City of FRESNO

REPORT TO THE PLANNING COMMISSION

AGENDA ITEM NO.	**VIII. A**
COMMISSION MEETING	**11-07-12**
APPROVED BY	
DEPARTMENT DIRECTOR	

November 7, 2012

FROM: MIKE SANCHEZ, Planning Manager
Development Services Division

BY: SANDRA L. BROCK, Planner III
Development Services Division

SUBJECT: **CONSIDERATION OF APPEAL OF DIRECTOR'S APPROVAL OF CONDITIONAL USE PERMIT APPLICATION NO. C-12-015 FOR PROPERTY LOCATED AT 3570 WEST ASHLAN AVENUE, ON THE NORTH SIDE OF ASHLAN AVENUE BETWEEN NORTH VALENTINE AND NORTH BRAWLEY AVENUES (APN: 424-042-05S)**

RECOMMENDATION

Staff recommends that the Planning Commission take the following action:

1. APPROVE the environmental finding of Environmental Assessment No. C-12-015 dated August 31, 2012, a Finding of Conformity with MEIR No. 10130 prepared for the 2025 Fresno General Plan.

2. DENY the appeal and UPHOLD the Director's Action approving Conditional Use Permit Application No. C-12-015 subject to the following:

   a. Development and use of the subject property shall take place in accordance with the Conditions of Approval for Conditional Use Permit Application No. C-12-015 dated September 28, 2012.

   b. Development and use of the subject property shall be subject to MEIR Mitigation measures approved for the project under Environmental Assessment No. C-12-015

EXECUTIVE SUMMARY

Conditional Use Permit Application No. C-12-015, filed by Cesar Aranda of Vulcan Materials, Inc. pertains to approximately 18 acres of property located on the north side of West Ashlan Avenue, between Valentine and Brawley Avenues, just west of the Ashlan Avenue overpass of Union Pacific Railroad and Freeway 99 (please refer to attached vicinity map, aerial photos). The applicant requests authorization to improve this property, the site of a former bulk concrete and asphalt product plant and delivery trucking facility, for production and recycling of asphalt concrete at a maximum sales rate of 500,000 tons per year with the acceptance and processing of recycled asphalt for use compounding paving materials. The facility will be comprised of an asphalt-concrete production system, lab, offices, shop, material stockpile areas, off-loading facility with embankment fill truck ramp, scale/scale house, haul truck staging area, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and landscaped area along West Ashlan Avenue (please refer to .the attached site plan, elevations, and operational statement with Addendum 1). The Development and Resource Management (DARM) Department Director approved the subject conditional use permit application on September 28, 2012. In accordance with the Special Permit Procedure of the Fresno Municipal Code (FMC), a notice of granting of the conditional use permit application was mailed to property owners within 350 feet of the subject property and persons requesting notification. In response to this notice, two appeal letters were received (copies of letters are attached). One appeal was withdrawn shortly after being sent, but the other appeal was not withdrawn as of the date notices of the Planning Commission hearing were sent, and is therefore a matter for consideration of the Commission.

