities. However, the SJVAPCD has recently transitioned to the use of the California Emissions Estimator Model (CalEEMod) when reviewing or preparing air

impact assessments in compliance with CEQA. CalEEMod is the newest computer emissions estimating model developed by the California Air Pollution Control Officers Association (CAPCOA). The model calculates criteria pollutant and greenhouse gas emissions from a variety of land uses, including residential, commercial, retail, and industrial projects. CalEEMod also calculates the benefits of implementing mitigation measures, including GHG mitigation measures. Therefore, CalEEMod is used in this document for the purposes of air quality impact assessment.

Environmental Setting

The proposed project is located within the SJVAB. Airflow in the SJVAB is primarily influenced by marine air that enters through the Carquinez Strait where the Delta empties into San Francisco Bay. The region's topographic features restrict air movement through and out of the basin. As a result, the SJVAB is highly susceptible to pollutant accumulation over time (SJVAPCD 2002). Frequent transport of pollutants into the SJVAB from upwind sources also contributes to poor air quality.

Sensitive Receptors

Certain populations, such as children, the elderly, and persons with preexisting respiratory or cardiovascular illness, are particularly sensitive to the health impacts of air pollution. For purposes of CEQA, the SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. A review of the locale surrounding the project site indicates that the nearest residence is located 900 feet west of the project site and the nearest sensitive receptor (heart hospital patients) are located 1,300 feet north of the project site.

Would the project:

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

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

As discussed in (b) below, predicted construction and operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NO_x, PM_{10}, and $PM_{2.5}$. As a result, the project uses would not conflict with emissions inventories contained in regional air quality attainment plans and would not result in a significant contribution to the region's air quality non-attainment status.

The SJVAPCD adopted the 2003 PM_{10} Plan on June 19, 2003 and first amended it on December 15, 2003 to comply with federal Clean Air Act requirements. The EPA approved the amended 2003 PM_{10} Plan effective June 25, 2004. The SJVAPCD adopted the 2007 PM_{10} Maintenance Plan and Request for Redesignation (2007 PM_{10} Plan). The 2007 PM_{10} Plan contains modeling demonstrations that show the Basin will not exceed the federal PM_{10} standard for 10 years after the expected EPA redesignation, monitoring, and verification measures, and a contingency plan. Even though EPA revoked the federal annual PM_{10} standard, the 2007 PM_{10} Plan addresses both the annual and 24-hour standards because both standards were included in the EPA-approved State Implementation Plan. EPA finalized the determination that the Basin attained the PM_{10} standards on October 17, 2007, effective October 30, 2007. On September 25, 2008, EPA redesignated the Basin as attainment for the federal PM_{10} standard and approved the PM_{10} Plan.

The SJVAPCD adopted the 2008 $PM_{2.5}$ Plan following a public hearing on April 30, 2008. This plan will assure that the Valley will attain all the $PM_{2.5}$ standards - the 1997 federal standards, the 2006 federal standards, and the state standard - as soon as possible. The CARB submitted the 2008 $PM_{2.5}$ Plan to the EPA June 30, 2008. The 2008 $PM_{2.5}$ Plan builds upon the comprehensive strategy adopted in the 2007 Ozone Plan to bring the Valley into attainment of the 1997 national standards for $PM_{2.5}$. The EPA has identified NO_x and sulfur dioxide as precursors that must be addressed in air quality plans for the 1997 $PM_{2.5}$ standards. The 2008 $PM_{2.5}$ Plan is a continuation of the SJVAPCD's strategy to improve the air quality in the San Joaquin Valley.

As an extreme nonattainment area for the 1-hour ozone national standard, the SJVAPCD adopted the Extreme Ozone Attainment Demonstration Plan in 2004. On March 8, 2010, the EPA approved the Plan for 1-hour ozone. Although effective June 15, 2005, the EPA revoked the 1-hour standard, the control requirements remain in effect to ensure progress toward meeting the new more stringent 8-hour ozone standard that has replaced the 1-hour standard. The Plan contains commitments to reduce a precursor of ozone, NO_x, including NO_x reductions from indirect sources. The Plan also includes measures to reduce the ozone precursor ROG from a variety of sources.

The 2007 Ozone Plan contains measures to reduce ozone and particulate matter precursor emissions to bring the Air Basin into attainment with the federal 8-hour ozone standard. The 2007 Ozone Plan calls for a 75-percent reduction of NO_x and 25-percent reduction of ROG. The SJVAPCD Governing Board adopted the 2007 Ozone Plan on April 30, 2007. The plan, with innovative measures and a "dual path" strategy, assures expeditious attainment of the federal 8-hour ozone standard for all Air Basin residents. The CARB approved the plan on June 14, 2007.

In December 2005, the SJVAPCD adopted the Indirect Source Review (ISR) rule and the accompanying administrative fee rule (Rule 3180). ISR requires certain development projects within the San Joaquin Valley Air Basin to reduce emissions by specified amounts either through onsite measures or through the payment of air quality impact fees to the SJVAPCD to obtain emission reductions offsite. The proposed project involves the full buildout of more than 39,000 square feet of

general office space. Therefore, the project would be required to comply with ISR. The rule requirement is to reduce construction NO_x and PM_{10} emissions by 20 percent and 45 percent, respectively, as well as reducing operational NO_x and PM_{10} emissions by 33.3 percent and 50 percent, respectively, when compared to unmitigated projects.

The project would comply with all applicable rules and regulations. In addition, project emissions would not exceed the SJVAPCD's significance thresholds. Therefore, this impact is less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than significant impact.

Thresholds of Significance

The SJVAPCD indicates that all control measures in Regulation VIII are required for all construction sites by regulation. The SJVAPCD's GAMAQI (SJVAPCD 2002) lists additional measures that may be required because of sheer project size or proximity of the project to sensitive receptors. If all appropriate "enhanced control measures" in the GAMAQI are not implemented for these very large or sensitive projects, then construction impacts would be considered significant (unless the Lead Agency provides a satisfactory detailed explanation as to why a specific measure is unnecessary). The GAMAQI also lists additional control measures (Optional Measures) that may be implemented if further emission reductions are deemed necessary by the Lead Agency.

Ozone is a secondary pollutant that can be formed miles away from the source of emissions through reactions of ROG and NO_x emissions in the presence of sunlight. Therefore, ROG and NO_x are termed ozone precursors. The SJVAB often exceeds the ozone standards. Therefore, if the project emits a substantial quantity of ozone precursors, the project may contribute to exceedances of the ozone standard. The SJVAPCD established significance thresholds for ozone precursors, ROG and NO_x, and has published them in its GAMAQI. For typical projects, operation-related emissions that exceed the threshold of 10 tons per year for ROG or NO_x would be considered significant. The threshold for PM_{10} is not identified in the GAMAQI; however, pursuant to prior direction provided by the SJVAPCD, 15 tons per year is used as a threshold.

The GAMAQI does not have quantitative thresholds for construction emissions. However, the GAMAQI does have operational thresholds for ROG and NO_x of 10 tons per year for each. Since the GAMAQI was published, the SJVAPCD has been recommending use of a PM_{10} threshold of 15 tons per year. Because the Air Basin is in nonattainment for $PM_{2.5}$, the threshold for $PM_{2.5}$ for this project will be 9 tons per year. The justification for this number is that $PM_{2.5}$ is in nonattainment and should have a more stringent threshold than PM_{10} to provide a worst-case assessment. The annual standard for PM_{10} is 20 µg/m3 and the annual standard for $PM_{2.5}$ is 12 $\mu g/m^3$. Therefore, the ratio of PM_{10} to $PM_{2.5}$ results in a threshold for $PM_{2.5}$ of 9 tons per year.

The annual significance thresholds to be used for the project for construction and emissions are as follows:

- 10 tons per year ROG
- 10 tons per year NO_x
- 15 tons per year PM_{10}
- 9 tons per year $PM_{2.5}$

Construction and Operational Emissions

Construction impacts include fugitive dust and other particulate matter, as well as exhaust emissions generated by earthmoving activities and operation of grading equipment during site preparation. Construction emissions are caused by onsite or offsite activities. Onsite emissions principally consist of exhaust emissions from heavy-duty construction equipment, motor vehicle operation, and fugitive dust from disturbed soil. Offsite emissions are caused by motor vehicle exhaust from delivery vehicles, as well as worker traffic, but also include road dust.

The unmitigated analyses include compliance with SJVAPCD Regulation VIII (Fugitive PM_{10} Prohibitions). Compliance with Regulation VIII is required. When reviewing the CalEEMod printouts in Appendix F, please note that the CalEEMod program lists any measure that reduces emissions to be "mitigation," regardless if the measure fulfills a requirement or is truly considered mitigation by CEQA standards. The following measures were included in the analyses:

- Replace ground cover in disturbed areas quickly.
- Water exposed surfaces twice daily.
- Reduce speed on unpaved roads to less than 15 mph.
- Manage haul road dust by watering twice daily.

Operational, or long-term, emissions occur over the life of the project. Operational emissions include mobile and area source emissions. Area source emissions are from consumer products, heaters that consume natural gas, gasoline-powered landscape equipment, and architectural coatings (painting). Mobile emissions from motor vehicles are the largest single long-term source of air pollutants from the project.

Construction of the proposed project is assumed to occur the first quarter of 2013 and last for 18 months. The proposed project is assumed to become operational in 2014. Construction and operation of the proposed project will overlap in 2014; therefore, the annual thresholds are applied to the combined construction and partial-year operational emissions in 2014. A 12-month annual operational emissions analysis also shows that the project is less than the SJVAPCD's operational thresholds.

Table 2: Construction Emissions

Source	Emissions (tons)			
	ROG	NO_x	PM_{10}	$PM_{2.5}$
Construction Emissions 2013	0.91	6.39	0.71	0.47
Construction Emissions 2014	1.91	1.87	0.17	0.12
Total	**2.82**	**8.26**	**0.88**	**0.59**
SJVAPCD Threshold	10	10	15	9
Any Year Significant?	No	No	No	No

* Applies only to PM_{10} exhaust
N/A = not applicable
Source: Michael Brandman Associates, 2012.

Table 3: 2014 Construction and Operational Emissions

Source	Emissions (tons)			
	ROG	NO_x	PM_{10}	$PM_{2.5}$
Construction Emissions (January–June)	1.91	1.87	0.17	0.12
Operational Emissions (July–December)	1.67	4.79	1.36	0.21
Total	**3.58**	**6.66**	**1.53**	**0.33**
SJVAPCD Threshold	10	10	15	9
Significant?	No	No	No	No

N/A = not applicable
Source: Michael Brandman Associates, 2012.

Table 4: Annual Operational Emissions

Source	Emissions (tons)			
	ROG	NO_x	PM_{10}	$PM_{2.5}$
Operational Emissions (12 month)	3.34	9.58	2.72	0.41
SJVAPCD Threshold	10	10	15	9
Significant?	No	No	No	No

N/A = not applicable
Source: Michael Brandman Associates, 2011.

As shown in the above tables the proposed project will not exceed the SJVAPD thresholds of significance for ROG, NO_x, PM_{10}, and $PM_{2.5}$. Impacts are less than significant.

Carbon Monoxide Analysis

Project emissions may be considered significant if a carbon monoxide (CO) hotspot intersection analysis determines that project-generated emissions cause a localized violation of the state CO 1-hour standard of 20 ppm, state CO 8-hour standard of 9 ppm, federal CO 1-hour standard of 35 ppm, or federal CO 8-hour standard of 9 ppm.

A CO hotspot analysis is the appropriate tool to determine if project emissions of CO during operation would exceed ambient air quality standards. The main source of air pollutant emissions during operation are from offsite motor vehicles traveling on the roads surrounding the project site.

Because increased CO concentrations are usually associated with roadways that are congested and with heavy traffic volume, the SJVAPCD has established that preliminary screening can be used to determine with fair certainty that the effect a project has on any given intersection would not cause a potential CO hotspot. Therefore, the SJVAPCD has established that if all project-affected intersections are negative for both of the following criteria, then the project can be said to have no potential to create a violation of the CO standard:

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or
- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity.

If either of the criteria can be associated with any intersection affected by the project, a CO Protocol Analysis must be prepared to determine significance.

This analysis follows guidelines recommended by the CO Protocol prepared by Caltrans in 1997. To provide a worst-case scenario, CO concentrations are estimated at project-impacted intersections, where the concentrations would be the greatest. Because the greatest CO concentration potential exists at the intersections, the roadway segments were not evaluated. If the intersections would not violate the CO standard then the roadway segments, which experience greater dispersion and decreased CO concentration levels, would also not violate the CO standard.

The Traffic Impact Analysis (TIA) for the project showed that there were four intersections with an LOS of E or F in the project vicinity in the year 2012 plus project scenario and the 2030 plus project scenario that meet the SJVAPCD screening criteria.

As shown in Table 3, the estimated 1-hour and 8-hour average CO concentrations at buildout in combination with background concentrations are below the state and national ambient air quality standards. No CO hotspots are anticipated as a result of traffic-generated emissions by the project in combination with other anticipated development in the area. Therefore, the mobile emissions of CO

from the project are not anticipated to contribute substantially to an existing or projected air quality violation of CO. Impacts are less than significant.

Table 5: Carbon Monoxide Concentrations

Intersection	Scenario	CO Concentrations (ppm)		Significant Impact?[3]
		1 Hour[1]	8 Hour[2]	
Friant Road/ Audubon Drive	2012 With Project (PM Peak)	6.4	4.5	No
Friant Road/ Fresno Street	2012 With Project (PM Peak)	6.7	4.7	No
Blackstone Avenue/ Nees Avenue	2012 With Project (PM Peak)	6.0	4.2	No
Audubon Drive/ River Park Parkway East	2012 With Project (PM Peak)	4.7	3.3	No
Friant Road/ Audubon Drive	2030 With Project (PM Peak)	4.8	3.4	No
Friant Road/ Fresno Street	2030 With Project (PM Peak)	4.8	3.4	No
Blackstone Avenue/ Nees Avenue	2030 With Project (PM Peak)	4.7	3.3	No
Audubon Drive/ River Park Parkway East	2030 With Project (PM Peak)	4.2	3.0	No

Notes:
[1] CALINE4 output (see Appendix F for model output) plus the highest 1-hour background concentration during the past 3 years of 3.71 ppm.
[2] The 8-hour Long Term With Project caused increment was calculated by multiplying the 1-hour CALINE4 output by 0.7 (persistence factor), then adding the highest 8-hour background concentration during the past 3 years of 2.60 ppm.
[3] Comparison of the 1-hour concentration to the state standard of 20 ppm and the 8-hour concentration to the state/national standard of 9 ppm.
Source: Michael Brandman Associates, 2011.

Summary of Impacts

The proposed project would have a less than significant project-specific impact on air quality. However, in certifying MEIR No.10130 for the 2025 Fresno General Plan, the City of Fresno adopted a Finding of Overriding Considerations for air quality, holding that generation of air pollutants is an unavoidable significant impact tributary to population growth and the urban development necessary to house and employ the increased population; acknowledging that, with present technology, it may not be feasible to mitigate these impacts below a level of significance (see attached Appendix A for a summary of the MEIR's findings). The implementation of the "Reasonably Available Control Measures" (RACM), as listed in table VC-3 of MEIR No. 10130, is expected to help the city improve its overall air quality (see Appendix C attached, for the list of MEIR mitigation measures applicable to this project). Wider implementation of air quality mitigation measures, and adoption of new rules to regulate additional human activities, is acknowledged to be needed to help the San Joaquin Valley air basin attain its air quality goals.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than significant impact. The SJVAB is in nonattainment for ozone, PM_{10}, and $PM_{2.5}$. As discussed in Impact b, project emissions would not result in a violation of the ozone, PM_{10}, $PM_{2.5}$, or CO ambient air quality standards.

Section 15130(b) of the CEQA Guidelines states the following:

The following elements are necessary to an adequate discussion of significant cumulative impacts: 1) Either: (A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or (B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact.

In accordance with CEQA Guidelines 15130(b), this analysis of cumulative impacts is based on a summary of projections analysis. This analysis considers the current CEQA Guidelines, which includes the recent amendments approved by the Natural Resources Agency and effective on March 18, 2010. Under the amended CEQA Guidelines, cumulative impacts may be analyzed using other plans that evaluate relevant cumulative effects. The air quality attainment plans describe and evaluate the future projected emissions sources in the Air Basin and sets forth a strategy to meet both state and federal Clear Air Act planning requirements and federal ambient air quality standards. Therefore, the plans are relevant plans for a CEQA cumulative impacts analysis. As discussed in Impact (a) above, the project is consistent with the air quality attainment plans. Therefore, this is a less than significant impact.

Furthermore, as discussed in Section 4.3.2 of the SJVAPCD Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) provides that any proposed project that would individually have a significant air quality impact (i.e., exceed significance thresholds for ROG, NO_x, PM_{10}, or $PM_{2.5}$) would also be considered to have a significant cumulative impact. Although the GAMAQI does not provide guidance for evaluating cumulative air quality impacts in instances where project-specific emissions of criteria pollutants do not exceed the SJVAPCD's significance thresholds, it does state: "[a]ll but the largest individual sources emit ROG and NO_x in amounts too small to have a measurable effect on ambient ozone concentrations by themselves." In addition, other Air District's have developed guidance that the lead agency can consider for addressing cumulative air quality impacts. The CEQA guidance provided by the Bay Area Air Quality Management District (BAAQMD) addresses this condition, in both their existing adopted guidance document and in its proposed recently updated guidance document. In the absence of guidance on this matter from the

SJVAPCD, the current and proposed BAAQMD guidance documents are therefore considered in establishing a threshold of significance for cumulative ozone emissions for purposes of this analysis, as follows. The current BAAQMD CEQA Guidelines provide that if a project is proposed in a city or county with a general plan that is consistent with the Air Quality Plan and the project is consistent with that general plan, then the project would not have a significant cumulative impact. No further analysis regarding cumulative impacts is necessary. The recent proposed updated BAAQMD guidance states: "[n]o single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Consequently, the thresholds of significance discussed above (for individual project impacts) are the amount of pollution that is deemed cumulatively considerable and, therefore, a significant adverse impact" Based on the above, for purposes of this analysis, the project is considered to result in a cumulatively considerable air quality impact if the project emissions exceed the SJVAPCD significance thresholds for criteria pollutants/ozone precursors (ROG, NO_x, PM_{10}. or $PM_{2.5}$), or the project is not consistent with the regional clean air plan.

Mitigation Measures

1. The proposed project shall implement and incorporate the Air Quality-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2011 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. There are two potential sources of toxic air contaminants associated with development of the proposed project: Diesel Particulate Matter (DPM) from construction equipment during project construction and DPM from service and delivery vehicles servicing the project buildings during project operation.

Construction

Although construction of the project would involve the use of diesel-fueled vehicles, construction risks were not analyzed because of the short duration of the construction phase. While operational emissions are ongoing, the construction phase emissions are short-term. The California Office of Environmental Health Hazard Assessment (OEHHA) provides exposure variants for 9-, 30-, and 70-year exposures in "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments." These exposures are chosen to coincide with EPA's estimates of the average (9 years), high-end estimates (30 years) of residence time, and a typical lifetime (70 years). OEHHA states their support for the use of cancer potency factors for estimating cancer risk for these exposure durations. However, as the exposure duration decreases, the uncertainties introduced by applying cancer potency factors derived from very-long-term studies increases. Short-term high exposures are not necessarily equivalent to longer-term lower exposures even when the total dose is the same. OEHHA therefore does not support the use of current cancer potency factor to evaluate cancer risk

for exposures of less than 9 years (refer to page 8-4 of "The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments).

Construction phase risks would be considered acute health risks as opposed to cancer risks, which are long term. OEHHA has yet to define acute risk factors for diesel particulates that would allow the calculation of a hazards risk index, thus evaluation of this impact would be speculative and no further discussion is necessary.

Operation

DPM emissions generally arise from service and delivery truck exhaust emissions as well as from the idling of the trucks as they unload/load their contents. However, the proposed project is not anticipated to generate significant numbers of diesel vehicle trips, nor will it have a loading dock. Therefore, the proposed project is not considered a source of TACs, and will not generate a significant health risk for nearby sensitive receptors.

e) Create objectionable odors affecting a substantial number of people?

Less than significant impact. According to the GAMAQI, analysis of potential odor impacts should be conducted for the following two situations:

- Generators – projects that would potentially generate odorous emissions proposed to locate near existing sensitive receptors or other land uses where people may congregate, and
- Receivers – residential or other sensitive receptor projects or other projects built for the intent of attracting people locating near existing odor sources.

The proposed project does not contain land uses typically associated with emitting objectionable odors. Diesel exhaust and ROGs would be emitted during construction of the project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not be at a level to induce a negative response.

The project site is not located within the Project Screening Levels distances from the common odor producing facilities presented in Table 4-2 of the GAMAQI. Therefore, development of the project would not create a significant odor impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. 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 (CDFG) and Game or U.S. Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFG and USFWS?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan, or other approved local, regional, or state HCP?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

The project site consists of undeveloped land situated in the northeast portion of the City of Fresno, Fresno County, California. The project site is covered with non-native ruderal (weedy) vegetation and the land is moderately compacted and disturbed from disking operations for weed control. The project site consists of 12.26 acres located on the south side of River Park Place West. The topography of the project site is level. The project site is located within the planned mid-rise corridor area of the Fresno 2025 General Plan. It is bounded north by Woodward Park, South by existing office and commercial buildings, to the east by existing offices, and to the west by SR-41. There are

no mature stands of trees, shrubs, or drainage features on the project site. However, a row of young sycamore trees is located adjacent to the eastern boundary of the project site, along the existing roadway.

Plant Community

The project site consists of ruderal vegetation and non-native grassland. The ruderal vegetation is composed of non-native grasses and weedy plant species that occur in areas associated with previous disturbance. There are no trees on the project site.

Wildlife Community

The project site provides habitat for common wildlife species that occur in ruderal and disturbed/developed areas. Common wildlife species observed on or in the vicinity of the project site include mourning dove (*Zenaida macroura*), Brewer's blackbird (*Euphagus cyanocephalus*), and California ground squirrel (*Spermophilus beecheyi*). There were no raptors observed foraging on the project site.

Special-Status Species

A query of special-status species was completed based upon results from CNDDB and the CNPS online inventory. For the purposes of this analysis, special-status species are those species:

- Listed as threatened or endangered under the Endangered Species Act (ESA) and those species formally proposed or candidates for listing.
- Listed as threatened or endangered under California ESA (CESA) or candidates for listing.
- Designated as endangered or rare pursuant to California Fish and Game Code (§1901).
- Designated as fully protected pursuant to California Fish and Game Code (§3511, §4700, §5050).
- Designated as a species of special concern by CDFG.
- Plants listed as rare under the California Native Plant Protection Act or considered by CNPS as List 1A, 1B, or 2 species.