PROJECT INFORMATION

PROJECT		Conditional Use Permit Application C-12-015 requests authorization to improve the 17.96-acre site of a former bulk concrete and asphalt product plant and delivery trucking facility and use it for production and recycling of asphalt concrete at a maximum sales rate of 500,000 tons per year with the acceptance and processing of recycled asphalt for use compounding paving materials. The facility will be comprised of an asphalt-concrete production system, lab, offices, shop, material stockpile areas, off-loading facility with embankment fill truck ramp, scale/scale house, haul truck staging area, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and landscaped area along West Ashlan Avenue. .
APPLICANT		Cesar Aranda of Vulcan Materials, Inc.
LOCATION		3570 West Ashlan Avenue, on the north side of Ashlan Avenue between Valentine and Brawley Avenues (APN: 424-042-05S), 36° 47' 43" North Latitude, 119° 51' 24" West Longitude, Township 13 S, Range 19 E, Section 13, MDB&M
SITE SIZE		17.96± acres
LAND USE		Existing - Vacant site of a prior asphalt production operation which was part of a larger concrete and paving production facility ("Pink City") Proposed - Rehabilitation and improvement of the site for asphalt production utilizing updated processing equipment
ZONING		M-3 (*Heavy Manufacturing)* zone district
PLAN DESIGNATION AND CONSISTENCY		The request to establish an asphalt plant is consistent with the existing M-3 (*Heavy Manufacturing)* zone district). Because this zoning was assigned to the subject property prior to the effective date of the City's Local Planning and Procedures Ordinance (LPPO), it may continue to be exercised under provisions of the LPPO despite a subsequent change of land use to a light industrial planned land use designation in the 2025 Fresno General Plan and the Bullard Community Plan.
ENVIRONMENTAL FINDING		The proposed finding of Environmental Assessment No. C-12-015 conducted for this property is a Finding of Conformity with the MEIR prepared for the 2025 Fresno General Plan, dated August 31, 2012 (a copy of the finding, with the full Initial Study, is attached)
PLAN COMMITTEE RECOMMENDATION		The District 1 Plan Implementation Committee reviewed and recommended approval of the proposal at their meeting on April 10, 2012, with no change in their recommendation resulting from revisiting the matter and reviewing the completed Air Quality Impact Assessment at their May 22, 2012 meeting (copies of the Project Record Forms from those meetings are attached).
STAFF RECOMMENDATION		Staff recommends the Planning Commission deny the appeal and uphold the Director's action approving Conditional Use Permit Application No. C-12-015 subject to the Conditions of Approval dated September 28, 2012.

BORDERING PROPERTY INFORMATION

	Planned Land Use	Existing Zoning	Existing Land Use
North	Light Industrial	**M-3** *Heavy Manufacturing District*	Mixed manufacturing and warehousing
East	Light Industrial	**M-1** *(Light manufacturing District)*	steel fabrication plant
South	Light Industrial	**M-3** *(Heavy Manufacturing District)* and **C-M** *(Commercial and Manufacturing District)*	Service station, car wash, and mixed manufacturing and warehousing
West	Light Industrial	**M-3/UGM** *(Heavy Manufacturing District)*	The current use south of the area of TPM 2011-10 is a large-scale concrete production plant and base for concrete delivery fleet The northerly 38± acres of this area is subject to TPM 2011-10 for a 63-lot industrial business park;

ENVIRONMENTAL FINDING

Pursuant to the California Environmental Quality Act (CEQA), Development and Resource Management Department staff evaluated the proposed project in accordance with the land use and environmental policies and provisions of the 2025 Fresno General Plan and its related Master Environmental Impact Report (MEIR) No. 10130 (SCH No. 2001071097), Mitigated Negative Declaration (MND) No. A-09-02 (SCH No. 2009051016) for, the Air Quality Update to the General Plan (Plan Amendment No. A-09-02), and the City of Fresno Zoning Ordinance. An Initial Study using a CEQA Guidelines Appendix G checklist to evaluate potential project impacts.

Potential air quality impacts and health risks of the proposed project were evaluated in detail with a supplemental study prepared by ALTA Environmental; this study was submitted to the San Joaquin Valley Unified Air Pollution Control District (APCD) where it underwent a rigorous review. The Air Quality Impact Analysis and Health Risk Assessment evaluated project construction, the asphalt operation, and haul truck travel in light of the permitting and pollution control regulations administered by the APCD pursuant to its permit process for asphalt operations. After the initial round of air quality study and review, the original application was modified to scale the project back, reducing the maximum potential production capacity of the operation some 16.7%. The APCD also required ALTA Environmental to revise its study to incorporate local APCD modeling factors and methodology.

On August 23, 2012 the APCD approved the final version of the project's Air Quality Impact Assessment and Health Risk Assessment.

Similarly, the project's potential traffic impacts were evaluated with a Traffic Impact Study (TIS) prepared by VRPA Technology, submitted to and ultimately approved by the City of Fresno Public Works Department Traffic Engineering staff and the California Department of Transportation District 6. On June 19, the final version of the TIS was given approval by Traffic Engineering staff.