Special-Status Plant Species

The special-status plant species reviewed in this document are provided in Appendix G. This list was compiled based upon query results from California Natural Diversity Database (CNDDB) and the CNPS online inventory.

Several regionally occurring species do not to have potential to occur within the project site either because the distribution of the species does not extend into the project area, or because the habitat and/or microsite conditions (e.g., vernal pools, wetlands) required by the species are not present.

Based upon results of the species review, there are no special-status plant species with potential to occur within the project site. As such, the proposed project does not have potential to impact any special-status plant species. Recorded occurrences of special-status plant species within five miles of the project site are shown in Exhibit 15.

Special-Status Wildlife Species

The special-status wildlife species considered for review in this document are included in Appendix G. This list was compiled based on the USFWS list and query results from CNDDB.

Several regionally occurring species were determined not to have the potential to occur within the project vicinity, either because the range of the species does not extend into the vicinity or because the habitat or habitat elements (e.g., caves, rocky cliffs, mature tree stands, and riparian and aquatic habitat) required by the species are not present.

Based on the results of the special-status wildlife species review, there are two special-status wildlife species (burrowing owl and San Joaquin kit fox) with the potential to be impacted by the proposed project. Recorded occurrences of special-status wildlife species within five miles of the project site are shown in Exhibit 15. Although there are no known San Joaquin kit fox recorded occurrences within a five-mile radius of the property, there are two known CNDDB occurrences within a 6.5-mile and 9.5-mile radius of the project site, respectively. Detailed descriptions for the burrowing owl and San Joaquin kit fox are provided below to include their regulatory status, general habitat requirements, and the period during which they are most identifiable.

Burrowing owl (*Athene cunicularia*)

Burrowing owl (*Athene cunicularia*) is a California Species of Concern that occurs in a variety of open habitats, including shortgrass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), coastal dunes, desert floors, and artificial areas. The burrowing owl requires large, open expanses of sparsely vegetated areas on gently rolling or level terrain with an abundance of active small mammal (e.g., ground squirrels, rabbits, etc.) burrows. Occupancy of suitable burrowing owl habitat can be verified at a site by an observation of at least one burrowing owl, molted feathers, cast pellets, prey remains, eggshell fragments, or excrement at or near a burrow entrance. Burrowing owls exhibit high site fidelity, reusing the same burrows year after year.

San Joaquin kit fox (*Vulpes macrotis mutica*)

The San Joaquin kit fox (*Vulpes macrotis mutica*) is a federally listed endangered and state-listed threatened species that occurs in annual grasslands or grassy open stages with scattered shrubby vegetation, which include Prairie and Sonoran grasslands in the vicinity of freshwater marshes and alkali sinks, where there is a dense ground cover of tall grasses and San Joaquin saltbush. Preferred soils are deep, heavy loams that support mixtures of native perennial and introduced grasses. Pupping dens are built in more loosely textured soils at elevations between 350 and 2,950 feet.

Wildlife Movement Corridors

Wildlife movement corridors link areas of suitable wildlife habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat, separating different populations of a single species. Corridors effectively act as links between these populations. The project site is located in an urban environment surrounded by major roadways and office and commercial development, which impedes wildlife movement across the project site. As such, the project site does not function as a wildlife movement corridor.

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?

Less than significant impact with mitigation. The site is currently undeveloped and contains ruderal vegetation.

Sensitive Plants

Although there are recorded occurrences of federally and state-listed threatened and/or endangered plant species within the vicinity of the project area (see Appendix G), there are no sensitive plant species or communities on the project site. As such, sensitive plant communities and species are not expected to occur on the project site because of the lack of detection and suitable habitat. Therefore, any impacts to special-status plant species would be considered less than significant.

Sensitive Wildlife Species

Although there are recorded occurrences of federally and state-listed threatened and/or endangered wildlife species within the vicinity of the project area (see Appendix G), there are no sensitive wildlife species on the project site. As such, sensitive wildlife is not expected to occur on the project site because of the lack of detection and suitable habitat. In addition, the project site does not contain aquatic resources (i.e., vernal pools, ponds, riparian habitat, creeks, streams, etc.) for wildlife species. Therefore, sensitive wildlife species requiring an aquatic environment and/or riparian habitat are not expected to occur on the project site.

Wildlife Species of Special Concern

Burrowing owl (Athene cunicularia)

The burrowing owl is a California Species of Special Concern and typically is associated with short-grass prairies, grasslands, lowland scrub, agricultural lands (particularly rangelands), prairies, coastal dunes, and desert floors. Burrowing owls typically require approximately 6.5 acres per nest territory. Areas with low vegetative cover that facilitate visibility and access to prey provide suitable foraging habitat. The project site contains suitable habitat for this species, therefore, the proposed project has a moderate potential to significantly impact burrowing owl species.

Source: TOPO! USGS (1978) 7.5' DRG. CNDDB Data, January 2011.

Legend

- Project Site
- 5 Mile Radius

Common Name (Scientific Name)

- California jewel-flower (Caulanthus californicus)
- California satintail (Imperata brevifolia)
- Hurd's metapogon robberfly (Metapogon hurdi)
- Madera leptosiphon (Leptosiphon serrulatus)
- caper-fruited tropidocarpum (Tropidocarpum capparideum)
- molestan blister beetle (Lytta molesta)
- Antioch efferian robberfly (Efferia antiochi)
- San Joaquin pocket mouse (Perognathus inornatus inornatus)
- California horned lark (Eremophila alpestris actia)
- Northern Claypan Vernal Pool (Northern Claypan Vernal Pool)
- San Joaquin Valley Orcutt grass (Orcuttia inaequalis)
- Sanford's arrowhead (Sagittaria sanfordii)
- hardhead (Mylopharodon conocephalus)
- succulent owl's-clover (Castilleja campestris ssp. succulenta)
- tricolored blackbird (Agelaius tricolor)
- valley elderberry longhorn beetle (Desmocerus californicus dimorphus)
- vernal pool fairy shrimp (Branchinecta lynchi)
- western mastiff bat (Eumops perotis californicus)
- western spadefoot (Spea hammondii)
- California tiger salamander (Ambystoma californiense)

NORTH

7,000 3,500 0 7,000 Feet

Michael Brandman Associates

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Exhibit 15
CNDDB-Recorded Occurrences of Special-Status Species within 5 Miles of the Project Site

Threatened or Endangered Species

San Joaquin kit fox (Vulpes macrotis mutica)

The San Joaquin kit fox (kit fox) is federally listed endangered species and state-listed threatened species. The species occurs in annual grasslands or grassy open stages with scattered shrubby vegetation and are associated with friable soils for burrowing. While no kit foxes were discovered onsite, the site provides suitable habitat, and there have been two known CNDDB occurrences within a 6.5-mile radius and a 9.5-mile radius of the project site. Therefore, development of the proposed project has a moderate potential to impact the species.

Nesting Birds

The project site does not contain trees that could provide suitable nesting habitat for avian species protected by the Federal Migratory Bird Treaty Act (MBTA) during the nesting season. However, the project site does contain suitable nesting habitat for ground-dwelling, avian species. As such, the impact to nesting birds is potentially significant.

Summary

Based on literature research and site assessment, the proposed project has the potential to have a substantial adverse effect on burrowing owls, a California species of special concern, and the San Joaquin kit fox, a federally listed endangered and state-listed threatened species. In addition, the proposed project has the potential to impact migratory nesting birds, protected by the Federal Migratory Bird Treaty Act. Mitigation is proposed to reduce this impact to a less than significant level.

Mitigation Measures

1. The proposed project shall implement and incorporate the Biological Resources-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.

2. The proposed project shall implement and incorporate, as appropriate, the Biological Resource-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012, as detailed below.

MM BIO-1 Prior to ground-disturbing activities on the project site, a qualified biologist shall conduct a 30-day, pre-construction burrowing owl survey to determine the presence or absence of this species. If burrowing owls are determined to be present, the developer shall follow the guidelines outlined by the Burrowing Owl Consortium (BOC), including passive relocation.

MM BIO-2 Prior to ground-disturbing activities on the project site, a qualified biologist shall conduct a 30-day, pre-construction San Joaquin kit fox survey to identify any potential kit foxes or denning locations. If kit foxes or kit fox dens are detected, a

qualified biologist shall contact the USFWS and implement its "Standard Recommendations for the Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance" (USFWS 1999).

MM BIO-3 If proposed construction activities are to occur during the nesting bird season, which extends from February 15 to August 31, a qualified biologist shall conduct a survey for ground-dwelling nesting birds at least 3 days prior to grading activities. If active nests are observed, construction activity shall be prohibited within a 100-foot buffer around the nest. In the presence of a qualified biologist, it may be determined that construction activities may continue; however, a biological monitor shall be present during the construction activities. In addition, any activity that may potentially cause a nest failure, including soil disturbance, shall require a biological monitor during the construction activities.

MM BIO-4 The proposed project shall implement and incorporate the biological resources-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated February 7, 2011 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.

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

No impact. There are no riparian habitats or other sensitive natural communities located within the project site. This condition precludes the possibility of project impacts to these features. No impacts would occur.

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?

No impact. There are no federally protected wetlands as defined by Section 404 of the Clean Water Act found on the project site. The project site is highly disturbed and soils present on the site are heavily compacted. The proposed project would not impact any federally protected wetlands.

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 wildlife nursery sites?

Less than significant impact. Development and major roadways essentially surround the project site, which minimizes the opportunity for wildlife to move freely across the property. In addition, the property does not represent a corridor linking areas of open space lands. As such, the site is not

considered to support wildlife movement, either regionally or locally. Impacts to wildlife movement corridors are less than significant.

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

No impact. The proposed project does not conflict with any of the City of Fresno General Plan goals or policies. The project would not affect the regulation of development or the re-designation of land within the City and would not result in the loss of sensitive wildlife habitat. The General Plan designates the project site as Office, and has zoned the site as CM-UGM-CZ (Commercial and Light Manufacturing/ Urban Growth Management/ Conditions of Zoning. The City of Fresno does have local ordinances covering landmark trees (Heritage Tree Protections, Riparian Vegetation Protections, and Oak Woodland Conservation), but the site does not contain these sensitive resources.

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

No impact. The project site is not within the boundaries of any adopted Habitat Conservation Plans or Natural Community Conservation Plans. The City of Fresno does have local ordinances covering landmark trees (Heritage Tree Protections, Riparian Vegetation Protections, and Oak Woodland Conservation), but the site does not contain these sensitive resources. There are no Habitat or Natural Community Conservation plans impacting the project site. Therefore, the proposed project would not impact such plans.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Environmental Evaluation

Environmental Setting

At the time of European contact, most of the San Joaquin Valley and the foothills of the western slope of the Sierra Nevada were occupied by the Yokuts, who are generally recognized as having three major subgroups: the Northern Valley, the Foothill, and the Southern Valley. Each of these ethnolinguistic groups was composed of autonomous, culturally and linguistically related tribes or tribelets. Ethnographic evidence suggests the project area was part of the Southern Valley Yokuts territory that spanned from the area north of Tulare Lake to the Tehachapi Mountains in the south, and from the Tehachapi foothills in the east to the base of the Coastal Ranges on the west.

California's coast was initially explored by Spanish (and a few Russian) military expeditions during the late 1500s. However, European settlement did not occur until the arrival into southern California of land-based expeditions originating from Spanish Mexico starting in the 1760s. Early settlement in the Fresno area focused on ranching. In 1872, the Southern Pacific Railroad entered Fresno, connecting the San Joaquin Valley with markets in the north and east. About the same time, valley settlers constructed a series of water conveyance systems (canals, dams, and ditches) across the valley. With ample water supplies and the assurance of rail transport for commodities such as grain, row crops, and fruit, a number of farming colonies soon appeared throughout the region.

The project site is undeveloped with no existing structures onsite. The project site does not contain any resources currently listed on the local, state, or national registers.

On March 28, 2011, MBA sent a letter to the Native American Heritage Commission (NAHC) in an effort to determine whether any sacred sites are listed on its Sacred Lands File within the project site or within 0.25-mile radius beyond the project site. The response from the NAHC, received on April 12, 2011, noted that the search did indicate the presence of Native American cultural resources within a 0.5-mile radius of the project site. Included with the response was a list of 15 Native American representatives who may have knowledge of cultural resources within the project site or within 0.50-mile radius beyond the project site.

To ensure that all Native American resources were adequately addressed, letters to each of the 15listed tribal contacts were sent on April 1, 2011, which requested information regarding the presence of any known cultural resources on the project site or within 0.50-mile radius beyond the project site. As of the date of this writing, two responses were received from the Native American representatives indicating that they had no knowledge of Native American resources or sacred sites located within or near the project area. Since it has been over a month since the letters were sent to the tribal representatives, it is highly unlikely that there are Native American concerns about this project. However, if responses are received at the MBA office, they will be addressed and incorporated into the final document. Subsequent letters will be forwarded to the applicant and the City as they are received.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than significant impact with mitigation. Review of historic aerial photographs indicates that the subject property has been undeveloped since 1937. There are no previously recorded historic resources. However, subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered historic resources. Mitigation is proposed to reduce this potentially significant impact to a less than significant level.

Mitigation Measures

1. The proposed project shall implement and incorporate the Cultural Resources-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.

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

Less than significant with mitigation. No previously recorded archaeological resources are known to be present on the project site. However, subsurface construction activities such as trenching and

grading associated with the proposed project could potentially damage or destroy previously undiscovered archaeological resources. Mitigation is proposed to mitigate possible impacts to undiscovered subsurface archaeological resources.

Implement MM CUL-1.

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

Less than significant impact with mitigation. No recorded paleontological resources are known to be present within the project site. In addition, the flat terrain and disturbed condition of the project site reduce the probability of encountering previously unknown paleontological resources near the surface. For these reasons, the probability of finding paleontological resources both at the surface and subsurface is low. It is possible, however, that buried prehistoric resources will be uncovered during project-related earthmoving. In the event that prehistoric resources are inadvertently uncovered during project-related earthmoving, implementation of mitigation would reduce impacts to less than significant level.

Implement MM CUL-1

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

Less than significant impact with mitigation. There are no known burial sites on the project site. However, subsurface construction activities such as trenching and grading associated with the proposed project could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. Mitigation is proposed to reduce this potentially significant impact to a level of less than significant.

Implement MM CUL-1

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

Environmental Evaluation

Environmental Setting

The Fresno metropolitan area has no known active earthquake faults and is considered by the state to be an area of low seismic risks. The site is not located in an Alquist-Priolo Earthquake Fault Zone or a potential liquefaction zone mapped by California Geological Survey. The nearest known active fault or potential active fault is the Clovis Fault located about six miles east of the site. The City of Fresno lies on a deep alluvial basin; the principle earthquake hazard is related to ground shaking. The City of Fresno is in Uniform Building Code Seismic Zone III; this zone indicates that the area is

subject to ground motions from earthquakes. The most common type of damage from ground shaking is structural damage to buildings, which can range from cosmetic cracks to total collapse. The overall level of structural damage from a nearby large earthquake would likely be moderate to heavy, depending on the characteristics of the earthquake, the type of ground, and the condition of the building. Besides damage to buildings, strong ground shaking can cause severe damage from falling objects or broken utility lines. Fire and explosions are also hazards associated with strong ground shaking. As a standard practice, all new structures are required to conform to current seismic protection standards in the California Building Code.

The Natural Resource Conservation Service indicates that San Joaquin Loam (SgA) underlines the project site. The soil properties are summarized below.

Table 6: Soil Characteristics Summary

Soil Mapping Symbol	Soil	Soil Surface Texture	Drainage Class	K-Factor*	pH	Percent of Clay	Approximate Area (acres)
SgA	San Joaquin	Loam, shallow 0-3 percent slopes	Moderately well drained	0.37	6.1	20	12.26

Notes:
*K-Factor = Measurement of soil erodibility: values less than 0.25 indicate low erosion potential; values of 0.25 to 0.40 indicate moderate erosion potential; values ranging from 0.40 to 0.69 indicate high erosion potential.
Source: USDA, 2011.

San Joaquin Loam soils are moderately well drained and have a moderate erosion potential. In addition, San Joaquin Loam soils have a low clay content (approximately 20 percent), which indicates that they have low shrink-swell potential and, therefore, are not considered expansive soils.

A geotechnical investigation was prepared in 2003 for the 5 River Park Place West development, which encompassed the entire 26.5-acre parcel, including the 12-acre parcel the project is located on (see Appendix J). The results of a geotechnical engineering investigation for the 26.5-acre parcel indicate that the site is suitable for the construction of an office building with regard to the support of shallow spread foundations and concrete slabs-on-grade. In general, the soils encountered consisted of loose to very dense silty sands extending to depths of 8 to 14 feet below site grade (BSG). Dense to very dense, very weak to moderately cemented silty sands, commonly known as “hardpan” were encountered from depths of about 2 to 5 feet BSG. The silty sands were underlain by loose to medium dense poorly graded sands at depths of about 14 to 28 feet BSG. The poorly graded sands were underlain by interbedded medium dense clayey sands, hard silts, and very stiff sandy silts from depths of 28 to 48 feet BSG. The interbedded soils were underlain by medium dense poorly graded sands that extend to the maximum depth of 50 feet BSG. The near surface soils were generally silty sands, which exhibited low to moderately compressibility and low collapse potential.

The laboratory testing indicated that the subsurface soil at the site is not expansive and is able to provide adequate bearing for building foundations. Corrosion potential testing found that the soils may be moderately corrosive (pH of 7.8) to buried unprotected metals. Groundwater was not encountered during the geotechnical investigation. According to the California Department of Water Resources, groundwater elevations at the site varied between 215 and 255 feet above mean sea level. This corresponds to groundwater depths ranging from 105 to 145 feet BSG for the project site.

There are no geologic hazards or unstable soil conditions known to exist on the project site. Unique or significant landforms such as vernal pools do not exist on the project site. Although over drafting of groundwater has lowered the static groundwater level under Fresno by as much as 100 feet over the past century, there has not been surface subsidence noted in the vicinity of the city.

Development of this property requires compliance with grading and drainage standards of the City of Fresno, Fresno Metropolitan Flood Control District, and Fresno Irrigation District.

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No impact. The project site and its vicinity are located in an area characterized by relatively low historic seismic activity and are not located within a currently established Alquist-Priolo Earthquake Fault Zone. This condition precludes the possibility of fault rupturing occurring on the project site. No impacts would occur.

ii) Strong seismic ground shaking?

Less than significant impact. The project site is in an area of low probability for exposure to strong ground shaking, and no anticipated geotechnical factors at this site exist that are unique and would necessitate special seismic consideration for design of the structures. In addition, prior to issuance of building permits, the project applicant shall provide documentation to the City of Fresno demonstrating that all project structures are designed in accordance with the California Building Standards Code. As such, ground-shaking impacts are less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than significant impact. The potential for seismic related ground failure (liquefaction, lateral spreading, and lurching) occurring on the project site is minimal because of the absence of high

groundwater levels and saturated loose granular soil on the project site. In addition, the intensity of ground shaking from a large, distant earthquake is expected to be relatively low on the project site and, therefore, would not be severe enough to induce liquefaction onsite. Accordingly, potential ground failure hazards would be less than significant.

iv) Landslides?

No impact. There are no unstable geologic units or soils present on the project site. Landslides and other forms of slope failure form in response to long-term uplift, mass wasting, and disturbance of slopes. The project site contains naturally flat relief (slopes of no more than 3 percent), which precludes the possibility of landsliding onsite. No impacts would occur.

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

Less than significant impact. Construction activities associated with the proposed project would involve vegetation removal, grading, and excavation activities that could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the project site. National Pollutant Discharge Elimination System (NPDES) stormwater permitting programs regulate stormwater quality from construction sites, which includes erosion and sedimentation. Under the NPDES permitting program, the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) are required for construction activities that would disturb an area of 1 acre or more. The SWPPP must identify potential sources of erosion or sedimentation that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement Best Management Practices (BMPs) that ensure the reduction of these pollutants during stormwater discharges. Typical BMPs intended to control erosion include sand bags, detention basins, silt fencing, storm drain inlet protection, street sweeping, and monitoring of water bodies.

These requirements have been incorporated into the proposed project as mitigation (refer to Section VIII. Hydrology). The implementation of an SWPPP and its associated BMPs would reduce potential erosion impacts to a level of less than significant.

Development of the property also requires compliance with grading and drainage standards of the City of Fresno, the Fresno Metropolitan Flood Control District (FMFCD), and the Fresno Irrigation District (FID). Compliance with these standards and conditions of approval would reduce potential impacts to a less than significant level.

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?

Less than significant impact. The geotechnical investigation prepared for the 26.5-acre parcel, which included the project site, concluded that the site is not subject to geologic and seismic hazards such as subsidence, liquefaction, or liquefaction-related phenomena. The geotechnical investigation testing results concluded that the onsite soils are suitable to support the development of office buildings with recommendations included in the geotechnical investigation. As part of the proposed project, the project site would be graded and the area underlying the building pads would be soil engineered in accordance the requirements of the California Building Standards Code. Therefore, the development of the proposed project would not expose persons or structures to hazards associated with unstable geologic units or soils. 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), creating substantial risks to life or property?

Less than significant impact. The project site is underlain by San Joaquin Loam soils. These soils have low clay content and, therefore, possess low shrink-swell properties. In addition, the geotechnical investigation laboratory testing included evaluations of expansion potential and confirmed that onsite soils do not have expansive properties. This condition precludes the possibility of persons or structures being exposed to hazards associated with expansive soils. Impacts would be less than significant.

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

No impact. The project would be served by City of Fresno sanitary sewers and would not require the installation of septic or alternative wastewater disposal systems. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

Regulatory Setting

Greenhouse gases (GHG) are any gas that absorbs infrared radiation in the atmosphere. GHGs include water vapor, carbon dioxide (CO^2), methane (CH^4), nitrous oxide (N^{2O}), halogenated fluorocarbons (HCFCs), ozone (O^3), perfluorinated carbons (PFCs), hydrofluorocarbons (HFCs), and sulfur hexafluoride (SF6). On December 7, 2009, the U.S. Environmental Protection Agency (EPA) issued an Endangerment Finding on the above referenced key well-mixed GHGs. These GHGs are considered "pollutants" under the Endangerment Finding. However, these findings do not themselves impose any requirements on industry or other entities.

The Global Warming Solutions Act (AB 32) was passed by the California Legislature and signed into law by the Governor in 2006. AB 32 requires that GHG emissions in 2020 be reduced to 1990 levels. The California Air Resources Board (CARB) is the state agency charged with monitoring and regulating sources of emissions of GHGs that cause global warming in order to reduce emissions of GHGs. The CARB Governing Board approved the 1990 GHG emissions level of 427 million metric tons of CO2 equivalent (M $MTCO_2e$) on December 6, 2007. Therefore, in 2020, annual emissions in California are required to be at or below 427 M $MTCO_2e$.

The CARB Board approved the Climate Change Scoping Plan in December 2008. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health." The measures in the Scoping Plan are under development through rule development at the CARB and other agencies and are expected to be in place by 2012.

As noted in the Scoping Plan, the projected total business-as-usual emissions for year 2020 (estimated as 596 M $MTCO_2e$) must be reduced approximately 29 percent to achieve the CARB's approved 2020 emission target of 427 M $MTCO_2e$. The Scoping Plan identifies recommended measures for

multiple GHG emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors.

The State's year 2020 business as usual forecast utilized in the AB 32 Scoping Plan was based on pre-recession 2007 Integrated Energy Policy Report data. The CARB has since updated the year 2020 business as usual forecast in light of the economic downturn, and has released a recalculated forecast of 545 $MMTCO_2e$. Therefore, the State reduction goal is currently 22 percent reduction from year 2020 business as usual to achieve the 427 $MMTCO_2e$ emission reduction goal.

In August 2008, the SJVAPCD Governing Board adopted the Climate Change Action Plan (CCAP). The CCAP directed the SJVAPCD's Air Pollution Control Officer to develop guidance to assist the SJVAPCD staff, valley businesses, land use agencies, and other permitting agencies in addressing GHG emissions as part of the CEQA process. In support of this guidance, the SJVAPCD released a staff report titled "Addressing Greenhouse Gas Emissions under the California Environmental Quality Act" on December 17, 2009. The staff report provided a summary of background information on global climate change, the current regulatory environment surrounding GHG emissions, and the various concepts in addressing the potential impacts of Global Climate Change under CEQA. The report also evaluated different approaches for estimating impacts and summarized potential GHG emission reduction measures. SJVAPCD staff concluded in the report that existing science is inadequate to support quantification of impacts that project-specific GHG emissions have on global climatic change.

The SJVAPCD has developed an approach intended to streamline the process of determining if project-specific GHG emissions would have a significant effect. In accordance with the SJVAPCD's guidance for addressing greenhouse gas emission impacts for new projects under CEQA, a project would be considered to have a less than significant individual and cumulative impact on climate change if it were to do at least one of the following:

- Qualify for an exemption from the requirements of CEQA, or
- Comply with an approved greenhouse gas emission reduction plan or greenhouse gas mitigation program, which avoids or substantially reduces greenhouse gas emissions within the geographic area in which the project is located. 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, or
- Implement SJVAPCD-approved best performance standards, or
- Quantify project greenhouse gas emissions and reduce those emissions by at least 29 percent compared with business as usual.

This project is not exempt from CEQA. There are currently no SJVAPCD-approved best performance standards for office development. Therefore, for the project's emissions to be less than significant, emissions must be reduced by at least 29 percent beyond business as usual.

The SJVAPCD's guidance states that "business as usual" is defined in CARB's AB 32 Scoping Plan as emissions occurring in 2020 if the average baseline emissions during the 2002–2004 period grew to 2020 levels without additional control. Therefore, 2002–2004 emissions factors, on a unit of activity basis, multiplied by the activity expected to occur in 2020, is an appropriate representation of 2020 business as usual. The reductions can be based on any combination of reduction measures, including greenhouse gas reductions achieved as a result of changes in building and appliance standards occurring since the 2002–2004 baseline period.

The basis of the SJVAPCD's threshold is CARB's calculated AB 32-required target reduction for year 2020, as described in the CARB's AB 32 Scoping Plan. At the time that the CARB's AB 32 Scoping Plan was developed, the CARB forecasted the year 2020 business as usual scenario would result in 596 $MMTCO_2e$. Therefore, it was calculated that the State would need to achieve a 28.4-percent reduction from the year 2020 business as usual forecast to hit the emission reduction goal of 427 $MMTCO_2e$. However, the State's percentage reduction goal is now 22 percent, as detailed above. It follows that because the State's emission reduction goal and business as usual forecast is the basis of the SJVAPCD's threshold of significance, and because the State's percent reduction from year 2020 business as usual has been recalculated from 29 percent to 22 percent, that the SJVAPCD's threshold would similarly be updated to the current forecast.

In the case of the proposed project, the main source of CO2 emissions would be generated from motor vehicles. GHG emissions were estimated using CalEEMod, which is recommended by the SJVAPCD for use in calculating air emissions for this type of project.

Would the project:

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

Less than significant impact.

Construction Emission Inventory

Construction equipment such as cranes, bulldozers, forklifts, backhoes, and water trucks are expected to be used on the project site and would result in exhaust emissions consisting of carbon dioxide, methane, and nitrous oxide. Exhaust emissions during construction of the project were estimated using CalEEMod and are presented in Table 7.

Table 7: Construction Greenhouse Gas Emissions

Construction Year	$MTCO_2e$
2013	766
2014	241
Total	1,007
Note: $MTCO_2e$ = metric tons of carbon dioxide equivalent, Source: see Appendix F.	

The proposed project would also be associated with the emissions of GHGs from upstream emission sources. An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the project. Upstream emission sources for the project include but are not limited to the following: emissions from the manufacture of cement; emissions from the manufacture of steel; and/or emissions from the transportation of building materials. The upstream emissions were not estimated because they are not within the control of the project and to do so would be speculative at this time. Additionally, the California Air Pollution Control Officer's Association White Paper on CEQA & Climate Change (CAPCOA 2008) supports this conclusion by stating, "The full life-cycle of GHG [GHG] emissions from construction activities is not accounted for and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level." Therefore, pursuant to CEQA Guidelines Section 15144 and 15145, upstream /life cycle, emissions are speculative and no further discussion is necessary. Project construction emissions would occur prior to year 2020, which is the target year for the SJVAPCD's threshold of significance for greenhouse gases. In addition, the SJVAPCD's guidance does not address emissions from project construction. Therefore, because the project construction emissions are short-term in nature, occur prior to year 2020, and are limited in quantity, the project's construction emissions are less than significant.

Operational Emission Inventory

Operational or long-term emissions occur over the life of the project. For the greenhouse gas analysis, emissions for 2005 (business as usual) and 2020 (with regulations and project design features) were estimated. Sources include:

- **Motor Vehicles**: Motor vehicle emissions refer to greenhouse gas emissions contained in the exhaust from the cars and trucks that would travel to and from the project site. Carbon dioxide emissions were estimated using CalEEMod.
- **Natural Gas**: Natural gas emissions refer to the emissions that occur when natural gas is burned on the project site. Natural gas may be used for heating water, space heating, dryers, stoves, or other uses. Carbon dioxide, methane, and nitrous oxide emissions were estimated using the procedures outlined in Appendix F.

- **Indirect Electricity:** Indirect electricity refers to the emissions generated by offsite power plants to supply the electricity required for the project. CalEEMod defaults were used to estimate greenhouse gas emissions in the business as usual scenario.
- **Water Transport:** There would be greenhouse gas emissions generated from the electricity required to transport and treat the water to be used on the project site. CalEEMod defaults were used to estimate greenhouse gas emissions. California Green Building Codes require onsite indoor and outdoor water use reduction.
- **Waste:** There would be greenhouse gas emissions from the decomposing waste generated by the project (for example, waste removed from car interior during the cleaning process, waste generated in the restrooms, and/or other waste generated from the operation of the project). CalEEMod defaults were used to estimate greenhouse gas emissions for the baseline analysis, which assumes compliance with the California's current 50 percent waste reduction requirement.

Regulatory and Project Design Reduction Assumptions

CalEEMod provides trip reductions for incorporating specific design and locational features into a project. CalEEMod classifies these features as mitigation measures; however, they are not really mitigation in the sense that many of the features are required by municipal code or are a result of the project's location. The project was able to benefit from trip reductions as a result of the following URBEMIS mitigation measures:

- Intersection node density of 346 nodes per square mile.
- Pedestrian facilities are planned throughout the project and would connect the interior of the project to adjacent roadways.
- There are 5,048 jobs and 2,576 dwelling units within a 0.5-mile radius of the project, for a density of 10.04 jobs per acre and 5.12 dwelling units per acre.
- An estimated 3 percent of landscape equipment would be electrically powered.
- Bus stops are located within 0.25 mile of the project boundary

The CalEEMod mitigation measures are consistent with the California Air Pollution Control Officer's measures detailed in their report entitled "Quantifying Greenhouse Gas Mitigation Measures" released in August 2010. The report provides detailed methodologies quantifying emission reductions for a large number of mitigation measures that could be used to reduce greenhouse gas impacts. Additionally, the CalEEMod mitigation measures are consistent with the SJVAPCD's draft list of mitigation measures for development projects.

Under the SJVAPCD proposed approach, projects implementing best performance standards and reducing greenhouse gas emissions by 29 percent compared with business as usual emissions in the year 2020 would be considered to have a less than significant individual and cumulative impact on global climate change. As described in the Regulatory Setting above, the SJVAPCD set the threshold based on the statewide AB 32 percent reduction goal, as calculated by CARB in 2008. CARB has since updated its emission projections and the State's percent reduction from year 2020 business as usual has been recalculated from 29 percent to 22 percent. Therefore, a 22 percent reduction goal is used as the threshold of significance for this project, consistent with the SJVAPCD's basis of threshold. Consistent with the SJVAPCD's guidance, reductions may be achieved through any combination of greenhouse gas emission reduction measures, including greenhouse gas emission reductions achieved as a result of changes in building and appliance standards occurring since the 2002-2004 baseline period. It is appropriate to include standards and regulations that reduce emissions by the AB32 Scoping Plan's 2020 target year because the energy used by the project purchased from the grid will result in much lower emissions as the renewable energy portfolio standard is implemented over time. Motor vehicle greenhouse gas emissions associated with the project will also decline over time as state and federal fuel efficiency standards are implemented. Finally, the project's emissions related to electricity consumption are expected to be substantially lower than the forecasted amounts due to meeting 2008 Title 24 Building Energy Efficiency Standards.

The following is a description of the applicable regulatory measures that would reduce the proposed project's business as usual emissions, and are incorporated into the project emissions analysis.

- **Motor Vehicles, Regulations:** AB 1493 (Pavley) requires GHG emission reductions from vehicles equivalent to approximately 30 percent by 2016. Although new vehicle emissions factors will be reduced by 30 percent in 2016, the fleet average emissions reduction in 2020 will be less than that, due to vehicle phase in. Emission reductions were estimated using CalEEMod default emissions for year 2020, which incorporates Pavley reductions.
- **Low-Carbon Fuel Standard, Regulations:** According to the adopted Low-Carbon Fuel Standard (LCFS) Rule adopted by CARB in April 2009, the LCFS rule is expected to result in approximately 10 percent reduction in the carbon intensity of transportation fuels. The LCFS emission reductions were estimated using CalEEMod default emissions for year 2020, which incorporates LCFS reductions.
- **Electricity Generation, Regulations:** On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the CARB (Executive Order S-21- 09) to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. The CARB Board

approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23. Pacific Gas & Electric company was estimated to have a 12.1 percent renewable energy mix in 2005 (California Public Utilities Commission 2012). An additional 20.9 percent would be required to achieve a 33 percent reduction pursuant to the State's required renewable electricity standard. The emission reduction from the regulatory requirement was applied off-model to the CalEEMod year 2020 emissions output.

- **Water Transport:** CalEEMod does not currently account for implementation of the California Green Building Code. Therefore, Indoor Water Use efficiencies (low-flow bathroom faucets, kitchen faucets, toilets) were selected. In addition, the water-efficient irrigation system was also selected.
- **Waste:** CalEEMod does not incorporate AB 341 waste reduction requirements for year 2020; therefore, year 2020 analysis includes a 50 percent reduction in waste generation to account for the regulatory requirement. AB 341 (Chesbro), effective January 1, 2012, contains a legislative declaration that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020.

Emissions Summary

The operational emissions for business as usual and after incorporation of future regulations and project design features are shown in Table 7. With implementation of project reductions and regulations, greenhouse gas emissions from operations would be reduced by 27.6 percent, to approximately 2,977 $MTCO_2e$ per year. The project reductions thus comply with the SJVAPCD quantitative threshold of a 22-percent reduction in emissions. Impacts are less than significant.

Table 8: Operational Greenhouse Gas Emissions

Emission Source	$MTCO_2e$ per year		Percent Reduction
	Business as Usual	With Regulation and Project Design Features	
Area Sources	0	0	0%
Energy	868	687	20.9%
Mobile (Vehicles)	3,016	2,134	29.3%
Waste	99	50	50.0%
Water	129	107	17%
Total Emissions	4,113	2,977	27.6%
Does the project Exceed Threshold?			No
Source: Michael Brandman Associates, 2012, see Appendix F.			

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

Less than significant impact. The City of Fresno does not have a greenhouse gas reduction plan or climate action plan.

As discussed in Impact a, above, the project would be consistent with the SJVAPCD's recommendations in its guidance for addressing greenhouse gases in CEQA. The SJVAPCD's guidance is based on the State's required percent reduction from business as usual, which is the same reduction that California would need to reduce greenhouse gas emissions to 1990 levels by the year 2020. This required reduction is currently calculated to be 22 percent reduction from business as usual in year 2020. The proposed project would not obstruct attainment of any of the goals established under AB 32. The project would comply with all present and future regulatory measures developed in accordance with AB 32 and CARB's Scoping Plan.

It should be noted that, with regard to AB 32 and CARB's Scoping Plan, reductions in GHG emissions need not be equal amongst all sectors (e.g., the 1990-based reduction levels apply on a statewide basis and are not independently required of every individual project, or sector for that matter). As stated earlier, the commercial sector accounts for only approximately 3 percent of GHG emissions; arguably the key means by which to meet the AB 32 and S-305 goals will be to target the transportation, industrial, and electricity production sectors, which combined create approximately 85 percent of the State's emissions. Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; nevertheless, it can be anticipated that operation of the project would comply with whatever measures are enacted that state lawmakers decide would lead to an 80-percent reduction below 1990 levels by 2050.

Accordingly, taking into account the proposed project's emissions, project reductions, and the progress being made by the State towards reducing emissions in key sectors such as transportation, industry, and electricity, the proposed project furthers the state's goals of reducing greenhouse gas emissions to 1990 levels by 2020 and an 80-percent reduction below 1990 levels by 2050, and does not obstruct their attainment. Impacts are less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. 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?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the

environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic - causes human health effects;
- Ignitable - has the ability to burn;
- Corrosive - causes severe burns or damage to materials; and
- Reactive - causes explosions or generates toxic gases.

A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of Regulations, Title 22, Sections 66261.20-24 contain technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Phase I Environmental Site Assessment

A Phase I ESA was prepared by Twining Laboratories, Inc. in 2006 for the entire 26.5-acre property, which includes the 12-acre project site, to determine the presence or absence of hazardous materials (see Appendix K). The findings of the Phase I ESA are summarized below.

Records Search

Twining Laboratories Inc. performed a search of federal, state, and local databases listing contaminated sites, Brownfield sites (a development site having the presence or potential presence of a hazardous substance, pollutant, or contaminant), underground storage tank (UST) sites, waste storage sites, toxic chemical sites, contaminated well sites, clandestine drug lab sites, and other sites containing hazardous materials. The record search results are discussed below.

The project site was not identified by the database search. The Phase I ESA identified two facilities within 0.5 mile of the project site during the regulatory list and record review. Below is a summary of each site.

- Fresno Heart Hospital. The Heart Hospital is located at 15 E. Audubon Drive, approximately 600 feet northeast of the project site. This facility appears on the Fresno County Certified Unified Program Agency (CUPA) database due to the presence of a permitted underground storage tank (UST). There are no reported violations or releases associated with this tank. Because this facility is believed to be located down gradient of the project site and because there are no reported violations, the current potential impact to the site from this facility appears low. In the event that a release from this facility were to impact the site, the responsible party would typically be responsible for the cleanup.

- Signature Cleaners. The Signature Cleaners is located at 132 West Nees Avenue, approximately 1,600 feet southwest of the project site. This facility appears on the regulatory databases due to the storage, generation, or disposal of hazardous materials. According to the Environmental Data Resources, Inc. (EDR) report, these materials include liquids with halogenated organic compounds, and are disposed of through a transfer station. The facility also appears on the cleaner's database due to its characterization as a dry cleaner. According to the EDR report, there are no reported spills, releases, or violations associated with this facility. Because there are no reported incidents associated with this facility, the current potential impact to the site from this facility appears low. However, in the event that some releases from this facility were to impact the site, the responsible party would typically be responsible for the cleanup.

Aerial Photographs

The Phase I ESA evaluated available historical aerial photographs of the project site and vicinity for the years 1937, 1950, 1961, 1973, 1987, 1994, and 1998 for indications of past use and/or activities, which may have involved the manufacture, generation, use, storage, and/or disposal of hazardous materials.

- In the 1937 through 1987 aerial photographs, the site and all adjoining properties appear to be undeveloped.
- In the 1994 and 1998 aerial photographs, the site is vacant, but appears to be graded for future development. SR-41, which trends to the northwest, now adjoins the western boundary of the site. Property to the west, beyond SR-41 has been residentially developed. Property to the southeast, beyond N. Friant Road is a mixture of commercial development and vacant land. Adjoining property to the north and east remains vacant.

Current Usage and Improvements

The project site is a vacant parcel of land adjacent to a developed commercial area of Fresno. The project site is covered with non-native grasses and ruderal (weedy vegetation) and some areas of barren soil. No structures or additional onsite improvements exist that would cause an environmental concern.

Project Site Hazards

The following are discussions regarding potential hazards associated with the project site.

Polychlorinated Biphenyls (PCBs)

Polychlorinated biphenyls (PCBs) are mixtures of man-made chemicals with similar chemical structures. PCBs can range from oily liquids to waxy solids. Because of their non-flammability, chemical stability, high boiling point, and electrical insulating properties, PCBs were used in hundreds of industrial and commercial applications, including electrical, heat transfer, and hydraulic equipment; as plasticizers in paints, plastics, and rubber products; in pigments, dyes, and carbonless

copy paper; and many other applications. More than 1.5 billion pounds of PCBs were manufactured in the United States prior to cessation of production in 1977.

The Phase I ESA did not observe any electrical transformers or other potential PCB-containing equipment on the project site.

Radon

Radon is a carcinogenic, radioactive gas resulting from the natural decay of uranium in soil, rock, and water. Radon gas enters a building through cracks in foundations and walls. Once inside the building, radon decay products may become attached to dust particles and inhaled, or the decayed radioactive particles alone may be inhaled and cause damage to lung tissue. Radon exposure is the leading cause of lung cancer among nonsmokers in the United States. The EPA has established a safe radon exposure threshold of 4 picoCuries per liter of air (pCi/L).

The EPA has rated Fresno County as a moderate potential (Zone 2), with an average indoor screening level between 2 and 4 pCi/L. Accordingly, indoor radon levels are below EPA exposure levels.

The California Department of Health Services indicates that radon test results for the 93720 zip code, in which the project site is located, found that 29 samples test have been taken and one yielded radon concentrations above 4 pCi/L. The Phase I ESA that was prepared for the project did not include testing for radon, given the undeveloped nature of the site.

Underground Storage Tanks (USTs)/Aboveground Storage Tanks (ASTs)

No visual evidence (e.g., pipes, vents, pumps, and stains) that would indicate the past or present use of petroleum hydrocarbon USTs at the project site was readily apparent during the site visit. A review of regulatory databases did not reveal evidence of registered USTs at the project site. The property owner's representative indicated that he was unaware of any USTs at the project site.

Pits, Ponds, or Lagoons

The project is site is undeveloped and does not contain any pits, ponds, or lagoons. No evidence of pits, ponds, or lagoons were noted at the time of Twining's site reconnaissance.

Would the project:

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

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

Less than significant impact with mitigation. Project construction activities may involve the use and transport of hazardous materials. These materials may include fuels, oils, mechanical fluids, and

other chemicals used during construction. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, mitigation measures are incorporated which requires the project applicant to implement a Stormwater Pollution Prevention Plan during construction activities to prevent contaminated runoff from leaving the project site. Therefore, no significant impacts would occur during construction activities.

The proposed project would not be a large-quantity user of hazardous materials. Small quantities of hazardous materials would be used onsite, including cleaning solvents (e.g., degreasers, paint thinners, and aerosol propellants), paints (both latex- and oil-based), acids and bases (such as many cleaners), disinfectants, and fertilizers. These substances would be stored in secure areas and would comply with all applicable storage, handling, usage, and disposal requirements. The potential risks posed by the use and storage of these hazardous materials are primarily limited to the immediate vicinity of the materials. Transport of these materials would be performed by commercial vendors who would be required to comply with various federal and state laws regarding hazardous materials transportation. As such, these materials are not expected to expose human health or the environment to undue risks associated with their use.

The Fresno County Department of Public Health provided a comment letter (Appendix M) stating their concerns with the proposed project. The main concern is that because the tenants of the proposed project are unknown at this time, that the full range of allowed C-M land uses should be considered. Potential adverse impacts could include the storage of hazardous materials and/or wastes, medical waste, solid waste, water quality degradation, noise and odors. The Fresno County Department of Public Health provided recommended conditions of approval to reduce potential hazards to the public. These recommendations are included as a mitigation measure. Compliance with these recommended conditions of approval will reduce impacts to a less than significant level.

In summary, the proposed project would not potentially create a significant hazard to the public or the environment from routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions. Impacts would be less than significant.

Mitigation Measures

1. The proposed Project shall implement and incorporate the hazardous materials-related mitigation measures as identified in the attached MEIR and AQ MND Mitigation Monitoring Checklist dated November 9, 2012.

2. The proposed project shall implement and incorporate the project specific water-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012 (see below)

MM HAZ-1 The project shall be conditionally approved with the recommendations included in the letter dated August 19, 2009 from the Fresno County Department of Public Health.

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

No impact. The nearest school to the project site is Fort Washington Elementary School, located approximately 1 mile west of the project site. No schools are located within 0.25 mile of the project site. This condition precludes the possibility of activities associated with the proposed project exposing schools within a 0.25-mile radius of the project site to hazardous materials. No impacts 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?

No impact. Pursuant to CEQA, the California Department of Toxic Substances Control (DTSC) maintains a Hazardous Waste and Substances Sites List (Cortese List). As part of the Cortese list, DTSC also tracks "Calsites," which are mitigation or Brownfield sites that are subject to Annual Workplans and/or are listed as Backlog sites, confirmed release sites that are not currently being worked on by DTSC. The project site is not included in the DTSC Cortese List, and the closest site listed is the Calcot property located at 800 West Herndon Avenue in Pinedale, California, which is approximately 1.7 miles southwest of the project site. Based on the results of a remedial investigation conducted in 1991, DTSC determined that Calcot was not responsible for the trichloroethylene (TCE) contamination of the site. Furthermore, DTSC later concluded that the substances currently present on the site do not pose a substantial or unacceptable risk to human health, and that appropriate response actions had been completed. Therefore, no impacts 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?