The subject property is proposed to be developed at an intensity and scale that is permitted by the M-3 *(Heavy Manufacturing District)* zoning which has been assigned to the property for decades. The City of Fresno Local Planning and Procedures Ordinance (LPPO) allows Conditional Use Permits (CUPs) to be approved for zoning that was in place prior to the effective date of the LPPO (which became effective in June of 1986), deeming pre-existing zoning and uses permitted by that zoning to be legally nonconforming notwithstanding subsequent changes of planned land use. Therefore, CUP No. C-12-015 may be approved for the subject site that is currently planned Light Industrial. (Similarly, the abutting heavy industrial operations (Builder's Concrete to the west, and Olson & Co Steel (formed by a 2002 merger of Bostrom Bergen and Meddco Metals) can continue to operate and secure entitlements to improve and expand their businesses that are also sited on land with an assigned light industrial land use.) Pursuant to operation of the LPPO, and in light of the evaluation of the site and of the project's potential impacts, it has been determined that the proposed project will not facilitate an additional intensification of uses beyond that which has already been evaluated under MEIR No. 10130 as allowable on the subject property.

After considerable study by responsible agencies and City staff, the conclusion of the Environmental Assessment No. C-12-015 is that the development and use of this property under the proposed conditional use permit will not significantly adversely impact air quality, public health, existing city service systems or the regional traffic circulation system, given the project's features and the conditions of approval applied to CUP No. C-12-015. As noted above, air quality and health risk findings were made in consultation with the San Joaquin Valley Unified APCD, and infrastructure findings were verified by the City of Fresno Public Utilities Department, City Public Works and Caltrans.

It has been further determined that all applicable mitigation measures of MEIR No. 10130 and MND No. A-09-02 have been applied to the project, in conjunction with features of the project and its conditions of approval, to assure that the project will not cause significant adverse cumulative impacts, growth-inducing impacts, or irreversible significant effects beyond those identified by MEIR No. 10130 and MND No. A-09-02 as provided by CEQA Section 15177(b)(3).

After conducting a review of the adequacy of the MEIR pursuant to Public Resources Code Section 21157.6(b)(1), the Development and Resource Management Department, as lead agency, finds that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and the MND adopted; and, that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete or the MND was adopted, has become available.

Therefore, the project proposal has been determined to be within the scope of the MEIR and MND as defined by Section 15177 of the CEQA Guidelines and staff published a Notice of Intent for a Finding of Conformity to MEIR No. 10130 on August 31, 2012. A copy of the proposed Finding of Conformity, with its full Initial Study, and supporting documentation, is attached. Public notice of this proposed Finding of Conformity was made by posting in the Fresno County Clerk's office and the notice was published in the *Fresno Bee* on August 31, 2012.

No comments have been received on the Environmental Assessment (EA) have been received to date, and the appeal of the project did not specify that the EA was being appealed (although the concern expressed in the appeal did relate to potential environmental issues).

BACKGROUND / ANALYSIS

Conditional Use Permit (CUP) Application No. C-12-015, filed by Cesar Aranda of Vulcan Materials, pertains to property formerly a part of the "Pink City" asphalt and concrete production complex located on the north side of West Ashlan Avenue (just north of the easterly end of the Ashlan overpass above the Union Pacific Railroad and Freeway 99), between North Valentine and North Brawley Avenues. As noted previously, the applicant requests authorization to reconfigure and improve the site in order to re-establish an asphalt production facility using new process equipment, which will operate adjacent to the ongoing Builders Concrete operation to the west. A copy of the proposed site plan (Exhibit A for CUP No. C-12-015), elevations (Exhibit E), and revised Operational Statement (with Addendum No. 1) are attached for review.

Prior special permits for an asphalt production operation at this site include City of Fresno Site Plan Reviews Nos. S-6031, S-6713, and S-99-011, which provided for successive expansions and augmentations of concrete and asphalt production operations.

At the conclusion of the environmental study and at the end of the comment period for the proposed Finding of Conformity, the DARM Department Director approved the CUP application on September 28, 2012. In accordance with the Special Permit Procedure of the Fresno Municipal Code (FMC), a notice of granting of the conditional use permit application was mailed to property owners within 350 feet of the subject site and persons requesting notification.