Less than significant impact. The Fresno Yosemite International Airport is located approximately 6.5 miles southwest of the project site. The project site is not located within the approach or take-off pattern of these airports and is not located within restricted land use areas for aviation. Therefore, the proposed project would not create aviation safety hazards for persons residing or working in the project vicinity. Impacts would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Less than significant impact. The Arnold Ranch Air Strip is located approximately 4.0 miles north of the project site, and the Sierra Sky Park Air Strip is approximately 4.7 miles west of the project site. The project site is not located within the approach or take-off pattern of these airports and is not located within restricted land use areas for aviation. Therefore, the proposed project would not create aviation safety hazards for persons residing or working in the project vicinity. Impacts would be less than significant.

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

Less than significant impact. The project site is located in an area where existing emergency response times for fire protection, emergency medical services, and law enforcement meet adopted standards. The proposed project is required to adhere to the standards set forth in the Uniform Fire Code, which identifies the design standards for emergency access during both the project's construction and operational phases. The City of Fresno Fire Department will review site plans for consistency with the Uniform Fire Code. Less than significant impacts would occur to emergency response or evacuation plans.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No impact. The project site is located in an urban, built-up area and is not adjacent to the urban-wildland interface. Therefore, the proposed project would not expose persons or structures to wildland fire hazards. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☒	☐	☐
e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

Regional Setting

The San Joaquin Valley is surrounded on the west by the Coast Ranges, on the south by the San Emigdio and Tehachapi mountains, on the east by the Sierra Nevada Mountains, and on the north by the Sacramento-San Joaquin Delta and Sacramento Valley. The northern portion of the San Joaquin Valley drains toward the Delta by the San Joaquin River and its tributaries—the Fresno, Merced, Tuolumne, and Stanislaus rivers. The southern portion of the valley is internally drained by the Kings, Kaweah, Tule, and Kern rivers, which flow into the Tulare drainage basin, including the beds of the former Tulare, Buena Vista, and Kern lakes.

Surface Water Bodies

San Joaquin River

The San Joaquin River, 330 miles long, is the second-longest river in California and drains 32,000 square miles of the San Joaquin Valley. The river originates high on the western slopes of the Sierra Nevada and drains most of the area from the southern border of Yosemite National Park, south to Kings Canyon National Park. The San Joaquin River has eight major tributaries, including the Stanislaus River, Tuolumne River, Merced River, Calaveras River, and Mokelumne River.

The San Joaquin River is listed on the 303(d) List of Impaired Water Bodies.

Drainage

Stormwater runoff is collected and disposed of through an integrated system of curbside gutters, underground pipelines, drainage ditches, and creeks. Fresno Metropolitan Flood Control District (FMFCD)'s stormwater system incorporates detention facilities that minimize potential downstream impacts such as erosion or flooding.

The project site lies within Drainage Area "CW," which drains to a 15.2-acre recharge basin located on the south side of E. Cole Avenue.

Groundwater

The City of Fresno obtains the majority of its delivered water supply from its groundwater sources. A portion of this water, which is gradually increasing as the City annexes agricultural lands that were provided surface water from the Fresno Irrigation District, comes from surface water contractual allocation from the Kings River. The City lies within the Kings Subbasin of the San Joaquin Valley Groundwater Basin of the Tulare Lake Hydrologic Region. The following description of the Kings Subbasin was obtained from California Department of Water Resources Bulletin 118.

The surface area of the Kings Subbasin encompasses 1,530 square miles in Fresno, Kings, and Tulare counties. The Kings Subbasin is bounded on the north by the San Joaquin River. The northwestern corner of the subbasin is formed by the intersection of the east line of the Farmers Water District with

the San Joaquin River. The western boundary of the Kings Subbasin comprises the eastern boundaries of the Delta- Mendota and Westside subbasins. The southern boundary runs easterly along the northern boundary of the Empire West Side Irrigation District, the southern fork of the Kings River, the southern boundary of Laguna Irrigation District, the northern boundary of the Kings County Water District, the southern boundaries of Consolidated and Alta Irrigation Districts, and the western boundary of Stone Corral Irrigation District. The eastern boundary of the subbasin is the alluvium-granitic rock interface of the Sierra Nevada foothills.

Groundwater flow is generally to the southwest. Two notable groundwater depressions exist. One is centered in Fresno-Clovis urban area. The other is centered approximately 20 miles southwest of Fresno in the Raisin City Water District.

Depth to groundwater in the project vicinity is approximately 105 to 145 feet below ground surface. Groundwater storage was estimated at 93 million acre-feet in 1961, with water located at depths of 1,000 feet or less.

The groundwater is predominantly of bicarbonate type. The major cations are calcium, magnesium, and sodium. Sodium appears higher in the western portion of the subbasin, where some chloride waters are also found.

Dibromochloropropane (DBCP), a soil fumigant nematicide, and nitrates can be found in groundwater along the eastern side of the subbasin. Shallow brackish groundwater can be found along the western portion of the subbasin. Elevated concentrations of fluoride, boron, and sodium can be found in localized areas of the subbasin.

All of the major public water purveyors that rely on Kings Subbasin groundwater have adopted Assembly Bill 3030 groundwater management plans. This includes the Alta Irrigation District, Consolidated Irrigation District, County of Fresno, Fresno Irrigation District, James Irrigation District, Kings River Conservation District, Kings River Water District, Liberty Canal Company, Liberty Water District, Liberty Mill Race Company, Mid Valley Water District, Orange Cove Irrigation District, Raisin City Water District, and Riverdale Irrigation District.

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less than significant impact with mitigation. Project implementation would require grading and construction activities. During these activities, there would be the potential for surface water to carry sediment from onsite erosion and small quantities of pollutants into the stormwater system and local waterways. Soil erosion may occur along project boundaries during construction in areas where temporary soil storage is required. Small quantities of pollutants have the potential for entering the storm drainage system, thereby potentially degrading water quality.

Construction of the proposed project would also require the use of gasoline and diesel-powered heavy equipment such as bulldozers, backhoes, water pumps, and air compressors. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances would be utilized during construction. An accidental release of any of these substances could degrade the water quality of the surface water runoff and add additional sources of pollution into the drainage system.

The NPDES stormwater permitting programs regulate stormwater quality from construction sites. Under the NPDES permitting program, the preparation and implementation of SWPPPs are required for construction activities more than 1 acre in area. The SWPPP must identify potential sources of pollution that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement BMPs that ensure the reduction of these pollutants during stormwater discharges.

Mitigation is proposed that would require the project applicant to prepare and implement an SWPPP. The implementation of the mitigation measure would ensure that potential, short-term, construction water quality impacts are reduced to a level of less than significant.

The proposed project would result in development of urban uses on the currently undeveloped, 12-acre project site. Impervious surfaces would cover most of the project site and include buildings, parking areas, sidewalks, and similar facilities.

The introduction of urban uses on the project site would result in increased vehicle use and potential discharge of associated pollutants. Leaks of fuel or lubricants, tire wear, and fallout from exhaust contribute petroleum hydrocarbons, heavy metals, and sediment to the pollutant load in runoff being transported to the stormwater drainage basin to the south of the site. Runoff from the proposed landscaped areas may contain residual pesticides and nutrients.

At the time of this writing, no operational stormwater quality plans were available for the project. Accordingly, mitigation is proposed that would require the proposed project to implement stormwater pollution prevention measures and practices into the project design. The implementation of these mitigation measures would ensure that potential, long-term, operational water quality impacts are reduced to a level of less than significant.

Mitigation Measures

1. The proposed project shall implement and incorporate the Hydrology and Water Quality-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.

2. The proposed project shall implement and incorporate, as appropriate, the Hydrology and Water Quality-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012, as detailed below.

MM HYD-1 Prior to the issuance of grading permits, the project applicant shall prepare and submit a Stormwater Pollution Prevention Plan to the City and Fresno Metropolitan Flood Control District that identifies specific actions and Best Management Practices to prevent stormwater pollution during construction activities. The stormwater management plan shall identify pollution prevention measures and practices to prevent polluted runoff from leaving the project site. Examples of stormwater pollution prevention measures and practices to be contained in the plan include but are not limited to:

- Bioswales and landscaped areas that promote percolation of runoff
- Pervious pavement
- Roof drains that discharge to landscaped areas
- Trash enclosures with screen walls and roofs
- Stenciling on storm drains
- Curb cuts in parking areas to allow runoff to enter landscaped areas
- Rock-lined areas along landscaped areas in parking lots
- Catch basins
- Regular sweeping of parking areas and cleaning of storm drainage facilities

The project applicant shall also prepare and submit an Operations and Maintenance Agreement to the City identifying procedures to ensure that stormwater quality control measures work properly during operations.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?

Less than significant impact with mitigation. Groundwater recharge in the project vicinity is provided at the Fresno Metropolitan Flood Control District's (FMFCD) recharge basin "CW," located on the south side of E. Cole Avenue. The proposed project stormwater drainage facilities would drain to the "CW" groundwater recharge basin. In accordance with the Nationwide Urban Runoff Program (NURP) initiated by the U.S. Environmental Protection Agency, FMFCD conducts regular basin monitoring and maintenance activities at all their basins, including "CW," which are designed to prevent the accumulation of pollutants to protect groundwater quality. Accordingly, no conflicts with groundwater recharge or quality would occur.

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

Fresno has attempted to address these issues through metering and revisions to the City's water plans: The Fresno Metropolitan Water Resource Management Plan was completed in 2011 and the 2010 Urban Water Management Plan is to be adopted in November 2012. The purpose of these management plans is to provide safe, adequate, and dependable water supplies to meet the future needs of the metropolitan area in an economical manner; protect groundwater quality from further degradation and overdraft; and, provide a plan of reasonably implementable measures and facilities. City water wells, pump stations, recharge facilities, water treatment and distribution systems have been expanded incrementally to mitigate increased water demands and respond to groundwater quality challenges.

Implementation of the 2025 Fresno General Plan policies, the Water Resources Management Plan, its Urban Water Management Plan, and the applicable mitigation measures of approved environmental review documents will address the issues of providing an adequate, reliable, and sustainable water supply for the project's urban domestic and public safety consumptive purposes. While the proposed project may be served by conventional groundwater pumping and distribution systems, full development of the 2025 Fresno General Plan boundaries is expected to require utilization of treated surface water due to inadequate groundwater aquifer recharge capabilities.

Mitigation measures for the Fresno 2025 General Plan MEIR require that projects estimate future water demand. The City's UWMP provides an analysis of water demands on a per capita basis and land use basis. For this analysis, the land use basis is used. Land use demands are divided between single-family residential, multi-family residential, commercial/institutional, industrial, landscape irrigation, and southeast growth area. As shown below, the estimated water demand of the project is approximately 15.0-acre feet per year. The project is consistent with the land uses accounted for in the growth scenario analyzed in the UWMP, therefore the estimated water demand is within the levels allocated for commercial/institutional development, according to the UWMP.

Table 9: Project Water Demands

Proposed Land Use	Total Acres	Unit Demand	Total Demand (AFY)
Commercial	7.91	1.9 per acre	15.0
Source: MBA, 2011. City of Fresno, 2010.			

Although the UWMP indicates that there is sufficient water to supply the needs of the proposed project, water conservation measures consistent with the UWMP are imposed as mitigation measures in an effort to cooperate with the City's goal of achieving a balanced groundwater usage by 2025 and adhere to the Groundwater Management Plan. The implementation of these mitigation measures would reduce impacts to a less than significant level.

Mitigation Measures

1. The proposed project shall implement and incorporate the Hydrology and Water Quality-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.
2. The proposed project shall implement and incorporate, as appropriate, the Hydrology and Water Quality-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012, as detailed below.

MM HYD-2 Prior to issuance of building permits, the project applicant shall submit landscaping plans to the City of Fresno's Director of Public Utilities for verification that the proposed project complies with the Model Water Efficient Landscape Ordinance. Additionally, the project applicant shall utilize FID surface water for irrigation (located at E. Audubon and N. Friant Road), consistent with the goals of the UWMP.

MM HYD-3 Prior to issuance of building permits, the project applicant shall submit plans to the City of Fresno for review and approval that identify the following indoor water conservation measures:

- Separate metering of domestic water
- Low-flow or ultra-low-flow toilets and urinals

MM HYD-4 The development shall incorporate water use efficiency for landscaping including the use of artificial turf and native plant materials, reducing turf areas, and discouraging the development of artificial lakes, fountains and ponds unless only untreated surface water or recycled water supplies are used for these decorative and recreational water features as appropriate and sanitary.

c)-e) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

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

Less than significant impact with mitigation. The proposed project would increase impervious surface coverage on the project site. The increase in impervious surface coverage would create the potential for greater runoff to leave the project site and enter downstream waterways, which could cause flooding and erosion problems. The FMFCD has tentatively approved an overall grading plan inclusive of the project site and a previous phase of development, which proposes to drain the site through an onsite private system and requires that the site be drained according to the approved plan (see Appendix L). Development of the property also requires compliance with grading and drainage standards of the City of Fresno, the FMFCD, and the FID. Compliance with these standards and conditions of approval would reduce potential impacts to a less than significant level. Accordingly, mitigation is proposed that that would require the project applicant to prepare and submit a drainage plan that identifies onsite drainage facilities that impound runoff and ensure that it is released at a rate no greater than that of the pre-development condition of the project site. With the implementation of this mitigation measure, drainage impacts would be reduced to a level of less than significant.

Implement MM HYD-1

Mitigation Measures

1. The proposed project shall implement and incorporate the Hydrology and Water Quality-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.
2. The proposed project shall implement and incorporate, as appropriate, the Hydrology and Water Quality-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012, as detailed below.

MM HYD-5 Prior to issuance of grading permits, the project applicant shall retain a qualified civil engineer to prepare and submit a drainage plan to the City of Fresno that identifies onsite drainage facilities that will ensure that runoff from the project site is released at a rate no greater than that of the pre-development condition. The City of Fresno

shall review and approve the drainage plan and the project applicant shall incorporate the approved plan into the proposed project plans.

f) Otherwise substantially degrade water quality?

Less than significant impact with mitigation. As discussed in Impact a, the proposed project has the potential to impact both short-term and long-term water quality. Mitigation is proposed that would require the project applicant to prepare and implement an SWPPP. The implementation of the mitigation measure would ensure that potential, short-term, construction water quality impacts are reduced to a level of less than significant. Additionally, mitigation is proposed that would require the proposed project to implement stormwater pollution prevention measures and practices into the project design. The implementation of these mitigation measures would ensure that potential, long-term, operational water quality impacts are reduced to a level of less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. The proposed project does not include a residential component. The project site has been mapped outside the 100-year flood plain by the Federal Emergency Management Agency (Community Panel No. 06019C1560H). Therefore, the project would not place housing within a 100-year flood hazard area. No impacts would occur.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. The project site has been mapped outside the 100-year flood plain by the Federal Emergency Management Agency (Community Panel No. 06019C1560H). Therefore, the proposed project would not place any structures within a 100-year flood hazard area. No impacts would occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The project site is not located within a dam failure inundation area. The project lies outside the dam failure inundation area for Friant Dam, which is located 11 miles northeast of the project site. This condition precludes the possibility of any impacts.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. The project site does not contain, or is not located near, any large inland bodies of water that could be susceptible to a seiche. The project site is more than 100 miles from the Pacific Ocean and, therefore, is not prone to tsunami hazards. The project site is located in a flat, urbanized area and would not be susceptible to mudflow inundation. Therefore, no impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

Project Site

The project site consists of relatively flat, undeveloped land that mostly contains ruderal (weedy) vegetation and disturbed land.

Surrounding Area

North and east of the project site are existing office developments in the River Park Corporate Center. Further east is Woodward Regional Park, a 300-acre multi-use park. South of the project site are additional office and commercial developments. The project site is bound on the west by SR-41. Further west beyond SR-41 are single-family residential homes.

Land Use Designations

The project site is designated Office by the 2025 Fresno General Plan. The property is zoned CM-UGM-CZ (Commercial and Light Manufacturing/Urban Growth Management/conditions of zoning).

Conditions of Zoning

Conditions of zoning were approved for a previous project (Rezone Application No. R-05-074 – see Appendix U for the complete listing of conditions) proposed for the site with the same zoning designations as the project site. The Conditions of Zoning modified the height limitation to allow a 6-story building at 98 feet in height. The proposed rezone application would further modify the height limitation to allow a 10-story building at 150 feet in height.

1. The conditions of zoning on the property limit average daily trips generated by the property to 14,383. Site Plan Review Application No. S-03-074 proposed a total of 320,000 square feet of office space, which was calculated to generate 3,520 average daily trips (according to a memorandum dated May 19, 2003 titled "Loop Property Office Development Traffic Analysis" prepared by VRPA Technologies). Phase I, constructed pursuant to Site Plan Review S-03-74, is a three story 64,441 square foot office building, which currently exists on the site and is estimated to generate 704 of the 3,520 average daily trips. Construction of the proposed six-story 133,227 square foot building added an additional 1,467 average daily trips to the site, bringing the total to 4,987 average daily trips, which is well below the 14,383 average daily trip limit placed on the site by the conditions of zoning of R-7143. The proposed project would add 2,584 average daily trips, bringing the total to 7,571 average daily trips; this is only 53 percent of the allowed capacity.

2. Development of the C-M/UGM zoned property shall be limited to the following uses:
    A. Retail Uses
    B. Service Uses
    C. Related Uses
    D. Manufacturing Uses
    E. Processing
    F. Fabrication
    G. Off-street parking
    H. Communications equipment buildings
    I. Temporary or permanent telephone booths
    J. Water pump stations
    K. Uses permitted subject to a Conditional Use Permit
    L. Uses that are determined by the Director of the City of Fresno Development Department to be appropriate for a "business park" location.

3. Development of the C-M/UGM zoned property shall occur according to the following property development standards of the M-1-P (Industrial Park Manufacturing) zone district and the Fresno Municipal Code, whichever are more restrictive. However, the height restriction of the M-1-P (Industrial Park Manufacturing) zone district shall not apply to that property which was rezoned under Rezone Application No. R-05-074. All buildings constructed on this site shall have a maximum height of not greater than 6 stories or 98 feet. All other restrictions shall remain in effect.

Surrounding Area

The land use designations for the properties surrounding the project site are provided below:

North. C-M/UGM/CZ; Commercial and Light Manufacturing District

South. C-6/UGM/CZ; Heavy Commercial/Urban Growth Management/conditions of zoning

East. C-P/UGM/CZ; Administrative and Professional Office/ Urban Growth Management/ conditions of zoning

West. No designation; SR-41

Would the project:

a) Physically divide an established community?

No impact. The physical division of an established community refers to construction of a physical feature or the removal of a means of access that would impair mobility within an existing community. Examples include the construction of a highway or the removal of a bridge. The proposed project site is currently a vacant lot surrounded by commercial and office development. The applicant proposes to construct a 10-story office building. No established communities exist within the project site; therefore, none would be divided by the development of the proposed project.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact.

2025 Fresno General Plan

The proposed project's consistency with the applicable goals and policies of the 2025 Fresno General Plan is analyzed below. As shown in the table, the proposed project is consistent with all goals.

Table 10: General Plan Consistency Analysis - Goals

Goal No.	Goal	Consistency Determination
1	Enhance the quality of life for the citizens of Fresno and plan for the projected population within the moderately expanded Fresno urban boundary in a manner, which will respect physical, environmental, fiscal, economic, and social issues.	Consistent: The proposed project consists of infill development of office land uses on a site located in an urbanized portion of Fresno. The project would create new employment opportunities in a contemporary, high-quality development project adjacent to existing office development. The proposed project would abut N. Friant Road, N. Fresno Street, and E. Audubon Drive and would be accessible to vehicles, bicycles, pedestrians, and public transit. As such, the proposed project would enhance the quality of life for Fresno residents in manner that respects physical, environmental, fiscal, economic, and social issues.
2	Pursue coordinated regional planning with Fresno and Madera Counties and the City of Clovis.	Consistent: The project site is contemplated for urban development by the General Plan and, therefore, the development of urban uses on the project site would be considered planned growth.
6	Coordinate land uses and circulation systems to promote a viable and integrated multi-modal transportation network.	Consistent: The proposed project would provide locate employment opportunities near housing, and provide convenient access to pedestrian and bicycle facilities. The project site is also located adjacent to an existing public transportation bus stop, and is within walking distance of Woodward Regional Park.
7	Manage growth to balance Fresno's urban form while providing an adequate public service delivery system, which is fairly and equitably financed.	Consistent: The proposed project would pay impact fees to provide for planned incremental buildout of planned utility infrastructure networks. In addition, the proposed project is an infill development that promotes the efficient use of such resources.
11	Protect, preserve, and enhance significant biological, archaeological, paleontological resources, and critical natural resources, including, but not limited to, air, water, agricultural, soils, minerals, plants, and wildlife resources.	Consistent: The proposed project includes mitigation to ensure that air, biological, archaeological, paleontological, and water resources are protected.
12	Develop urban design strategies to improve Fresno's visual image and enhance its form and function.	Consistent: The proposed project would comply with City design requirements, and documents and drawings will be submitted for review by City staff. Quality building materials would be used throughout development.

Table 10 (cont.): General Plan Consistency Analysis - Goals

Goal No.	Goal	Consistency Determination
13	Plan for a healthy business and diversified employment environment, and provide adequate timely services to ensure Fresno is competitive in the marketplace	Consistent: The project will bring 234,723 square feet of new office space to Fresno, providing approximately 500 new jobs to Fresno.
14	Protect and improve public health and safety	Consistent: The proposed project would provide new employment opportunities and does not possess any characteristics that could potentially harm public health and safety (e.g., handling hazardous materials). In addition, the project would pay its fair share of citywide police and fire fees.
15	Recognize, respect, and plan for Fresno's cultural, social, and ethnic diversity	Consistent: The proposed project would provide new employment opportunities that would be accessible to all persons and organizations.
16	Work cooperatively with the local agricultural industry to conserve prime farmland and respect its importance as Fresno County's base economic resource	Consistent: The project site is surrounded by urban development on four sides and does not contain any prime farmland. Accordingly, the proposed project would contribute to farmland conservation by facilitating infill growth.
17	Encourage fiscal and local agency planning policies that will assist in the annexation of the unincorporated county islands within the City of Fresno's Sphere of Influence.	Consistent: The project is within the City of Fresno's Sphere of Influence and will not require annexation.
Source: City of Fresno, 2002; Michael Brandman Associates, 2012.		

The project's consistency with the applicable objectives and policies of the General Plan is provided below. As shown in the table, the proposed project is consistent with all applicable objectives and policies.

Table 11: General Plan Consistency Analysis - Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
C-4. Objective	Adhere to a multiple community center concept of urban design for the Fresno metropolitan area as conceptually shown in the General Plan.	**Consistent**: The proposed project would locate commercial retail, office, and residential uses on a 40-acre site abutting N. Fresno Street, N. Friant Road, and the Sugar Pine Trail. This infill development project would locate jobs next to housing, develop community-oriented retail uses, and be accessible to pedestrians, bicycles, and public transit.

Table 11 (cont.): General Plan Consistency Analysis - Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
		Accordingly, these project features are consistent with the community center concept.
C-4-a. Policy	Strategically locate areas appropriate for more intensive concentrations of urban uses.	**Consistent**: The proposed project is adjacent to N. Fresno Street, N. Friant Road, and E. Audubon Drive and is one block from the SR-41/N. Friant Road interchange. The project site is located in a developed area served by public services and infrastructure, and is within walking distance of Woodward Regional Park. These attributes make the project site suitable for more intensive concentrations of urban uses.
C-4-b. Policy	Activity centers should include commercial areas, employment centers, schools, higher-density residential development, churches, parks, and other gathering points where residents may interact, work, and obtain goods and services in the same place.	**Consistent**: The proposed office project will provide office commercial development for the activity center. This will provide residents in the area with the ability to work near the place they live, shop and otherwise interact.
C-3. Objective	Create a comprehensive strategy, including the formulation of a specific plan to encourage the development of mid-rise/high-rise mixed-use urban corridors with functional, enduring, and desirable urban qualities including the already adopted Freeway 41 corridor. Other freeway corridors should also be considered for high density, mixed use development.	Consistent. The proposed project represents the final phase of a planned office development adjacent to SR-41 and within the mid-rise corridor.
C-3-c. Policy	Buildings in excess of 60 feet in height shall only be allowed within the boundaries of the adopted Freeway 41 Mid-Rise/High-Rise Corridor, as depicted on the Urban Form Components Map (Exhibit 6). For properties zoned and planned for industrial uses, which are outside the adopted Freeway 41 corridor, the Planning and Development Director may permit building heights in excess of 60 feet.	**Consistent**. The proposed project is located within the mid-rise corridor.
C-12. Objective:	Commercial land uses shall be classified, located, sized, and developed to meet needs for goods and services while minimizing travel requirements, infrastructure demands, and adverse impacts.	**Consistent**: The proposed project would provide 234,723,000 square feet of office uses with convenient access to N. Fresno Street, N. Friant Road, E. Audubon Drive, and the SR-41/N. Friant Road interchange. Since the project is infill development, it will minimize travel requirements.

Table 11 (cont.): General Plan Consistency Analysis - Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
C-12-c. Policy	Plan for office commercial developments of the appropriate amount, location, size, and intensity necessary to meet regional, metropolitan, community, and neighborhood area needs consistent with the planned urban form and other applicable planning and zoning provisions.	**Consistent**. The proposed office buildings are located within the Woodward Park Activity Center as shown on Figure 1-2.2 of the Woodward Park Community Plan. The 2025 Fresno General Plan in Exhibit 6, also designates the project site within a proposed activity center and linear intensity corridor. The project site is located near an expressway (Herndon Avenue) and Freeway 41 which provide for circulation of more intense developments, such as office uses. The proposed project provides office uses at a location and size that is consistent with surrounding developments as well as adopted planning and zoning requirements.
C-18. Objective	Enhance the visual image of all "gateway" routes entering the Fresno metropolitan area.	**Consistent**. The project incorporates landscaping into the project design to provide a pleasing aesthetic design. The applicant will be required to place extensive landscaping between the proposed building and SR-41.
C-18-b. Policy	Gateway designation shall apply to key access routes such as Freeways 99, 41, 168, and 180; passenger rail rights-of-way; Peach Avenue and Clinton Way where air travelers enter Fresno; Van Ness/Fulton, Divisadero, Tulare, Fresno, Blackstone/Abby, Shaw and Herndon Avenues should also receive a greater emphasis on streetscape improvements to identify them as special entryways.	**Consistent**. Since the proposed building is located on the north end of the City of Fresno and is directly adjacent to SR-41, it is considered a gateway. The applicant will be required to place extensive landscaping between the proposed building and SR-41.
C-18-i. Policy	Placement of building footprints along gateway areas should be carefully evaluated.	**Consistent**. The location of the proposed building is adequate because it provides ample room for a landscape setback between SR-41 and the building.
C-19. Objective	Develop and implement streetscape plans to establish cohesive and aesthetic major and local street design patterns by using distinctive features.	**Consistent**: The proposed project will comply with City Public Works and Parks Standards for streets, sidewalks, and landscaping and it will contribute to the aesthetic design of the streetscape.
C-19-a. Policy	Use a well-balanced variety and spacing of trees with standards established by the city's Parks Division to establish a visual continuity for each streetscape and to achieve coherent linkages between public and private spaces.	**Consistent**: Landscape design will use planting materials throughout to provide an integrated development with the surrounding properties. Trees would be planted and spaced in accordance with the standards established by the city's Parks Division.

Table 11 (cont.): General Plan Consistency Analysis - Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
C-19-b. Policy	Properties fronting on major streets shall be improved with landscaped setbacks and sidewalks, which reflect a continuity of design, depth, and planting materials. This should include unified design of street furniture and walls.	**Consistent:** The project would provide a 30-foot landscaped setback along N. Friant Road, and a 15-foot landscaped setback along SR-41. The proposed project will comply with Public Works and Parks' adopted standards for streets, sidewalks, and landscaping.
C-20. Objective:	As part of the city's project review process, major emphasis will be given to site and building design in order to - preserve functionality and community aesthetics.	**Consistent**: The proposed project would develop contemporary office uses in an integrated development on the project site. The project, as proposed, would provide landscaping on the project site and along project frontages that would increase the aesthetic appeal of the site. The integrated design and aesthetic nature of the proposed project will preserve functionality and community aesthetics.
C-20-b. Policy:	Consider implementation of the recommendations of the Architectural Review Committee as contained in the Design Review Guidelines manual of January 2002 submitted to the Development and Resource Management Department	**Consistent**: The project considered appropriate elements of the Design Review Guidelines in the design of the project. Quality building materials will be used throughout development.
C-20-d. Policy:	Development projects shall be designed with appropriate layouts that provide sufficient areas for all proposed activities, for support functions, and for efficient and safe vehicular and pedestrian access. Particular attention shall be given to location of proposed customer parking areas so as to not discourage pedestrian, bicycle and other forms of transit to the project site and so as to encourage multi-modal transit activity centers. Safe vehicular, bicycle, and pedestrian access shall be provided and maintained. Access for the disabled shall be incorporated into project designs as required. Buildings in shopping centers should be linked by pedestrian walkways. Business and industrial parks should be created as integrated, "campus-like" settings, with uniformity of improvements and shared facilities for parking, loading, mass transit, and with internal and external bicycle and pedestrian access.	**Consistent**: The proposed project would develop office uses in an integrated development on the project site. The proposed project would provide internal pedestrian linkages between buildings. All parking for the project would be provided onsite with pedestrian linkages to the office uses.

Table 11 (cont.): General Plan Consistency Analysis - Objectives and Policies

Objective/ Policy No.	Objective/Policy	Consistency Determination
C-20-e. Policy:	Development projects shall include aesthetic measures, which support functionality and add to the appearance and livability of the community.	**Consistent**: In development of the proposed project, building design, circulation, parking, and landscaping will be appropriately unified and integrated. This integrated design will support functionality and add to the appearance and livability of the community.
C-20-f. Policy:	The project developer shall provide a set of documents and drawings that will allow assessment of the final building product. Materials, texture, and colors shall be noted on the original special permit drawings and on construction plans. Development projects shall appropriately interface with adjacent properties. High-contrast or gaudy building facades, lighting, and signage which create disharmony with adjacent properties, or which draw undue attention, should be avoided. Locate service truck access, loading zones, and waste storage/recycling areas at the maximum practical distance from residences and other living quarters. Shopping centers shall have internally unified building design, landscaping, and signage. Building facades shall include design features and decorative treatments. Visible sides of buildings shall not develop with featureless, "blank" walls. Adequately screen roof-mounted mechanical equipment, and ensure that such equipment adheres to noise standards as set forth in the General Plan Noise Element and City Noise Ordinance. Apply and enforce the city's Sign and Outdoor Advertising Ordinances. Pursue the amortization and removal of nonconforming and illegal signs and outdoor advertising structures. Landscaping and parking lot shading shall be employed for environmental and aesthetic improvement, while observing safe lines of-sight along access routes. Exterior lighting shall not create glare for neighboring properties, but shall provide adequate on-site lighting for safety and security purposes.	**Consistent**: The proposed project would comply with city design requirements, and documents and drawings will be submitted. Quality building materials will be used throughout development. The proposed project would employ noise attenuation measures and landscaping to protect the adjacent land uses from adverse noise and light and glare impacts. The onsite signage will be uniform to further the visual integration of the development.

Woodward Park Community Plan

The project site is located within the boundaries of the Woodward Park Community Plan and, therefore, is subject to the goals and policies of the plan. Table 11 evaluates the proposed project's consistency with the applicable goals and policies of the Woodward Park Community Plan. Note that to avoid redundancy, goals and policies that are consistent with General Plan goals and policies are not restated. As shown below, the proposed project is consistent with the Community Plan.

Table 12: Community Plan Consistency Analysis

Goal/Policy No.	Goal/Policy	Consistency Determination
Policy 1-2.1	Planned uses shall be implemented in accordance with the plan designations and corresponding zone districts as set forth in Article 4, Chapter 12, of the Fresno Municipal Code (Procedures Applicable to Zoning). Amendments of the community plan to change goals, policies, or planned uses shall be processed as set forth in Article 6, Chapter 12, of the Fresno Municipal Code.	Consistent: The project has proposed a zoning change consistent with the process set forth in Article 6, Chapter 12.
Goal 1-4	Plan for the appropriate location, size, and intensity of office and commercial developments necessary to meet metropolitan, community, and neighborhood needs in a manner consistent with the plan's concept of urban form and function with the objective of efficiently managing public facilities and resources.	Consistent: The proposed project is located within the office mid-rise corridor and will be integrated with the existing office development. The project will pay for its fair share of improvements to public facilities and resources.
Policy 1-4.1	Concentrate high intensive office and commercial developments, including mid-rise buildings where permitted by Section 12-321 of the Zoning Ordinance, serving metropolitan or community needs within the identified Woodward Park activity center consistent with that area's office, community, general heavy strip, and regional commercial designations.	Consistent: The Woodward Park Community Plan designates the project site and surrounding area as an activity center, as noted above in this report. The project meets the goals and policies of the community plan by locating the 10-story office building within the activity center.
Policy 1-4.4	The following design measures shall be considered appropriate for application to office, commercial, and other nonresidential development entitlements adjacent to land that is designated for single-family residential use. These standards are not prescriptive, and may be modified through the development entitlement process in order to best serve the community's health, safety, and welfare or waived where the adjacent land is developed with a nonresidential use or approved for nonresidential development entitlements (zoning, special permit).	Consistent: The project design complies with the design measures contained in this policy as shown on the proposed site plan and included as conditions of approval.

Table 12 (cont.): Community Plan Consistency Analysis

Goal/Policy No.	Goal/Policy	Consistency Determination
	All loading and storage areas shall be screened from view of adjoining property zoned or planned for residential uses by a combination of landscape planting and a solid masonry wall. All loading spaces shall be located not less than 150-feet from the boundary of any residential property; however, the proximity of loading areas may be reduced to not less than 40-feet from the boundary of residential property if the Director of the Development Department or the Planning Commission finds that additional screening and noise attenuating methods have been designed to adequately protect adjoining residential property. All storage shall be within an enclosed structure. Outdoor storage is expressly prohibited. Roof-mounted and detached mechanical equipment for commercial and office uses shall be screened from view and acoustically baffled to prevent the noise level rating for the equipment from exceeding 55Ldn measured at the nearest property line. A landscaped setback 20-feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line between commercial and office uses and abutting properties zoned or planned for residential uses and along abutting local streets provided, however, that this requirement shall not apply to those parcels of land which are one acre or less in size or to parcels larger than one acre subject to Director review and approval of landscape plans. No commercial or office building shall be constructed within 50-feet of the property line of abutting properties zoned or planned for residential uses. The following wall and berm treatment shall be required for commercial uses and office uses: A solid masonry wall six feet in height, an earth berm six feet in height or any combination of solid masonry wall and earth berm which provides a continuous barrier six feet in height, shall be erected on or along the property line between properties zoned or planned for commercial and office uses and	

Table 12 (cont.): Community Plan Consistency Analysis

Goal/Policy No.	Goal/Policy	Consistency Determination
	properties zoned or planned for residential uses. A solid masonry wall three and one-half feet in height, an earth berm three and one-half feet in height or any combination of solid masonry wall and earth berm, which provides a continuous barrier three and one-half feet in height, shall be erected along the setback line 20-feet from and parallel with the right-of-way line of abutting local streets. Earth berms shall be planted with grass or ground cover and maintained by the property owner. The provisions of the approved commercial or office district shall apply to outdoor advertising for commercial and office uses, excepting freestanding signs in a commercial district, wherein there shall be permitted one freestanding sign containing the name of buildings and occupants or groups thereof, and shall be not more than 125 square feet in area and not more than 20 feet in height, and shall not be located within any required landscaped setback or landscaped transition setback area. Within an area 100-feet wide abutting property zoned or planned for residential use, exterior area lighting for parking areas, carports, garages, access drives, and loading areas for commercial and office uses shall be shielded to prevent line of sight visibility of the light source from abutting property zoned or planned for residential use.	
Source: City of Fresno, 1989; Michael Brandman Associates, 2012.		

Table 13: 2010 City of Fresno Bicycle, Pedestrian, and Trails Master Plan Consistency Analysis

Goal/Policy No.	Goal/Policy	Consistency Determination
Policy: E-13-b-1	Require major traffic-generating uses (such as major shopping centers, office complexes, industrial parks, schools, and public service facilities) to design on-site parking (indoor or outdoor) and circulation areas to facilitate bicycle travel.	Consistent: The project design complies with the design measures contained in this policy; bicycle parking shall be provided to serve bicycle commuters at the proposed project site. The proposed project has been designed to complement the adjacent office park, as the proposed building would be the final building within an existing two building office park.
Policy: E-13-b-4	Establish and adopt standards for the implementation of showers and changing facilities for commuting cyclists at employment centers (large office complexes/buildings, government centers/agencies, industrial business parks, and major employers).	Consistent: The high rise office building's project design provides lavatory and changing facilities for potential cyclists commuting to the proposed project site.
Policy E-13-b-7	As part of the project review process, evaluate the project's impacts on bicycle travel. Develop a bicycle and pedestrian accommodations checklist to be used when evaluating a project's impacts.	Consistent: Bicycle and Pedestrian accommodations have been evaluated in Section 16, Transportation. The project site would provide pedestrian and bicycle facilities that would connect to existing infrastructure. The proposed project has been designed to complement the adjacent office park, as the proposed building would be the final building within an existing two building office park. The project site would be served by FAX bus service and is within walkable distance of a FAX station. As discussed above, a multi-purpose trail runs along Cole Avenue, which is approximately one-half mile from the project site. This trail connects to the River Park area to the south and Shepherd Avenue to the north. With the incorporation of these features and the implementation of mitigation proposed under impact a) the proposed project would not conflict with this policy.
Source: City of Fresno, 2010; Michael Brandman Associates, 2011.		

Municipal Code

The Zoning Ordinance is the relevant portion of the Fresno Municipal Code that is most applicable to the proposed project. Below is an evaluation of the proposed project consistency with the allowable uses within the project's sites zoning designations, as well as consistency with the development standards and conditions of zoning.

The proposed project is not seeking a zone change to a different zone district. The proposed project has filed rezone application No. R-09-012 to change the conditions of application is requesting to modify the existing height requirement in the conditions of zoning from 6 stories and 98 feet to 10 stories and 150 feet. The proposed project is consistent with the allowed land uses within the C-M zone district.

The Fresno Municipal Code Section 12-321 addresses mid-rise and high-rise buildings. The section pertains to all mid-rise and high-rise buildings proposed in the C-M, C-4, and P zone districts. The mid-rise/high-rise section of the code consists of four sections: definitions, scope/location, approval process and submittal requirements, and property development standards, which are discussed below:

Definitions: Mid-rise buildings are defined as any building from five through ten stories not to exceed 150 feet in height. The proposed building would be 10 stories and 146 feet in height, it is within the code definition.

Scope/location: The proposed project is located within a designated mid-rise/high-rise corridor as depicted in Exhibit 6 of the 2025 Fresno General Plan.

Approval Process and Submittal Requirements

A conditional use permit is required for any development proposal that includes a mid-rise or high-rise building, along with a sun shadow analysis and noise study. These have been submitted with the conditional use permit application and are discussed below. Additional requirements include submittal of a site plan, elevations, a conceptual landscape plan, and a list of all uses contemplated by the applicant. These have all been submitted as well.

Development Standards

These standards are to be used in conjunction with those of the underlying zone district, and the more restrictive are to be implemented. The standards are focused on eliminating any conflicts related to air traffic and also mitigating impacts to any surrounding residential property. In this case, no property planned or developed as residential abuts the subject property. All development standards in this section that apply to the property will be included as conditions of approval for the conditional use permit.

The applicant has filed Rezone No. R-09-012 to change the conditions of zoning related to height requirements applicable to the project site from the M-1-P zone to the C-P zone. The C-P zone

provides a height limitation of 150 feet. The proposed building would be 10 stories and 146 feet in height and would be within the code definition.

The conditions of zoning on the property limit average daily trips generated by the property to 14,383. Site Plan Review Application No. S-03-074 proposed a total of 320,000 square feet of office space, which was calculated to generate 3,520 average daily trips (according to a memorandum dated May 19, 2003 titled "Loop Property Office Development Traffic Analysis," prepared by VRPA Technologies). Phase I, constructed pursuant to Site Plan Review S-03-74, is a three-story, 64,441-square-foot office building, which currently exists on the site and is estimated to generate 704 of the 3,520 average daily trips. Construction of the proposed six-story 133,227-square-foot building added an additional 1,467 average daily trips to the site, bringing the total to 4,987 average daily trips, which is well below the 14,383 average daily trip limit placed on the site by the conditions of zoning of R-7143. The proposed project would add 2,584 average daily trips, bringing the total to 7,571 average daily trips; this is only 53 percent of the allowed capacity.

Sun Shadow Analysis

A sun shadow analysis was prepared by Ingels-Braun and Associates in January 20, 2009 for Conditional Use Permit Application No. C-09-161 (see Appendix E). This analysis is a requirement for all mid-rise and high-rise buildings pursuant to Section 12-321-C-2-6 of the Fresno Municipal Code and states that an analysis of the shadows that each mid-rise building will cast on planned residential property between 10:00 a.m. and 2:00 p.m. on the winter solstice of any given year is required. The subject site is not immediately adjacent to any property planned or zoned for residential uses. The closest residential property is to the west of the subject site across Freeway 41. This freeway right-of-way, at its narrowest point within the vicinity of this office complex, is 270 feet wide. According to the analysis submitted by Ingels-Braun, the only shadow that will be cast in a westerly direction by the proposed building during the hours noted above will be a maximum of 342 feet long. Therefore, the shadows cast by the proposed building will not cast a shadow on residential properties during the times indicated by the municipal code and the building complies with this code section.

Acoustical Analysis

Pursuant to Section 12-321-C-2-7 of the Fresno Municipal Code, a conditional use permit application requesting the approval of a mid-rise building requires the submission of an analysis of noise impacts that the project will have on surrounding properties. A noise study has also been requested because the proposed building will be directly adjacent to SR-41, which is a major noise source. Pursuant to Policy H-1-a of the 2025 Fresno General Plan, "new noise-sensitive land uses impacted by existing or projected future transportation noise sources shall include mitigation measures so that resulting noise levels do not exceed the standards shown in Table 8." According to the General Plan Table 8, an office use must not exceed an interior noise level of 45 L_{eq} dB as determined for a typical worst-case hour during periods of use.

An acoustical analysis dated January 29, 2009 and revised January 19, 2010 was prepared by Brown-Buntin Associates, Inc. for the proposed 10-story office building. The noise levels in this analysis were measured L_{eq} as required by Table 8 of the 2025 Fresno General Plan. According to the acoustical analysis, the interior noise levels in the proposed 10-story office will range from 42.2 to 42.7 L_{eq} dB, which satisfies the general plan requirement.

The acoustical analysis also analyzed the noise impact that the project will have on surrounding properties as provided by 12-321-C-2-7 of the Fresno Municipal Code. Project-related increases in traffic noise exposure were determined to range from zero to 0.7 dB. Such increases are not considered significant and do not require mitigation. Refer to Section XII. Noise for further details.

Conditional Use Permit C-09-161

Section 12-321 of the Fresno Municipal Code related to mid-rise and high-rise buildings requires a conditional use permit application for buildings over four (4) stories and 50 feet in height. The project conditions of approval will include specific development requirements to ensure consistency with zoning standards and additional mitigation measures identified within this Initial Study.

Summary of Impacts

The proposed project is consistent with the General Plan and Woodward Park Community Plan. With the approval of the rezone application, the proposed project will be consistent with the Municipal Code property development standards. In summary, the proposed project would be consistent with all applicable land use plans and regulations. Impacts would be less than significant.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

No impact. The project site is not within the boundaries of a habitat conservation plan or natural community conservation plan. This condition precludes the possibility of the proposed project conflicting with the provisions of such a plan. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

The California Surface Mining and Reclamation Act (SMARA) was enacted to preserve areas for viable mineral extraction activities close to cities, in order to support economic development. SMARA mandates that a "classification/designation" analysis be done to provide information on future mineral resource availability to urban population centers, which depend on these resources for construction and growth. The California Department of Conservation Division of Mines and Geology is required to periodically map high-quality concrete aggregate deposits and to compile periodic statistics on the amount of aggregate minerals available and consumed within designated Production-Consumption (P-C) regions located throughout the state and organized around major metropolitan areas.

Most of eastern Fresno County and south-central Madera County are included in the Fresno P-C Region. Two riparian areas in the Fresno P-C Region have been given special resource Area designation for their concentration of aggregate materials: the upper Kings River and the San Joaquin River.

Would the project:

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

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

No Impact. The project site is not located in an area designated for mineral resource extraction by the Fresno General Plan 2025. In addition, the project site is not located in a mineral resource zone designated by the California Division of Geology and Mines. Therefore, the project would not result in the loss of availability of a known mineral resource or affect a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts will occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. Noise *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

This section describes the existing noise setting and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on noise modeling performed in January 2009 and revised in January 2010 by Brown-Buntin Associates, Inc., included in this IS/MND as Appendix H: Acoustical Analysis.