In response to the mailed notice of proposed granting of the CUP, an appeal letter (dated October 1, 2012) was received from Tony Adamo of All American Sports Fan, Inc,, expressing concerns that asphalt odors could permeate his sporting goods inventory and affect sales of his goods. After conferring with the project applicant and learning more about the newer equipment used for asphalt production, Mr. Adamo withdrew his appeal on October 5 (copies of Mr. Adamo's letters are attached).

At the end of the appeal period for granting of CUP No. C-12-015, an appeal was received from Robert Morris of Morris & Morris, Inc., owner of an office-warehouse property at 4041 – 4091 North Valentine Avenue. A copy of his letter, dated October 15, 2012, is attached. The appeal letter and subsequent staff discussions with Mr. Morris focused on potential economic impacts to his property leasing business and property value due to potential air quality impacts of the project.

Asphalt production is allowed by CUP in the M-3 / Heavy Manufacturing Zone District

Fresno Municipal Code (FMC) Section 12-228.3-B-10 allows "Asphaltic and asphaltic concrete, mixing or batching plants" to be approved in the M-3 zone district, subject to approval of a conditional use permit. While Fresno Municipal Code Chapter 12, Article 1 does not expressly define these plants, the commonly used term "hot mix asphalt" denotes plants where heat is used to facilitate dispersion of bituminous (asphaltic) compounds throughout the concrete aggregate paving material, where it serves to repel water and preserve the life of pavement.

The project proposed in CUP No. C-12-015 would have a production capacity capable of furnishing material for large public projects, with potential 24-hour operations to allow for continuous seamless paving of large facilities such as highways and airport runways. The project's location was chosen by the applicant to provide for the shortest average haul trips to the existing developed metropolitan area (where repaving and utility line upgrades continually occur) as well as the new development

areas (West Area, Southeast, and Copper River/Clovis) where road building and parking area development is likely to occur over future decades. The location chosen is also on a designated Truck Route (West Ashlan Avenue), which allows the most direct access to the freeway system serving the area and thereby avoids the need to route haul trucks through or past residential areas in order to access a freeway.

Due to the nature of the materials being handled, and the scope the operation and its associated heavy truck traffic, the application for CUP No. C-12-015 was subject to considerable permit scrutiny (the application was filed in February but not finalized until September). The attached Initial Study prepared for EA No. C-12-015 relates much of the material relating to consideration of potential project effects, and the project features and conditions of approval that would prevent those effects from adversely affecting the project vicinity and the metropolitan area.

Land Use Plans and Policies

The subject property is located within the boundaries of the Bullard Community Plan and is within the corporate boundary of the City of Fresno area subject to the 2025 Fresno General Plan. The subject property is designated for light industrial planned land uses, but as noted above its M-3 zoning, assigned to the site prior to 1986, can continue to be exercised by granting of Conditional Use Permits, under provisions of the Local Planning and Procedures Ordinance. Applicable 2025 Fresno General Plan Goals, Objectives, and policies for the subject property are as follows:

Goal 4. Promote a partnership among citizens, industry and government which fosters well-planned and efficiently-processed development.

Goal 13. Plan for a healthy business and diversified employment environment, and provide adequate timely services to ensure that Fresno is competitive in the marketplace.

Objective C-13. Plan and support industrial development to promote job growth while enhancing Fresno's urban environment.

Policy C-2-i: Facilitate and promote a range of land uses and intensities…within the area of the Bullard Community Plan consistent with …objectives and policies of the 2025 Fresno General Plan, while sustaining the area's highly regarded characteristics of neighborhood integrity, aesthetic appeal, and economic stability.

Policy C-13-b: Plan industrial land use clusters with respect to their common needs and concern for compatibility of uses in order to maximize the operational efficiency of similar activities.

- Provide access to a range of public transportation modes…ensuring that local, regional and national connections are readily available to industrial uses.
- Industrial development should be supported with the necessary level of fire protection/suppression and law enforcement services. Onsite

improvements may be substituted as allowed for fire protection infrastructure.

Policy C-13-i: Provide sufficient opportunities for heavy industrial uses in areas that are accessible from major transportation corridors and where land use compatibility issues, health and safety concerns and public facility and service needs can be addressed to ensure stability of economic investments and opportunities for growth.