Noise Fundamentals

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit that expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to

a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies that are audible to the human ear.

Noise Descriptors

Noise equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (L_{eq}) represents a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. The peak traffic hour L_{eq} is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses.

Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source, ground absorption, atmospheric effects and refraction, and shielding by natural and man-made features. Sound from point sources such as air conditioning condensers radiate uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

Ground Absorption

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models: soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources, a 4.5 dBA/DD is typically observed for soft-site conditions compared with the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis.

Traffic Noise Prediction

The level of traffic noise depends on the three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and greater number of trucks. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. Because of the logarithmic nature of traffic noise levels, a doubling of the traffic noise (acoustic energy) results

in a noise level increase of 3 dBA. Based on the FHWA community noise assessment criteria, this change is "barely perceptible." In other words, doubling the traffic volume (assuming that the speed and truck mix do not change) results in a noise increase of 3 dBA. The truck mix on a given roadway also has an effect on community noise levels. As the number of heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise levels increase.

Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. For a noise barrier to work, it must be high enough and long enough to block the view of a road. A noise barrier is most effective when placed close to the noise source or receiver. A noise barrier can achieve a 5-dBA noise level reduction when it is tall enough to break the line of sight. When the noise barrier is a berm instead of a wall, the noise attenuation can be increased by another 3 dBA.

Construction Noise Assumptions

The Federal Highway Administration (FHWA) compiled noise measurement data related to the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston. Table 14 provides a list of the construction equipment measured along with the associated noise emissions and measured percentages of typical equipment use per day. From this acquired data, the FHWA developed the Roadway Construction Noise Model (RCNM), which may be used for the prediction of construction noise. For the purposes of this analysis, the RCNM will be used to calculate the construction equipment noise emissions.

Table 14: Construction Equipment Noise Emissions and Usage Factors

Equipment	Acoustical Use Factor (Percent)	Spec 721.560 L_{max} @ 50 feet (dBA, slow)	Actual Measured L_{max} @ 50 feet (dBA, slow)
Backhoe	40	80	78
Bar Bender	20	80	N/A
Compactor (ground)	20	80	83
Compressor (air)	40	80	78
Concrete Batch	15	83	N/A
Concrete Mixer Truck	40	85	79
Concrete Pump	20	82	81
Concrete Saw	20	90	90
Crane	16	85	81
Dozer	40	85	82
Dump Truck	40	84	76

Table 14 (cont.): Construction Equipment Noise Emissions and Usage Factors

Equipment	Acoustical Use Factor (Percent)	Spec 721.560 L_{max} @ 50 feet (dBA, slow)	Actual Measured L_{max} @ 50 feet (dBA, slow)
Excavator	40	85	81
Flat Bed Truck	40	84	74
Front End Loader	40	80	79
Generator	50	82	81
Grader	40	85	N/A
Paver	50	85	77
Pneumatic Tools	50	85	85
Pumps	50	77	81
Roller	20	85	80
Tractor	40	84	N/A
Vibrating Hopper	50	85	87
Vibratory Concrete Mixer	20	80	80
Welder/Torch	40	73	74
Source: Federal Highway Administration, 2006.			

Groundborne Vibration Fundamentals

Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of groundborne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Groundborne noise is an effect of groundborne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may consist of the rattling of windows or dishes on shelves.

Vibration Descriptors

Several different methods are used to quantify vibration amplitude, such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV) or the root mean square (rms) amplitude of the vibration velocity. Because of the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels; it is denoted as (L_v) and is based on the rms velocity amplitude. A commonly used abbreviation is "VdB," which in this discussion is when L_v is based on the reference quantity of 1 micro-inch per second.

Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans, whose threshold of perception is around 65

VdB. Offsite sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible groundborne noise or vibration.

Vibration Propagation

The propagation of groundborne vibration is not as simple to model as airborne noise, because noise in the air travels through a relatively uniform medium, while groundborne vibrations travel through the earth, which may contain significant geological variations. There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a push-pull fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly, depending on the soil, but it has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

Construction-Related Vibration Level Prediction

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table 15 gives approximate vibration levels for particular construction activities. The data in the table provide reasonable estimates for a wide range of soil conditions.

Table 15: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v) at 25 feet
Pile driver (impact)	1.518 (upper range) 0.644 (typical)	112 104
Pile driver (sonic)	0.734 (upper range) 0.170 (typical)	105 93
Clam shovel drop (slurry wall)	0.202	94

Table 15 (cont.): Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity (inches/second)	Approximate Vibration Level (L_v) at 25 feet
Hydromill (slurry wall)	0.008 (in soil) 0.017 (in rock)	66 75
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58
Source: Federal Transit Administration, 1995.		

Existing Conditions

SR-41 is the primary sources of noise in the project area. Employees of the proposed office building would constitute sensitive receptors. For office building employees, the noise element quantifies noise exposure in terms of the interior Equivalent Energy Level (L_{eq}) metric. The L_{eq} represents the energy average sound level for a stated time period, typically one hour. The noise element requires that noise levels within office buildings that are attributable to transportation noise sources not exceed 45 dBA L_{eq} during a worst-case hour. Transportation noise sources include roadway traffic, railroad operations, and aircraft in flight. The noise element does not address exterior noise exposure for office buildings. The project is proposed in the Woodward Park Community Plan Area within the planned mid-rise office/commercial corridor, which encourages office development. The dominant noise source affecting the project site is traffic on SR-41, which is elevated approximately 20 feet above the project site. The center of the freeway is located approximately 320 feet west of the proposed office building. Traffic on N. Friant Road also affects the project site, and contributes to overall traffic noise exposure. The distance from the south side of the proposed building to the center of N. Friant Road is approximately 250 feet. The N. Friant Road pavement is at about the same elevation as the project site.

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact with mitigation.

Exterior Traffic

The dominant noise source affecting the project site is traffic on SR-41, which is elevated by approximately 20 feet above the project site. The center of the freeway is located approximately 320

feet west of the proposed office building. Traffic on N. Friant Road also affects the project site, and contributes to overall traffic noise exposure. The distance from the south side of the proposed building to the center of N. Friant Road is approximately 250 feet. The N. Friant Road pavement is about the same elevation of the project site.

Existing and Future (2030) traffic noise exposure within the project site from SR-41 and N. Friant Road were calculated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model and traffic data obtained from the Fresno COG, Caltrans and the VRPA traffic study prepared for the project (Appendix I).

The City's noise element does not regulate exterior noise exposure for office buildings and as such, exterior noise mitigation is not required for the project.

Interior Traffic Noise Exposure

The City's interior noise level criterion for office buildings is a typical peak hourly L_{eq} of 45 dBA. Compliance with the City's interior noise level standard was determined based upon a detailed analysis of the proposed office building construction based upon architectural details provided by the project developer as follows:

- Exterior Walls: A "curtain wall" system consisting of a Spandrol panel and vision panel. There are no laboratory measured transmission loss data for the Spandrol panel; however, it is similar in concept to a standard stucco wall with a 2" x 6" framing, cavity insulation, and gypsum board interior finish. In a room with 10-foot ceilings, the bottom 3 feet will be comprised of the Spandrol panel. The vision panel will consist of ¼" monolithic glazing, which will compromise the remaining 7 feet of the façade.
- Flooring: Standard office-grade carpet.
- Ceilings: Acoustical panels in a suspended T-bar system (NRC 0.65)
- Air conditioning: Central air conditioning and ventilation.

The installation of suspended acoustical ceiling in all offices located on the perimeter of the building and that will face, or partially face, SR-41 will place the proposed office building in compliance with the City's 45 dBA L_{eq} standard for interior office sound levels as seen in Table 16. The installation of the acoustical ceiling has been incorporated as a mitigation measure to ensure compliance.

Table 16: Summary of Calculated NLR and Interior Traffic Noise Exposure Zinkin 10-Story Office Building at SR-41 and N. Friant Road, Fresno, CA

Room	NLR (dB)	Interior Peak Noise Level Peak Hourly L_{eq} (dBA)
12' x 12' Office	32.5	42.7
14' x 20' Office	33.0	42.2
Source: Brown-Buntin Associates, Inc.		

Because the City's noise element does not regulate exterior noise exposure for office buildings, exterior noise mitigation is not required for the project and exterior noise impacts would be less than significant. It follows that the incorporation of building materials, as proposed by the developer, would render the building in compliance with the City's interior office noise criterion and places the proposed project's impacts at a level that is less than significant as well.

Mitigation Measures

1. The proposed project shall implement and incorporate the Noise-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.
2. The proposed project shall implement and incorporate, as appropriate, the Noise-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012, as detailed below.

MM NOI-1 Prior to the issuance of building permits, the project design shall include the installation of suspended acoustical ceiling in all offices located on the perimeter of the building and that will face, or partially face, SR-41 in order to ensure compliance with the City's 45 dBA L_{eq} standard for interior office sound levels

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. The metric for measuring groundborne noise and vibration is peak sound velocity (measured in inches per second). The commonly accepted perception threshold for ground vibration is 0.01 inches per second. During the site preparation and construction, groundborne vibration and groundborne noise may occur. However, these activities do not include activities known to induce strong vibration effects, such as those produced by tunneling or blasting. Therefore, site preparation and construction-related vibration levels are expected to be well below the 0.01 inches per second perception threshold at nearby properties resulting in an impact that is less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact. The project's potential to substantially increase ambient noise levels at nearby properties is evaluated in the context of the term "substantial." The term "substantial" is not defined in the CEQA Guidelines. However, research into the human perception of sound level increases indicates the following:

- A 1 dBA or less increase is difficult to perceive.
- A 3 dBA increase is just perceptible.
- A 5 dBA increase is clearly perceptible.
- A 10 dBA increase is perceived as being twice as loud.

Therefore, under typical outdoor ambient conditions, where constantly varying noise levels are occurring over time, people typically cannot clearly perceive increases in ambient noise levels until they reach approximately +3dBA. Therefore, a 3 dBA increase is generally accepted as the threshold beyond which increases to local ambient noise levels resulting from projects are considered "substantial."

Offsite Traffic Noise Exposure

The proposed project could result in an increase in traffic on some roadways in the project area. The potential for significant increases in traffic noise exposure at offsite noise-sensitive uses was analyzed using traffic data collected by Brown-Buntin Associates, Inc. and the FHWA model. Traffic noise modeling assumptions are summarized in Appendix H. Since the noise-sensitive uses of concern are nearby residential uses, traffic noise exposure was calculated using the DNL metric.

Traffic noise levels were calculated at typical residential setbacks from roadways in the project area for existing (2008) and cumulative (2030) conditions. Calculated DNL values with and without the project were compared to determine if the project would result in a significant noise level increase as defined by the noise element. As seen in Table 17 below, existing traffic noise exposure at typical residential setbacks exceeds the City's 60 dB DNL noise compatibility standard along nearly all of the roadways analyzed. By the year 2030, traffic noise exposure would be expected to exceed 60 dB DNL along all of the roadways analyzed, even without the project. Existing noise barriers or other noise mitigation design elements were not accounted for in the calculations since this analysis is intended to demonstrate the relative change in traffic noise exposure that could occur as a result of the project. Project-related increases in traffic noise exposure were determined to range from zero to 0.7 dB. Such increases are not considered significant and do not require mitigation.

Table 17: Summary of Cumulative (2030) Traffic Noise Impacts Zinkin 10-Story Office Development

Roadway	Roadway Segment	DNL (dB) at Typical Residential Setback[1]				
		Existing	2030 No Project	2030 Project	Change[2]	Significant?
Blackstone Avenue	North of Nees Ave.	67.2	69.7	69.8	+0.1	No
	South of Nees Ave.	64.6	68.2	68.3	+0.1	No
Nees Avenue	West of Blackstone Ave.	68.0	69.4	69.5	+0.1	No
	East of Blackstone Ave.	67.7	70.3	70.3	0.0	No
N. Friant Road	North of River Park Place/ Fresno Street	67.7	69.9	70.0	+0.1	No
	South of River Park Place/ Fresno Street	68.1	70.3	70.4	+0.1	No
River Park Place	West of Friant Road	57.3	61.9	62.6	+0.7	No
Fresno Street	Southeast of Friant Road	62.6	66.5	66.6	+0.1	No
N. Friant Road	North of Audubon Drive	68.2	70.6	70.6	0.0	No
	South of Audubon Drive	67.6	69.9	69.9	0.0	No
Audubon Drive	West of Friant Road	61.8	65.2	65.3	+0.1	No
	East of Friant Road	60.3	64.7	64.7	0.0	No

[1] A typical residential setback was assumed to be 100 feet from the center of the roadway for all roadways except Nees Avenue where a setback of 75 feet was assumed.
[2] Reported changes determined by subtracting 2030 No Project noise levels from the 2030 Project noise levels.
Source: Brown-Buntin Associates, Inc.

Offsite Noise Exposure—Stationary Sources

Non-traffic project-related noise sources that could affect offsite uses include truck deliveries, waste collection activities, parking lot activities and the operation of mechanical equipment. Such sources are collectively considered to be stationary noise sources, and are defined as such in the noise

element. Typical maximum noise levels from the above-described stationary sources are in the range of 60-80 dBA at a distance of 50 feet.

The closest homes to the project site are located to the west of the project site at a distance of approximately 800 feet from the proposed building. Additionally, the elevated SR-41 freeway passes between those homes and the project site. Other existing homes are located as closed as approximately 2,000 feet to the east, but there are existing commercial buildings between the homes and project site. Woodward Park is located more than 2,000 feet to the north of the building site.

Noise from stationary noise sources is typically attenuated at the rate of approximately 6 dB for each doubling of distance alone by approximately 24 dB when the distance is increased from 50 to 800 feet. Intervening structures or the elevated freeway would be expected to further reduce noise from onsite sources by 5-20 dB at the closest noise-sensitive uses.

When distance from the source, intervening structures, and existing sources of ambient noise are taken into consideration, it is doubtful that noise from onsite stationary sources would be audible at the closest noise-sensitive uses. Noise from onsite stationary sources is therefore considered to be less than significant and does not require mitigation.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact with mitigation. Construction of the project could generate noise, depending on the particular phase of building construction and the noise generating equipment used during construction. The proposed project will result in short term construction noise impacts at the project site. Site preparation activities are expected to use the following types of equipment: grader, bulldozer, dump truck, portable generators, truck-mounted crane, pumps, pneumatic tools, loaders, and a variety of miscellaneous equipment, including welding equipment. The number and type of equipment used during the project activities will vary from day to day.

The U.S. EPA has found that the noisiest equipment types operating at construction sites typically range from 88 dBA to 101 dBA at a distance of 50 feet. The closest sensitive receptors to the project site are approximately 800 feet from the proposed building. While located across SR-41 from the project, certain pieces of construction equipment could generate noise levels of 85 dBA or louder at a distance of 50 feet, and project-related construction activities could temporarily raise ambient noise levels in the project vicinity. Compliance with the City of Fresno's Noise Regulations and implementation of mitigation would reduce this impact to a level that is less than significant.

Mitigation Measures

1. The proposed project shall implement and incorporate the Noise-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for

measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.

2. The proposed project shall implement and incorporate, as appropriate, the Noise-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012, as detailed below.

MM NOI-2 The project applicant shall require construction contractors to adhere to the following noise attenuation requirements:

- Construction of the project shall be restricted to weekdays and normal daytime hours (7:00 a.m. to 5:00 p.m.).
- All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from the nearest building, unless safety or technical factors take precedence.
- Stationary combustion equipment such as pumps or generators operating within 300 feet of the nearest building shall be shielded with a noise protection barrier.

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

No impact. The project site is not located within an airport land use plan, or within two miles of a public airport or public use airport. The nearest public airport to the project site is the Fresno Yosemite International Airport, located 6.5 miles away from the project site. The project site's distance from this airport places the project site outside the boundaries of the airport land use plan and precludes exposure to excessive aviation noise levels. No impacts would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No impact. No private airstrips are located in the direct vicinity of the project site. The nearest private air strip is the Arnold Ranch Airport, located 4.0 miles away from the project site. The Sierra Sky Park Air Strip is approximately 4.7 miles away from the project site. This distance precludes exposure to excessive aviation noise levels. No impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. Population and Housing *Would the project:*				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

The City of Fresno has experienced steady growth over the past 10 years. According to the California State Department of Finance, the incorporated City of Fresno had an estimated population of 494,665 in 2010. The 2010 estimate represents a 15.6 percent increase over the City's population in 2000 (427,652). The General Plan projects the population of the City to reach 790,955 by 2025.

Would the project:

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

Less than significant impact. The proposed project would not develop any residential uses and, therefore, would not directly induce population growth through the provision of new dwelling units. The proposed project is estimated to employ 500 workers. The California Employment Development Department indicates that as of December 2010, there were 37,500 unemployed persons in Fresno and 76,100 unemployed persons in Fresno County. Given the availability of labor, it would be expected that the new employment opportunities could readily be filled from the local labor force. No impacts would occur.

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

No impact. The project site is currently vacant ground. The site is not designated for residential uses. The proposed project would not displace any existing households necessitating the construction of replacement housing elsewhere. No impacts would occur.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No impact. The project site is currently vacant ground. The proposed project would not displace any persons necessitating the construction of replacement housing elsewhere. No impacts would occur.

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

Environmental Evaluation

Environmental Setting

Fire Protection and Emergency Medical Services

The Fresno Fire Department provides fire protection to the City of Fresno and surrounding unincorporated areas. The Fire Department's service area encompasses a 336-square-mile area that includes the North Central Fire Protection District and the Fig Garden Fire Protection District. The Department serves a population of approximately 525,000. The Fire Department is headquartered at 911 H Street in downtown Fresno. The project is located within 4 miles of three fire stations. The closest fire station is Number 13, located 1.2 miles away at 815 E. Nees Avenue.

Emergency Medical Services

American Ambulance provides emergency medical services on a contractual basis for the City of Fresno. American Ambulance Paramedics and Emergency Medical Technicians respond to over 80,000 calls originating from 4,000 square miles in Fresno and Kings Counties annually. American Ambulance employees 450 personnel and maintains more than 70 ambulances.

Police Protection

The Fresno Police Department provides police protection within the City of Fresno. The Police Department is organized into seven divisions, including Patrol, Administrative Services, Personnel, Planning and Research, Support, Investigative Services, and Special Operations. The Police Department is headquartered at 2323 Mariposa Mall. The Police Department is divided into five policing districts. The project site is located in the Northeast Policing District, which encompasses approximately 27 square miles and includes a population of approximately 112,000. The District office is located 1.6 miles from the project site at Cedar Avenue and Teague Avenue.

Drainage and Flood Control

The project site lies within the jurisdictional boundaries of the Fresno Metropolitan Flood Control District (FMFCD). The FMFCD is responsible for planning, constructing, and maintaining the urban storm drainage collection and disposal facilities necessary to meet the needs of urban development, as well as to control runoff from areas outside the metropolitan area.

The project site is undeveloped and does not contain impervious surfaces.

Parks

The City of Fresno maintains over 75 parks. The City of Fresno Parks, After School, Recreation and Community Services Department offer numerous parks including regional parks, neighborhood parks, action sports facilities, play structures, and golf courses.

Schools

The project site is located within the attendance boundaries of Fort Washington Elementary School, Kastner Intermediate School, and Clovis West High School in the Clovis Unified School District.

Libraries

The Fresno County Public Library provides collections and services through its Central Resource Library and 34 branches. The Fresno County Library is part of the San Joaquin Valley Library System, a cooperative network of 9 public library jurisdictions in the counties of Fresno, Kern, Kings, Madera, Mariposa, and Tulare. The Fresno County Public Library offers a variety of classes, events, and other enrichment opportunities to the citizens of Fresno County. The Woodward Park Regional Library and the Pinedale Branch Library are within 2 miles of the project site.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire protection?

Less than significant impact. As the project site is currently undeveloped, implementation of the project would result in an increase of buildings and people at the project site. The increase in people would be transient (such as customers and office workers). As with any development, the project would generate calls for emergency medical services and fire response over and above the undeveloped condition.

The structures of the proposed project would be designed in accordance with the applicable standards of the California Building Standards Code. These standards include provisions relating to fire suppression systems (e.g., sprinklers), building access, electrical wiring, and other measures related to

fire safety. Compliance with these standards would ensure that the structures meet adopted fire safety standards and do not pose a health and safety risk to occupants. Compliance with these standards would dramatically reduce the potential for fires at the proposed project. In addition, General Plan policy requires all development proposals to be reviewed by the Fire Department to ensure the inclusion of adequate onsite and offsite fire protection provisions.

The proposed project would be required to pay its fair share for impacts to fire facilities at the time building permits are sought. These fees are one-time payments and can only be used to fund capital improvements to Fire Department facilities. Additionally, the entitlement of this project has been conditioned upon approval by the Fresno Fire Department and City of Fresno Public Utilities (to ensure fire suppression water flow). The proposed project can be served by Stations 11, 13 and 17. Compliance with standards and payment of impact fees will ensure that project has a less than significant impact on fire protection resources.

b) Police protection?

Less than significant impact. The proposed project would develop office space on a previously undeveloped parcel, which would contribute to an increase in calls over and above the undeveloped condition. The Fresno General Plan includes policies, which require all development proposals to be reviewed by the Police Department, with subsequent recommendations for crime prevention design and operational measures being conditions of project approval. Furthermore, the proposed project would be required to pay citywide police fees to the City of Fresno at the time building permits are sought. These fees are one-time payments and will be used to assure adequate police services. As such, impacts related to police services would be less than significant

c) Schools?

Less than significant impact. The proposed project does not contain any residential uses and would not directly induce population growth. The new employment opportunities created by the proposed project would not induce substantial population growth into the Fresno area from outside areas. Therefore, the proposed project would not result in the need for new or expanded school facilities. Additionally, the proposed project would be required to pay development impact fees to the Clovis Unified School District. As such, no impacts would occur.

d) Parks?

Less than significant impact. The proposed project does not contain any residential uses and would not directly induce population growth. The new employment opportunities created by the proposed project would not induce s

ubstantial population growth into the Fresno area from outside areas. Therefore, the proposed project would not result in the need for new or expanded park facilities. No impacts would occur.

e) Other public facilities?

Less than significant impact.

Libraries and Other Public Facilities

The proposed project does not contain any residential uses and would not directly induce population growth. The new employment opportunities created by the proposed project would not induce substantial population growth into the Fresno area from outside areas. Therefore, the proposed project would not result in the need for new or expanded libraries or other public facilities. The proposed project will be required to pay development fees adopted in September 2010 and imposed County-wide (in incorporated as well as unincorporated areas) to support libraries, the justice system, and other County services. Therefore, with conditions imposed on the project entitlement, impacts are less than significant.

Drainage and Flood Control

The entitlement for this project has been conditioned upon approval by the Fresno Metropolitan Flood Control District to ensure adequate drainage and flood control) and the Fresno Irrigation District (to ensure continued patency of irrigation canals). The proposed project will be required to pay development impact fees for drainage/flood control. Therefore, with conditions imposed on the project entitlement, impacts are less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Environmental Evaluation

Environmental Setting

The City of Fresno Parks, Recreation, and Community Services Department maintains and operates park and recreational facilities in the city limits. The Parks, Recreation, and Community Services Department operates more than 75 parks, as well as regional trails, campgrounds, and golf courses.

Woodward Regional Park is the most notable park facility in project vicinity. Woodward Regional Park encompasses 300 acres and includes picnic shelters with barbeque pits, tot lots, a 30-acre lake, and Japanese gardens with a teahouse.

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

No impact. The proposed project does not contain any residential uses and would not directly induce population growth. The new employment opportunities created by the proposed project would not induce substantial population growth into the Fresno area from outside areas. Therefore, the proposed project would not result in the need for new or expanded recreational facilities. No impacts would occur.

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?

No impact. The proposed project would not include any residential uses and, therefore, would not result in direct population growth. The new employment opportunities created by the proposed project would not induce substantial population growth into the Fresno area from outside areas.

Because the proposed project would not cause direct or indirect population growth, physical deterioration of recreational facilities would not occur as a result of project implementation. Accordingly, no impacts would occur.

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

Environmental Evaluation

Potential traffic impacts that resulting from the number of new trips generated by the project were analyzed in the Traffic Impact Analysis (TIA) prepared by VRPA Technologies, Inc. on September 24, 2009 and revised on June 27, 2011 (Appendix I) The TIA was completed in accordance with the guidelines established by the City of Fresno and is consistent with general engineering standards. Traffic impacts are evaluated by determining the number of new trips that the project would be expected to generate, distributing these trips to the surrounding street system based on existing or

anticipated travel patterns specific to the project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments.

Operating conditions during the AM and PM peak hours were evaluated under Existing, Existing plus Project, Near-Term, Future Cumulative 2030 without Project, and Cumulative 2030 with Project conditions. The study area includes the following intersections and roadway segments:

Intersections

- Friant Road/Audubon Drive
- Friant Road/Fresno Street
- Blackstone Avenue/Nees Avenue
- Audubon Drive/River Park Place West

Roadway Segments

- Friant Road between:
- Audubon Drive and Fresno Street
- Fresno Street and Nees Avenue

Environmental Setting

The proposed project is bounded by River Park Place West to the north, Friant Road to the south, and SR-41 to the west in the City of Fresno. Existing lane geometry of study intersections and road segment is shown in Figure 2-1 of the TIA. Roadway segments near the proposed project site and in the surrounding area are described below:

- SR-41. SR-41, a high-speed facility with full access control, is located less than a half mile from the project site.
- Friant Road between Audubon Drive and SR-41 Northbound Off-Ramp. Friant Road, between Audubon Drive and the SR-41 Northbound off-ramp, is currently a six-lane divided road without bike lanes and is considered a super arterial.
- Fresno Street between Friant Road and Nees Avenue. This segment of Fresno Street is currently a divided four-lane road with bike lanes and is considered an arterial.
- Blackstone Avenue between Nees Avenue and Alluvial Avenue. This segment of Blackstone Avenue is currently a divided six-lane road with bike lanes and is considered an arterial.
- Audubon Drive between Friant Road and Cole Avenue. This segment of Audubon Drive is currently a divided four-lane road with bike lanes and is classified as a scenic arterial.
- Audubon Drive between Friant Road and Del Mar Avenue. This section of Audubon Drive is currently a divided four-lane road with bike lanes and is classified as a scenic collector.

The major provider of public transportation within the Fresno metropolitan area is the Fresno Area Express (FAX). FAX provides both scheduled fixed-route service and paratransit demand-responsive service. Currently, the project site can be accessed by the FAX bus system. Bus route number 30 runs adjacent to the project site along Friant Road. The frequency of the stops along Friant Road is approximately 15 minutes traveling northbound and 15 minutes traveling southbound. Service runs from 5:45AM to 10:00PM on weekdays and from 6:35AM to 7:15PM on weekends. Bus route number 56 runs adjacent to the project site along Friant Road as well. The frequency of the stops along Friant Road is approximately 30 minutes traveling northbound and 30 minutes traveling southbound. Service runs from 7:00AM to 7:00PM on weekdays. FAX bus schedules for routes #30 and #56 can be found in Appendix E of the TIA.

A multi-purpose trail runs along Cole Avenue, which is approximately one-half mile from the project site. This trail connects to the River Park area to the south and Shepherd Avenue to the north.

The project is proposed to include two access points along Audubon Drive and one along Friant Road. The intersection of Friant Road and Fresno Street would serve as the project's access point along Friant Road.

Existing Conditions

Under the Existing Conditions Scenario, all of the study intersections are operating at LOS F during the AM and PM peak period with the exception of the intersections of Audubon Drive/River Park Parkway West and Audubon Drive/River Park Parkway East, which operates at LOS B during the AM and PM peak period. As shown in Table 18, all study street segments are experiencing LOS F conditions in either the AM or PM peak period.

Table 18: Summary of Existing Peak Hour Street Segment Level of Service Operations

No.	Street Segment	Segment Description[1]	Direction	AM Peak Hour[2]		PM Peak Hour[2]	
				Existing Volume	Existing LOS	Existing Volume	Existing LOS
Friant Road							
1	Audubon Drive to Fresno Street	6-lanes/ divided	NB	1,047	C	2,593	F
			SB	2,152	F3	1,318	C
2	Fresno Street to Nees Avenue	6-lanes/ divided	NB	1,089	F3	7,785	D
			SB	1,289	F3	1,682	C

Notes:
LOS = Level of Service/**BOLD** denotes LOS standard has been exceeded
(1) Segment description is based on number of lanes in both directions
(2) Represents higher volume on segment considering traffic entering and exiting the segment from adjacent intersections
(3) LOS F condition is due to queuing conditions that were observed in the field rather than the Modified Arterial Level of Services Tables
Source: VRPA, 2011.

Project Trip Generation

Project trip generation was estimated based on the ITE Trip Generation Manual, 8th Edition. As indicated in Table 19, the proposed project is estimated to generate 2,584 daily trips, 364 during the AM peak hour, and 350 trips during the PM peak hour.

Table 19: Project Trip Generation

Use*[1]	Size	Daily Trip Ends (ADT)		AM Peak Hour					PM Peak Hour				
						Volume					Volume		
		Rate	Volume	Rate	In:Out Split	In	Out	Total	Rate	In:Out Split	In	Out	Total
Office (710)	234,723 sq ft	11.01	2,584	1.55	88:12	320	44	364	1.49	17:83	60	290	350
Total Project Trips	—	—	2,584	—	—	320	44	364	—	—	60	290	350

Notes:
Trip ends are one-way traffic movements, entering or leaving.
The numbers in parenthesis are ITE land use codes.
*[1] Land Use Codes identifying the ITE trip rates applied for purposes of trip generation
Source: VRPA 2011.

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than significant impact with mitigation.

Existing Conditions Plus Project

Intersections

Operating conditions of intersections, roadway segments, and queuing during the AM and PM peak hours were evaluated under existing plus project, near-term (2012), and cumulative (2030) with project conditions. Each scenario is described and evaluated below.

As shown in Table 20, three of the five study intersections are operating at unacceptable LOS F during the AM and PM peak hour under existing conditions. These three intersections would continue to operate at LOS F with the addition of project-related traffic. The City of Fresno's 2025 General Plan, policy number E-1-f, identifies a minimum LOS standard of D. All City intersections and roadway segments shall operate at a LOS D or better under the near-term conditions, unless a finding of overriding consideration was adopted in the Master General Plan EIR. The TIA identified mitigation measures to address this impact, but determined they were infeasible for reasons identified

below. As such, only the fair share fee payment mitigation measure is feasible. Therefore, this impact would remain significant and unavoidable because the study intersections identified below would continue to operate at an unacceptable LOS.

Table 20: Existing Plus Project Intersection Operations

Intersection	Peak Hour	Existing		Existing Plus Project	
		DELAY	LOS	DELAY	LOS
Friant Road/Audubon Drive(1)	AM	—(2)	**F(2)**	—(2)	**F(2)**
	PM	—(2)	**F(2)**	>80.0	**F**
Friant Road/Fresno Street(1)	AM	—(2)	**F(2)**	—(2)	**F(2)**
	PM	—(2)	**F(2)**	>80.0	**F**
Blackstone Avenue/Nees Avenue(1)	AM	—(2)	**F(2)**	—(2)	**F(2)**
	PM	—(2)	**F(2)**	—(2)	**F(2)**
Audubon Drive/River Park Parkway West(3)	AM	10.6	B	10.7	B
	PM	12.4	B	12.6	B
Audubon Drive/River Park Parkway East(3)	AM	10.4	B	10.4	B
	PM	14.0	B	14.4	B

Notes:
DELAY is measured in seconds
LOS = Level of Service/**BOLD** denotes LOS standard has been exceeded
N/A = LOS shown for worst turning movement
(1) Signalized Intersection. Delay results show the average delay for the entire intersection
(2) LOS F condition is due to queuing conditions that were observed in the field rather than the Synchro intersection capacity analysis
(3) One-way Stop Controlled Intersection
* Does not meet peak hour signal warrants
Source: VRPA 2011.

Street Segments

As shown in Table 21, Audubon Drive is anticipated to continue operating at an acceptable LOS with the addition of project related traffic. However, the Friant Road segment from Audubon Drive to Nees Avenue would continue to experience LOS F conditions in either the AM or PM peak period. The City of Fresno's 2025 General Plan, policy number E-1-f, identifies a minimum LOS standard of D. All City intersections and roadway segments shall operate at a LOS D or better under the near-term conditions, unless a finding of overriding consideration was adopted in the Master General Plan EIR. The TIA identified mitigation measures to address this impact, but determined they were infeasible for reasons identified below. As such, only the fair share fee payment mitigation measures are feasible. Therefore, this impact would remain significant and unavoidable because the study road segments identified below would operate at an unacceptable LOS.

Table 21: Existing Plus Project Street Segment Operations

Street Segment	Segment Description[1]	Direction	Peak Hour[2]	Existing		Existing Plus Project	
				Volume	LOS	Volume	LOS
Friant Road							
Audubon Drive to Fresno Street	6-lanes/divided	NB	AM	1,047	C	1,055	C
			PM	2,593	F	2,645	F
		SB	AM	2,152	F[3]	2,152	F[3]
			PM	1,318	C	1,324	C
Fresno Street to Nees Avenue	6-lanes/divided	NB	AM	1,089	F[3]	1,656	F[3]
			PM	1,785	D	2,727	F
		SB	AM	1,289	F[3]	2,032	F[3]
			PM	1,682	C	1,742	D
Audubon Drive							
River Park Parkway West to River Park Parkway East	4-lanes/divided	EB	AM	—	—	578	C
			PM	—	—	862	C
		WB	AM	—	—	767	C
			PM	—	—	566	C
River Park Parkway East to Friant Road	4-lanes/divided	EB	AM	—	—	543	C
			PM	—	—	999	C
		WB	AM	—	—	919	C
			PM	—	—	585	C

Notes:
LOS = Level of Service/**BOLD** denotes LOS standard has been exceeded
[1] Segment description is based on number of lanes in both directions
[2] Represents highest volume on segment considering traffic entering and exiting the segment from adjacent intersections
[3] LOS F condition is due to queuing conditions that were observed in the field rather than the Modified Arterial Level of Services Tables
Source: VRPA, 2011.

Queuing

Approximately 50 percent of turn lanes at the intersection of Friant Road and Audubon Drive would have 95th percentile volume which would exceed capacity under the existing plus project scenario according to TIA Table 3.5. At the intersection of Friant Road and Fresno Street, approximately 62 percent of the turn lanes would also exceed capacity. Approximately 75 percent of the turn lanes at the intersection of Blackstone Avenue and Nees Avenue would exceed capacity as well. No feasible mitigation measures were identified in the TIA because of insufficient right-of-way to accommodate increased storage capacity at the impacted intersections. Accordingly, this impact would be significant and unavoidable.

Near-Term (2012)

Intersections

As shown in Table 22, three of the five study intersections are currently operating at unacceptable LOS F during the AM and PM peak hour. These three intersections would continue to operate at LOS F under the near-term (2012) scenario. The TIA identified mitigation measures to address this impact, but determined they were infeasible due to insufficient right-of-way to accommodate the proposed improvements. Further, acquisition of the required right-of-way is not feasible because of existing single-family dwellings, office buildings, and infrastructure that is present. As such, only the fair share fee payment mitigation measure is feasible. Therefore, this impact would remain significant and unavoidable because the study intersections identified below would operate at an unacceptable LOS.

Table 22: Near-Term (2012) Project Intersection Operations

Intersection	Peak Hour	Existing		Near-Term (2012)	
		DELAY	LOS	DELAY	LOS
Friant Road/Audubon Drive[1]	AM	—[2]	**F**[2]	>80.0	**F**
	PM	—[2]	**F**[2]	>80.0	**F**
Friant Road/Fresno Street[1]	AM	—[2]	**F**[2]	—[2]	**F**[2]
	PM	—[2]	**F**[2]	>80.0	**F**
Blackstone Avenue/Nees Avenue[1]	AM	—[2]	**F**[2]	—[2]	**F**[2]
	PM	—[2]	**F**[2]	—[2]	**F**[2]
Audubon Drive/River Park Parkway West[3]	AM	10.6	B	10.9	B
	PM	12.4	B	13.8	B
Audubon Drive/River Park Parkway East[3]	AM	10.4	B	10.6	B
	PM	14.0	B	16.2	C

Notes:
DELAY is measured in seconds
LOS = Level of Service/**BOLD** denotes LOS standard has been exceeded
N/A = LOS shown for worst turning movement
[1] Signalized Intersection. Delay results show the average delay for the entire intersection
[2] LOS F condition is due to queuing conditions that were observed in the field rather than the Synchro intersection capacity analysis
[3] One-way Stop Controlled Intersection
* Does not meet peak hour signal warrants
Source: VRPA 2011.

Street Segments

As shown in Table 23, Audubon Drive is anticipated to continue operating at an acceptable LOS under the near-term (2012) scenario. However, the Friant Road segment from Audubon Drive to Nees Avenue would continue to experience LOS F conditions in either the AM or PM peak period. The TIA identified mitigation measures to address this impact, but determined they were infeasible

due to insufficient right-of-way to accommodate the proposed improvements. Further, acquisition of the required right-of-way is not feasible because of existing single-family dwellings, office buildings, and infrastructure that is present. As only the fair share fee payment mitigation measures are feasible, this impact would remain significant and unavoidable because the study road segments identified below would operate at an unacceptable LOS.

Table 23: Near-Term (2012) Street Segment Operations

Street Segment	Segment Description[1]	Direction	Peak Hour[2]	Existing		Near-Term (2012)	
				Volume	LOS	Volume	LOS
Friant Road							
Audubon Drive to Fresno Street	6-lanes/divided	NB	AM	1,047	C	1,515	C
			PM	2,593	F	3,339	F
		SB	AM	2,152	F[3]	2,590	F
			PM	1,318	C	1,848	D
Fresno Street to Nees Avenue	6-lanes/divided	NB	AM	1,089	F[3]	2,171	F[3]
			PM	1,785	D	3,440	F
		SB	AM	1,289	F[3]	2,560	F[3]
			PM	1,682	C	2,473	E
Audubon Drive							
River Park Parkway West to River Park Parkway East	4-lanes/divided	EB	AM	—	—	616	C
			PM	—	—	1,012	C
		WB	AM	—	—	850	C
			PM	—	—	685	C
River Park Parkway East to Friant Road	4-lanes/divided	EB	AM	—	—	581	C
			PM	—	—	1,149	D
		WB	AM	—	—	1,002	C
			PM	—	—	704	C

Notes:
LOS = Level of Service/**BOLD** denotes LOS standard has been exceeded
[1] Segment description is based on number of lanes in both directions
[2] Represents highest volume on segment considering traffic entering and exiting the segment from adjacent intersections
[3] LOS F condition is due to queuing conditions that were observed in the field rather than the Modified Arterial Level of Services Tables
Source: VRPA, 2011

Queuing

Approximately 38 percent of turn lanes at the intersection of Friant Road and Audubon Drive would have 95th percentile volume which would continue to exceed capacity under the near-term (2012) scenario according to Table 3.5 in the TIA. At the intersection of Friant Road and Fresno Street, approximately 50 percent of the turn lanes would also exceed capacity under this scenario.

Approximately 75 percent of the turn lanes at the intersection of Blackstone Avenue and Nees Avenue would exceed capacity as well. As stated in the existing plus project conditions scenario above, no feasible mitigation measures were identified in the TIA because of insufficient right-of-way to accommodate increased storage capacity at the impacted intersections. Accordingly, this impact would be significant and unavoidable.

Cumulative 2030 With Project

Intersections

As shown in Table 24, four of the five study intersections would operate at unacceptable LOS F during the AM and PM peak hour under the cumulative (2030) with project scenario. Although it is projected to operate at LOS F during the PM peak hour, the intersection of Audubon Drive and River Park Parkway East would not meet peak hour signal warrants according to the TIA. The TIA identified mitigation measures to address this impact, but determined they were infeasible due to insufficient right-of-way to accommodate the proposed improvements. Further, acquisition of the required right-of-way is not feasible because of existing single-family dwellings, office buildings, and infrastructure that is present. As such, only the fair share fee payment mitigation measure is feasible. Therefore, this impact would remain significant and unavoidable because the study intersections identified below would operate at an unacceptable LOS.

Table 24: Cumulative (2030) Intersection Operations

Intersection	Peak Hour	Existing		Cumulative 2030 Without Project		Cumulative 2030 With Project	
		DELAY	LOS	DELAY	LOS	DELAY	LOS
Friant Road/Audubon Drive[1]	AM	—[2]	**F[2]**	—[2]	**F[2]**	>80.0	**F**
	PM	—[2]	**F[2]**	>80.0	**F**	>80.0	**F**
Friant Road/Fresno Street[1]	AM	—[2]	**F[2]**	—[2]	**F[2]**	—[2]	**F[2]**
	PM	—[2]	**F[2]**	>80.0	**F**	>80.0	**F**
Blackstone Avenue/Nees Avenue[1]	AM	—[2]	**F[2]**	>80.0	**F**	>80.0	**F**
	PM	—[2]	**F[2]**	>80.0	**F**	>80.0	**F**
Audubon Drive/River Park Parkway West[3]	AM	10.6	B	11.5	B	11.7	B
	PM	12.4	B	32.1	D	33.6	D
Audubon Drive/River Park Parkway East[3]	AM	10.4	B	11.3	B	11.3	B
	PM	14.0	B	>50.0	**F***	>50.0	**F***

Table 24 (cont.): Cumulative (2030) Intersection Operations

Intersection	Peak Hour	Existing		Cumulative 2030 Without Project		Cumulative 2030 With Project	
		DELAY	LOS	DELAY	LOS	DELAY	LOS

Notes:
DELAY is measured in seconds
LOS = Level of Service/**BOLD** denotes LOS standard has been exceeded
N/A = LOS shown for worst turning movement
(1) Signalized Intersection. Delay results show the average delay for the entire intersection
(2) LOS F condition is due to queuing conditions that were observed in the field rather than the Synchro intersection capacity analysis
(3) One-way Stop Controlled Intersection
* Does not meet peak hour signal warrants
Source: VRPA 2011.

Street Segments

As shown in Table 25 the eastbound segment of Audubon Drive from River Park Parkway West to River Park Parkway East is anticipated to operate at unacceptable LOS F during the PM peak hour while the eastbound segment of Audubon Drive from River Park Parkway East to Friant Road is anticipated to operate at unacceptable LOS F during the PM peak hour. All remaining study road segments would also operate at unacceptable LOS F or E with the exception of the northbound segment of Friant Road from Audubon Drive to Fresno Street, which would operate at acceptable LOS D in the AM peak hour. The TIA identified mitigation measures to address this impact, but determined they were infeasible due to insufficient right-of-way to accommodate the proposed improvements. Further, acquisition of the required right-of-way is not feasible because of existing single-family dwellings, office buildings, and infrastructure that is present. As only the fair share fee payment mitigation measures are feasible, this impact would remain significant and unavoidable because the study road segments identified below would operate at an unacceptable LOS.

Table 25: Cumulative (2030) Street Segment Operations

Street Segment	Segment Description[1]	Direction	Peak Hour[2]	Existing		Cumulative (2030) Without Project		Cumulative (2030) With Project	
				Volume	LOS	Volume	LOS	Volume	LOS
Friant Road									
Audubon Drive to Fresno Street	6-lanes/divided	NB	AM	1,047	C	1,910	D	1,918	D
			PM	2,593	F	3,969	F	4,021	F
		SB	AM	2,152	F[3]	2,840	F	2,840	F
			PM	1,318	C	2,553	F	2,559	E

Table 25 (cont.): Cumulative (2030) Street Segment Operations

Street Segment	Segment Description[1]	Direction	Peak Hour[2]	Existing		Cumulative (2030) Without Project		Cumulative (2030) With Project	
				Volume	LOS	Volume	LOS	Volume	LOS
Fresno Street to Nees Avenue	6-lanes/ divided	NB	AM	1,089	F[3]	2,489	F[3]	2,636	F[3]
			PM	1,785	D	4,028	F	4,056	F
		SB	AM	1,289	F[3]	2,547	F[3]	2,567	F[3]
			PM	1,682	C	3,005	F	3,138	F
Audubon Drive									
River Park Parkway West to River Park Parkway East	4-lanes/ divided	EB	AM	—	—	—	—	766	C
			PM	—	—	—	—	2,002	F
		WB	AM	—	—	—	—	1,190	D
			PM	—	—	—	—	1,293	D
River Park Parkway East to Friant Road	4-lanes/ divided	EB	AM	—	—	—	—	731	C
			PM	—	—	—	—	2,139	F
		WB	AM	—	—	—	—	1,342	D
			PM	—	—	—	—	1,312	D

Notes:
LOS = Level of Service/**BOLD** denotes LOS standard has been exceeded
[1] Segment description is based on number of lanes in both directions
[2] Represents highest volume on segment considering traffic entering and exiting the segment from adjacent intersections
[3] LOS F condition is due to queuing conditions that were observed in the field rather than the Modified Arterial Level of Services Tables
Source: VRPA, 2011

Queuing

Approximately 50 percent of turn lanes at the intersection of Friant Road and Audubon Drive would have 95th percentile volume which would continue to exceed capacity under the near-term (2012) scenario according to Table 3.5 in the TIA. At the intersection of Friant Road and Fresno Street, approximately 75 percent of the turn lanes would also exceed capacity under this scenario. Approximately 88 percent of the turn lanes at the intersection of Blackstone Avenue and Nees Avenue would exceed capacity as well. Under this scenario, no feasible mitigation measures were identified in the TIA because of insufficient right-of-way to accommodate increased storage capacity at the impacted intersections. Accordingly, this impact would be significant and unavoidable.