As noted previously, the proposed project site is centrally located in the Fresno Metropolitan Area yet is distanced from sensitive residential areas by an intermediate level of lighter industrial development to the south and east, and major transportation facilities to the west. The Development and Resource Management Department has collaborated with other responsible and trustee agencies to ensure environmental protection and provision of adequate infrastructure, and has developed a set of conditions of approval that will protect public health and safety while providing for establishment of a state-of-the art asphalt production facility capable of meeting a wide range of product specifications and a high level of demand for major development and urban renewal projects.

The Bullard Community Plan provides policy direction for industrial development:

4.3 INDUSTRIAL LAND USE

4.3.2 Goals

1. Provide sufficient and viable locations for industrial development within the Bullard Community.
2. Ensure that new industrial uses are compatible with adjacent land uses and are not aesthetically or environmentally detrimental.
3. Protect established major industrial employers from the encroachment of noncompatible uses.

4.3.2 Policies/Implementation Measures

1. Industrial areas shall be designed such that industrial truck and vehicular traffic will not route through local residential streets.

4. Any future development proposed in the vicinity of existing heavy industrial uses such as Vendo, builders Concrete, etc. shall be adequately buffered in order to preclude future complaints and actions that could eventually force these uses to shut down and relocate.

Policy 4.3.2.4 is specific to the location of the proposed project, and clearly indicates an intention to retain its existing heavy industrial uses. The office-warehouse project owned by the applicant , and other similar projects in the area, were designed and developed with this policy in mind (for instance, they back up to the Olson & Co. Steel/Builders Concrete properties, and they have no windows facing those pre-existing heavy industrial uses). Copies of the "Reference USA" business summaries for Olson & Co. Steel and Builders Concrete are attached, providing an indication of their economic value of these major heavy industrial facilities and also providing a partial list of similar businesses in the vicinity.

As discussed in the Initial Study and depicted on the site plan, the CUP C-12-015 project has, and will retain, a landscaped area 300 (three hundred) feet deep between asphalt production equipment and Ashlan Avenue. The conditions of approval require some additional consideration for aesthetic treatment along the vacated portion of the prior Ashlan Avenue alignment has been retained as an internal driveway to provide access to the subject property and Builder's Concrete from the signalized intersection at Marty and Ashlan Avenues. Between the Ashlan Overpass and this older roadway, some area of former median island remains and is occasionally used for impromptu vending and vehicle sales. Because the future configuration of this segment of Ashlan Avenue is still being designed by the City and Caltrans (future improvements of the Ashlan/99 interchange), the applicant is being given additional time to confer with the City and develop a program to improve the north shoulder of the Ashlan Overpass at the southerly edge of the subject property.

CONDITIONAL USE PERMIT APPLICATION FINDINGS

A CUP may only be issued when specified findings are made pursuant to Fresno Municipal Code Section 12-405-A-2. Based upon analysis of the conditional use permit application, as it is configured and as it is subject to conditions of approval, staff concludes that all of the required findings can be made for this conditional use permit application. The chart on the following page relates the required findings for approval of Conditional Use Permit Application No. C-12-015:

Required Findings under FMC Section 12-405-A-2	
FMC §12-405-A-2.a. All applicable provisions of this Code are complied with and the site of the proposed use is adequate in size and shape to accommodate said use, and accommodate all yards, spaces, walls and fences, parking, loading, recycling areas, landscaping, and other required features; and,	
Finding a:	This site is of an adequate size and configuration for the proposed asphalt production facility. The applicant is required to improve the property as detailed in the final corrected site plan (Exhibit A, redlined version dated February 6, 2012), as further revisions may be required pursuant to the project's conditions of approval. The project is consistent with 2025 Fresno General Plan policies and with Bullard Community Plan policies for industrial development and major street landscaping

FMC §12-405-A-2.b. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use; and,	
Finding b:	After reviewing the location and design of this project, and a review of the project's detailed Traffic Impact Study, the City's Public Works Department Traffic Engineering Section has indicated that the traffic generated from the proposed project can be accommodated by the major street circulation network, provided that the applicant conforms to conditions of approval including the construction of required improvements to City of Fresno Public Works standards depicted in site plan exhibits, as they may need to be corrected, and with the payment of impact fees for major streets, traffic signalization, and regional transportation facilities.
FMC §12-405-A-2. c. The proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located. The third finding shall not apply to uses which are subject to the provision of Section 12-306-N–30 of this Code.	
Finding c:	After extensive consultation with the San Joaquin Valley Air Pollution Control District and other City departments and agencies having regulatory oversight of aspects of development, resources, and infrastructure relating to the project, after solicitation of comments from potentially affected parties regarding the proposed project, and based upon information contained in the project application and special studies of potential traffic impacts and air quality impacts, the Development and Resource Management Department has determined that the proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located, provided that development occurs subject to the conditions of approval for CUP No. C-12-015 and the MEIR mitigation measures applied through Environmental Assessment No. C-12-015.

ANALYSIS OF THE APPEAL LETTER

As noted previously, one appeal letter was received and then withdrawn, and another appeal letter was subsequently received in response to the Notice of Granting issued for the project. The remaining appeal letter, dated October 15, 2012, was filed by Robert A. Morris and is attached for consideration by the Commission.

An appeal has the effect of setting aside the DARM Director's action to approve a project and invokes requirements to hold a Planning Commission hearing to consider the project and the appeal thereof.

In an effort to address his concerns, staff provided Mr. Morris with a full electronic copy of the proposed conditions of approval for CUP No. C-12-015. (Those proposed conditions of approval for CUP C-12-015 are outlined in Attachment 6 to the Initial Study provided with this staff report.) Mr. Morris was further given contact information for the APCD which will administer pollution control

permits for the asphalt operation, and he was put in contact with the project applicant so that he could have his additional questions answered.

In telephone discussions, Mr. Morris expressed a desire that the project should produce "warm mix" asphalt (a newer asphalt formulation process that can generate fewer emissions). The applicant has affirmed that the proposed plant equipment will be capable of producing this product, and the applicant supplied Addendum No. 1 for the Operational Statement, clarifying that point. The term "hot mix asphalt plant" is used generically in the paving industry to distinguish "cold rolled" asphalt, where oil and dirt are mixed on a paving site, from asphalt-concrete manufacturing plants where the asphalt is compounded with aggregate material using heat to aid in melting the bitumen. However, the applicant notes that "warm mix" and similar alternative asphalt products can only be produced when the paving material bid specifications of its customers allow or specify it. The specific asphalt product batched on a given day is required to meet specifications of Caltrans, municipal agencies, etc, (the customers who are ordering the paving material).

On October 24, Mr. Morris traveled to Fresno to visit his property, tour the proposed project site, and tour both an older asphalt plant operated by Vulcan Materials (located on the north side of Friant Road) and a Vulcan Materials asphalt plant (located in Madera County) that incorporates current technology with process and enhanced emission controls.

Subsequently, Mr. Morris has not modified or withdrawn his appeal letter.

Below is an analysis of the issues raised in the appeal letter from Robert A. Morris, dated October 15, 2012. Mr. Morris' appeal was submitted from the perspective of being owner of an office-warehouse complex fronting North Valentine Avenue, approximately 28- feet from the boundary of the Vulcan materials property (with the Olson Steel fabricating property intervening).

Issue #1: The use of the property as an asphalt production site would "create poor air quality and undesirable asphalt odors at the appellant's property and surrounding areas."

Response:

Asphalt odors consist of volatile organic compounds and reactive organic gases, both of which are subject to stringent pollution controls and regulated through an APCD permit to operate (after the plant equipment is reviewed and issued an Authority to Construct by the APCD).

As related in the Initial Study prepared for EA No. C-12-015, the proposed project will utilize new asphalt production systems with process controls that minimize and capture emissions such that they will not exceed pollution thresholds or cause odors. The Air Impact Assessment prepared by ALTA Engineering, documenting the project's mitigation and control of potential pollutants, was approved by the APCD on August 23, 2012. Point source permitted facilities such as the proposed project are continuously monitored by the San Joaquin Valley Unified Air Pollution Control District, to ensure that mandated pollution controls are effective. The conditions of approval proposed for CUP No. C-12-015 emphasize that construction, equipment, and operations of the asphalt production facility will be required to comply with local, state, and federal regulations for air pollution control.