Analysis of Master Environmental Impact Report Mitigation Measure B-3

The City of Fresno Master Environmental Impact Report (MEIR) mitigation measure B-3 states that development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan EIR traffic analysis to perform at an ADT LOS "F" shall not cause further substantial degradation of conditions on those segments before 2025

without completing a traffic and transportation evaluation. Substantial degradation is defined as an increase in the peak hour vehicle/capacity (v/c) ration of 0.15 or greater for roadway segments whose v/c ratio is estimated to be 1.0 or higher in 2025 by the General Plan EIR traffic analysis. Table 3.6 in the TIA provides a comparison of the v/c ration for the Cumulative 2030 With and Without Project scenarios. Results show that the Project will not increase the peak hour v/c ratio by 0.15 or greater for roadway segments whose v/c ratio is estimated to be greater than 1.0 or higher.

Summary of Impacts

Three of five study intersections would operate at unacceptable LOS F under the existing plus project and near-term (2012) scenarios while four of five study intersections would operate at unacceptable LOS F under the cumulative (2030) with project scenario. Under the existing plus project scenario and near-term (2012) scenarios, two of four study street segments would operate at unacceptable LOS F or LOS E during peak hours while under cumulative (2030) with project conditions portions of all road segments would operate at unacceptable LOS F or LOS E during peak hours. Queuing impacts under each scenario would be significant and unavoidable because of a lack of feasible mitigation measures, as discussed in further detail below.

Infeasible Mitigation

Mitigation measures for each of the impacts outlined above were identified in the TIA. However, the TIA concluded that the recommended intersection and road segment improvements are infeasible because of insufficient right-of-way to accommodate the proposed improvements. Further, acquisition of the required right-of-way is not feasible because of existing single-family dwellings, office buildings, and infrastructure that is present. The fair-share payment of transportation impact fees is the only feasible method of mitigation and is included in the project-specific mitigation measures. Intersection operations with feasible improvements are shown in Table E-3 of the TIA and street segment operations with feasible improvements are depicted in Table E-4 of the TIA. However, the impacts would remain significant and unavoidable because of the infeasibility of the mitigation measures.

The City of Fresno General Plan states that all City intersections and roadway segments shall operate at a LOS D or better under the near-term conditions, unless a finding of overriding consideration was adopted in the Master General Plan EIR (June 2002). Under long-term conditions (Year 2030 conditions) all city intersections and roadway segments shall operate at a LOS D or better, except for the roadway segments adopted in the Master General Plan EIR that were projected to operate at LOS E or F. Based upon the City of Fresno's 2025 General Plan, the following facility within the project area is projected to have circulation deficiencies under long-term conditions:

- Friant Road is currently and projected to be deficient in capacity in the vicinity of the SR-41 Interchange because it is the last freeway interchange on the Fresno side of the San Joaquin River and carries traffic from most of the Woodward Park Plan area together with commuter traffic from growing communities located to the northeast.

As discussed above, the City of Fresno adopted the Master General Plan EIR, which identified significant unavoidable cumulative traffic impacts and findings of overriding consideration for those impacts. Public resources code 21083.3 allows the use of an Initial Study/Mitigated Negative Declaration to conclude a significant and unavoidable impact only if a previous Master EIR has identified significant unavoidable effects to a specific resource, which resulted in the Lead Agency, adopting overriding considerations. In the case of the proposed project, the City of Fresno General Plan EIR identified such significant and unavoidable effects on traffic impacts related to the intersections discussed above and as such, the City of Fresno adopted overriding considerations for said unavoidable effects in June 2002.

Mitigation Measures

1. The proposed project shall implement and incorporate the Transportation and Circulation-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.
2. The proposed project shall implement and incorporate, as appropriate, the Transportation and Circulation-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012, as detailed below.

MM TRANS-1 Prior to the issuance of building permits, the project applicant shall pay a fee of $121,758.08 as required by the City of Fresno's Traffic Signal Mitigation Impact Fee program for the implementation of improvements to the following intersections:

- Friant Road/Audubon Drive
- Friant Road/Fresno Street
- Blackstone Avenue/Nees Avenue

MM TRANS-2 Prior to the issuance of building permits, the project applicant shall pay the Regional Transportation Mitigation Fee.

MM TRANS-3 Prior to the issuance of building permits, the project applicant shall pay a fee of $83,124.58 as required by the City of Fresno's Citywide Regional Street Impact Fee program for the commercial office space land use category.

MM TRANS-4 The project shall provide an additional traffic study of the Audubon & Woodward Park Entrance Intersection and mitigate with a single lane roundabout as determined by the supplemental traffic impact study of this intersection.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than significant impact. The Council of Fresno County Governments (Fresno COG) is the designated Regional Transportation Planning Agency for Fresno County and maintains the Regional Transportation Plan (RTP). The RTP prioritizes transportation needs in Fresno County for the next 25 years. The 2011 RTP provides goals, objectives, and policies for improving mobility on Fresno County's streets, highways, transit system, and bicycle/pedestrian facilities. Some of the goals of the RTP include improved bicycle pedestrian facilities and safety; transit service and facilities; land uses; traffic flow; and system maintenance and expansion. The City of Fresno's General Plan provides goals and implementation programs to insure an efficient circulation system to accommodate the movement of people and goods including rail, vehicular, pedestrian and cyclist movement.

The proposed project has been designed to complement the adjacent office park, as the proposed building would be the final building within an existing two building office park. The project site would provide pedestrian and bicycle facilities that would connect to existing infrastructure. The project site would be served by FAX bus service and is within walkable distance of a FAX station. As discussed above, a multi-purpose trail runs along Cole Avenue, which is approximately one-half mile from the project site. This trail connects to the River Park area to the south and Shepherd Avenue to the north. With the incorporation of these features and the implementation of mitigation proposed under impact a) the proposed project would not conflict with applicable plans, ordinances, or policies of the RTP or General Plan. Impacts would be less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. The proposed project would not involve use of air transit, nor is it expected to cause any change in air traffic patterns. The Fresno Yosemite International Airport is located approximately 6.5 miles southwest of the project site. The Arnold Ranch Air Strip is located approximately 4.0 miles north of the project site, and the Sierra Sky Park Air Strip is approximately 4.7 miles west of the project site. Impacts would be less than significant given the distance from the project site to the area airports.

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

Less than significant impact. The project does not propose to make changes to roadways that would create road hazards or alter design features developed to mitigate such hazards. The proposed project will be required to implement mitigation measures adopted as part of the Master EIR for the General Plan measures and entitlement conditions of approval will require adherence to City standards for

roadway construction, including geometrics (lane curvature and turning radii), number and widths of travel and turn lanes, signalization and signage, bikeways, sidewalks, trails, and bus turnouts. Vehicular access to the project site would be via two access points along Audubon Drive and one along Friant Road. The intersection of Friant Road and Fresno Street would serve as the project's access point along Friant Road. The TIA did not identify any potential hazards due to a design feature nor recommend any site plan revisions. Impact would be less than significant.

e) Result in inadequate emergency access?

Less than significant impact. Construction or operation of the project would not affect streets or otherwise affect emergency access routes. The project would be designed to incorporate all required City of Fresno Fire Department standards to ensure that its implementation would not result in hazardous design features or inadequate emergency access to the site or areas surrounding the site. All special permit applications will be reviewed and conditioned by the Fresno Fire Department to ensure adequate emergency access at all phases of construction and occupancy. Therefore, impacts would be less than significant.

f) Result in inadequate parking capacity?

Less than significant impact. As shown in Table 24, the proposed project meets the requirements for off-street parking spaces in accordance with the Fresno Municipal Code. The City's Development and Resource Management Department will apply appropriate conditions for numbers of onsite parking spaces and bike rack slots, and the Public Works Department will ensure that parking areas for the planned office development shall comply with the City of Fresno Parking Manual. Because the proposed project will be providing sufficient off-street parking for the proposed project, impacts would be less than significant.

Table 26: Parking Summary

Project Component	Size	Municipal Code Requirement	Spaces Required
Office	234,723 square feet	One square foot of parking area (370 square feet per space) for each one square foot of floor area	635
		Total Provided Spaces	963
		Surplus	**328**
Source: MBA, 2011			

g) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than significant impact. As discussed above, the major provider of public transportation within the Fresno metropolitan area is the Fresno Area Express (FAX). FAX provides both scheduled fixed-route service and paratransit demand-responsive service. Currently, the project site can be accessed by the FAX bus system. Bus route number 30 runs adjacent to the project site along Friant Road. The frequency of the stops along Friant Road is approximately 15 minutes traveling northbound and 15 minutes traveling southbound. Service runs from 5:45 a.m. to 10:00 p.m. on weekdays and from 6:35 a.m. to 7:15 p.m. on weekends. Bus route number 56 runs adjacent to the project site along Friant Road as well. The frequency of the stops along Friant Road is approximately 30 minutes traveling northbound and 30 minutes traveling southbound.

Service runs from 7:00AM to 7:00PM on weekdays. FAX bus schedules for routes #30 and #56 can be found in Appendix E of the TIA.

A multi-purpose trail runs along Cole Avenue, which is approximately one-half mile from the project site. This trail connects to the River Park area to the south and Shepherd Avenue to the north.

According to the TIA, there has been one bicycle/vehicle accident within the immediate project vicinity, which occurred at the intersection of Friant Road and Audubon Drive in June 2000. The accident resulted in a bicyclist injury. The proposed project does not involve the type of land use that would generate additional bicycle traffic. Accordingly, the proposed project is not anticipated to contribute to an increase in bicycle/vehicle accidents within the project area.

Because of the availability of transit service and a multi-purpose trail within the immediate project area and low number of bicycle/vehicle accidents within the project area during the past 10 years, impacts would be less than significant.

Mitigation Measures

1. The proposed project shall implement and incorporate the Transportation and Circulation-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.
2. The proposed project shall implement and incorporate, as appropriate, the traffic-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☒	☐	☐
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Evaluation

Environmental Setting

Wastewater

The City of Fresno Department of Public Utilities, Wastewater Management Division provides wastewater collection and treatment to the City of Fresno.

Collection

The wastewater collection system consists of a network of sewer pipes ranging from 6 to 84 inches in diameter. The collection system totals more than 1,400 miles of sewer lines and includes 15 lift stations.

Fresno/Clovis Regional Water Reclamation Facility

Wastewater is treated at the Fresno/Clovis Regional Water Reclamation Facility (Water Reclamation Facility), located southwest of the City of Fresno near the intersection of Polk Avenue and Jensen Avenue. The Water Reclamation Facility provides wastewater treatment for the urbanized portion of the Fresno/Clovis metropolitan area in accordance with a Joint Powers Agreement between Fresno County, the City of Fresno, and the City of Clovis. Under the Joint Powers Agreement, the City of Fresno was designated as the operator of the plant.

The Water Reclamation Facility has a designated treatment capacity of 80 million gallons per day (mgd) and average dry weather flows of 68 mgd. The facility treats effluent generated by both the cities of Fresno and Clovis. The City of Clovis pays the City of Fresno for its proportionate share of the construction and operation cost of the plant.

Storm Drainage

The project site lies within the jurisdictional boundaries of the Fresno Metropolitan Flood Control District (FMFCD). The FMFCD is responsible for planning, constructing, and maintaining the urban storm drainage collection and disposal facilities necessary to meet the needs of urban development, as well as to control runoff from areas outside the metropolitan area.

The project site is undeveloped and does not contain impervious surfaces.

Potable Water

The City of Fresno Department of Public Utilities, Water Division provides potable water service within the city limits and neighboring unincorporated areas. The potable water service area encompasses an area approximately 110 square miles and a population of 502,657. The service area includes the entire area encompassed by its city limits and sphere of influence, including all lands planned to be annexed by the City by 2005, with the exception of the Bakman Water Company, Pinedale County Water District, Herndon Water Company, Park Van Ness Mutual Water Company, California State University Fresno, and various county islands served by private groundwater wells.

Water Supply

The City's water supplies come from three primary sources: groundwater pumped from the Kings Subbasin, and surface water from a contractual allocation of the Fresno Irrigation District's (FID's) Kings River entitlement, and from the federal Friant Division Central Valley Project from the San Joaquin River. Each source is discussed below.

Solid Waste

The City of Fresno Department of Public Utilities, Solid Waste Division provides solid waste, recycling, and green waste collection services to commercial and residential customers within the city limits.

Landfill Capacity

The California Integrated Waste Management Board indicates that the City of Fresno's solid waste is primarily landfilled at the American Avenue Landfill in Tranquility. The American Avenue landfill is permitted to receive 2,200 tons per day and has a remaining capacity of 29.3 million cubic yards. The anticipated closure date is 2031.

Waste Diversion

Fresno was named the number one recycling city in California in 2009 by the California Integrated Waste Management Board (CIWMB), diverting 74 percent of its waste from piling up in landfills. The City has committed to achieving a waste diversion rate of 75 percent by 2012 and a zero-waste goal by 2025.

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than significant impact. Treatment requirements for stormwater within the City of Fresno are set by the Central Valley Regional Water Quality Control Board (CVRWQCB). The City is in the Tulare Lake Basin; the Water Quality Control Plan for the basin was adopted in 1995 and revised in 2004. This Basin Plan gives direction on the beneficial uses of the state waters within the Basin, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

Project implementation would require extensive grading and construction activities. During these activities, there would be the potential for surface water to carry sediment from onsite erosion and small quantities of pollutants into the stormwater system and local waterways. The introduction of urban uses on the project site would result in increased vehicle use and potential discharge of associated pollutants.

Mitigation is proposed that would require the project applicant to prepare and implement an SWPPP and stormwater pollution prevention measures and practices into the project design. The implementation of the mitigation measure would ensure that project does not exceed stormwater treatment requirements of the CVRWQCB.

b), d), e) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

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

Less than significant impact with mitigation.

Wastewater

Table 27 summarizes the proposed project's estimated wastewater generation. The estimate is based on a conservative assumption that wastewater generation represents 90 percent of water consumption. This assumption is conservative because outdoor irrigation represents a significant percentage of water consumption. As shown in the table, the proposed project would generate an estimated 12,193 gallons of wastewater on a daily basis.

Table 27: Wastewater Generation

Annual Water Demand	Daily Water Demand	Daily Wastewater Generation (90 percent of Daily Water Demand)
15 acre-feet	0.04 acre-feet (13,548 gallons)	12,193 gallons (0.01 million gallons)
Source: Michael Brandman Associates, 2011		

The Waste Water Reclamation Facility has a designated treatment capacity of 80 mgd and has current average dry weather flows of 68 mgd. The addition of 0.01 mgd to the average dry weather flow would not represent a significant decrease in available treatment capacity. The proposed project will be required to pay its fair share of wastewater fees at the time building permits are issued. Therefore, impacts would be less than significant.

Potable Water

The proposed project's potable water needs would be served by the City of Fresno Department of Public Utilities, Water Division. Implementation of the 2025 Fresno General Plan policies, the Water Resources Management Plan, its Urban Water Management Plan, and the applicable mitigation measures of approved environmental review documents will address the issues of providing an adequate, reliable, and sustainable water supply for the project's urban domestic and public safety consumptive purposes. While the proposed project may be served by conventional groundwater pumping and distribution systems, full development of the 2025 Fresno General Plan boundaries is expected to require utilization of treated surface water due to inadequate groundwater aquifer recharge capabilities.

Average daily water demand would be the sum of domestic (indoor) water usage and irrigation water used for outdoor landscaping. Applying a ratio of 20 gallons of water per employee per day, as indicated by Mel Young from the City of Fresno Planning and Building Department, the proposed project would generate an average daily domestic water use of approximately 10,000 gallons per day (from the projected 500 employees). Saito Associates Landscape Architects determined that outdoor

landscaping for the proposed project would result in a water demand of 3,548 gallons per day. This amounts to an estimated water demand of approximately 15.0-acre feet per year.

The project is consistent with the land uses accounted for in the growth scenario analyzed in the UWMP, therefore the estimated water demand is within the levels allocated for commercial/institutional development, according to the UWMP. Based on the anticipated proposed project's demands and the information contained in the City's UWMP and the project's participation in water conservation measures (consistent with the UWMP) imposed as mitigation measures, there is sufficient water to supply the project and other anticipated projects for the next 20 years. Impacts are less than significant.

Mitigation Measures

1. The proposed project shall implement and incorporate the Utilities and Service Systems-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.
2. The proposed project shall implement and incorporate, as appropriate, the Utilities and Service Systems-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012.

MM UTIL-1 Prior to issuance of building permits the applicant shall provide a letter from the Department of Public Utilities Water Division to the City of Fresno Director of the Development and Resource Management Department showing that the project complies with the Urban Water Management Plan.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than significant impact. The proposed project would increase impervious surface coverage on the project site. The increase in impervious surface coverage would create the potential for greater runoff to leave the project site and enter downstream waterways, which could cause flooding and erosion problems. The FMFCD has tentatively approved an overall grading plan inclusive of the project site and a previous phase of development, which proposes to drain the site through an onsite private system and requires that the site be drained according to the approved plan. Development of the property also requires compliance with grading and drainage standards of the City of Fresno, the FMFCD, and the FID. In addition, the proposed project will be required to comply with the FMFCD Master Drainage Plan and pay its fair share of impact fees to drainage facilities. Compliance with these standards and conditions of approval would reduce potential impacts to a less than significant level.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than significant impact with mitigation. Solid waste would be generated by construction and operational activities. Each is discussed below.

Construction Waste Generation

Short-term construction waste generation is summarized in Table 28. The estimate of 456 tons was calculated using an average of 3.89 pounds of debris per square foot of non-residential construction provided by the U.S. Environmental Protection Agency.

Table 28: Construction Waste Generation

Construction Activity	Waste Generation Rate	Square Footage	Total
Non-Residential Construction	3.89 pounds/square foot	234,723	0.91 million pounds (456 tons)

Note:
1 ton = 2,000 pounds
Source: U.S. Environmental Protection Agency, 1998; Michael Brandman Associates, 2011.

The estimate of 456 tons of construction waste represents a significant amount of waste that would be generated over a relatively short period. Therefore, mitigation is proposed that would require the project applicant to retain a contractor to recycle construction and demolition debris. The implementation of this mitigation measure would reduce potential impacts to a level of less than significant.

Operational Waste Generation

Operational solid waste generation estimates were calculated by using standard commercial and residential waste generation rates provided by CalRecycle (formerly the California Integrated Waste Management Board). As shown in Table 29 the proposed project is estimated to generate 563 tons of solid waste annually.

Table 29: Operational Waste Generation

Activity	Waste Generation Rate	Units	Annual Total
Commercial waste generation	4.8 pounds/square foot/year	234,723 square feet	1.12 million pounds (563 tons)

Note:
Residential rate represents 2.76 pounds/ resident/day rate adjusted for 365 days.
Source: Source: Cal Recycle, 2009; Michael Brandman Associates, 2008.

The City of Fresno requires that new developments contain recycling facilities. Therefore, mitigation is proposed that would require the project applicant install recycling facilities into the proposed project. The implementation of this mitigation measure would reduce solid waste generation and

reduce demand for landfill capacity. Therefore, solid waste impacts would be reduced to a level of less than significant.

Mitigation Measures

1. The proposed project shall implement and incorporate the Utilities and Service Systems-related mitigation measures as identified in the attached Mitigation Monitoring Checklist dated November 9, 2012 for measures identified in the Master Environmental Impact Report No. 10130 prepared for the 2025 Fresno General Plan.
2. The proposed project shall implement and incorporate, as appropriate, the Utilities and Service Systems-related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated November 9, 2012.

MM UTIL-2 Prior to the issuance of grading permits the applicant shall provide documentation to the City of Fresno demonstrating that it (1) has contracted with a City-approved construction and demolition recycling facility to accept project-related construction and demolition debris and (2) will implement recycling during demolition and construction activities.

MM UTIL-3 Prior to issuance of building permits, the project applicant shall submit a site plan to the City of Fresno that identifies facilities necessary to collect and store recyclable materials for all project buildings. Recycling areas shall be covered and easily accessible from living and working spaces.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than significant impact. Solid waste disposal must follow the requirements of the contracted waste hauler, which follows federal, State, and local statutes and regulations related to the collection of solid waste. The proposed project would comply with all State and local waste diversion requirements regarding trash and recycling areas. Less than significant impacts would occur.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. 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?	☐	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☐

Environmental Evaluation

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

Less than significant impact with mitigation. As evaluated in this Initial Study, the proposed project would not 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 of animal community; 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 of prehistory. Mitigation measures have been included herein to lessen the significance of potential impacts to wildlife species, archaeological resources. The applicant has agreed to implement all required mitigation measures; therefore, less than significant impacts from project implementation would occur.

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)?

Significant and avoidable impact. As discussed in the previous sections, impacts resulting from construction and implementation of the proposed project would be reduced to a less than significant level by implementing mitigation measures included in this Initial Study. The mitigation measures prescribed in each respective section and imposed as provisions included in the project would render the project's contribution less than cumulatively considerable.

There is the exception related to traffic impacts. As discussed above in section XV-Transportation/Traffic, the City of Fresno adopted the Master General Plan EIR, which identified significant unavoidable cumulative traffic impacts and adopted findings of overriding consideration for those impacts. Accordingly, PRC Section 21083.3 allows the use of an Initial Study/Mitigated Negative Declaration in this case because the individual project would contribute to significant unavoidable effects, which have already been analyzed in the previously adopted Master General Plan EIR.

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

Less than significant impact with mitigation. The proposed project would not directly or indirectly cause substantial adverse effects on human beings. Air quality, hazardous materials, and/or noise would have the only potential effects through which the project could have a substantial effect on human beings. However, all potential effects of the proposed project related to air quality and noise are identified as less than significant or less than significant with mitigation, respectively. The impact analysis included in this Initial Study indicates that for all other resource areas, the proposed project would either have no impact, no significant impact, or for impacts that would not affect human beings, less than significant impact with mitigation incorporated

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SECTION 5: LIST OF PREPARERS

Michael Brandman Associates - Environmental Consultant

Development and Resource Management Department
2600 Fresno Street
Fresno, CA 93721
Phone: 559.497.0310
Fax: 559.497.0319

Project Director ..... Jason M. Brandman
Project Manager ..... Angela McIntire, J.D.
Editor ..... Ed Livingston
GIS/Graphics ..... Karlee McCracken
Word Processing ..... Ed Livingston
Reprographics ..... José Morelos
Reprographics ..... Octavio Peréz
Administrative Assistant ..... Alicia Yuen