An asphalt plant using older technology without this level of control and regulation operated successfully at the subject property for decades, and the administrative record for the successive entitlements granted for that operation does not indicate any complaints or problems.

The applicant operates an older technology asphalt production facility on the north side of Friant Road, across the street from, and upwind of, fully developed residential and commercial areas in

the Woodward Park Community Plan and immediately adjacent to the Eaton Trail bordering the San Joaquin River Parkway . The City has no record of any complaints regarding odors or emissions from that plant, and the vicinity of that plant has had a high level of new commercial development with high continuing commercial occupancy.

The applicant operates a newer technology asphalt production facility in Madera County, and that jurisdiction has also not received complaints.

Finally, if there were any issues relating to odors from the proposed project, the APCD has an odor control rule and a complaint hotline. City Code Enforcement would also investigate and institute corrective action if odor complaints are received. This action could include revocation of CUP No. C-12-015, if necessary.

It is noted that several businesses and operations in the vicinity, including some businesses on the appellant's property, could cause pollution and generate unwanted odors. However, the City has not been contacted regarding any problems of this nature in this neighborhood. The attached "Reference USA" summaries of two of the larger heavy industrial uses in the area (Builders Concrete and Olson & Co. Steel) include a listing of other area businesses which could generate air pollutants; again, however, no problems of this nature have been reported.

Issue #2: "Lowered air quality and bad aromas. [would] negatively impacting the [appellant's] ability to retain current tenants as well as attract and maintain future tenants, which would "lower [the appellant's] business income" and "questionable air quality surrounding [the appellant's] property will lower property value and ability to [sell] at fair market value."

Response:

Just as there is no record of odor complaints or declining property values related to the prior asphalt production operations at the subject property, there is no evidence to support the contention that occupancy levels or property values would decline nearby due to asphalt production. The opposite has occurred: the area around the prior asphalt production operation, (and adjacent large-scale heavy industrial uses that have been ongoing, Builder's Concrete, and Olson Steel) has continued to build out and develop. Demand for additional office warehousing in the area is strong enough that Don Pickett & Associates just obtained approval for a 63-lot industrial park north of Builder's Concrete (Tentative Parcel Map No. 2011-10). Inasmuch as the major steel fabricating company conducts its activities in the open area immediately adjacent to the back (west side) boundary appellant's property, and the appellant has not complained about adverse impacts or loss of tenants from that activity, it is not expected that the Vulcan asphalt plant over 300 feet distant would adversely impact the appellant's tenants or cause vacancies in his complex.

NOTICE OF PLANNING COMMISSION HEARING

The DARM Department mailed notices of this Planning Commission hearing to surrounding property owners, the applicant, the appellant, and other interested parties within 350 feet of the subject property. A copy of the hearing notice, and the map showing properties notified, is attached.

CONCLUSION

Given that:

- All required conditional use permit findings can be made as specified in Fresno Municipal Code Section 12-405-A-2; there has been extensive study of potential air quality impacts of the project, with the San Joaquin Valley APCDs conclusion that, with its permit controls and regulation, there will not be an adverse impact on area air quality or public health;
- There has been extensive review of a Traffic Impact Study which evaluated the project in terms of transportation infrastructure, with the Public Works and Caltrans finding that impact fee programs will adequately address cumulative needs; given the location and configuration of the project ;
- Asphalt production facilities operated by the applicant, including facilities of older vintage than the operation proposed by CUP C-12-015 have operated for years without generating complaints or depression of industrial/commercial leasing demand;
- The former use of the subject property for asphalt production did not generate complaints or depression of industrial/commercial leasing demand;
- The project meets the criteria for a Finding of Conformity with MEIR No. 10130 prepared for the 2025 Fresno General Plan; and
- development and use of the project proposed by Conditional Use Permit Application No. C-12-015 requires compliance with extensive conditions of approval;

staff recommends that the Planning Commission deny the appeal and uphold the action of the DARM Director to approve a Finding of Conformity for Environmental Assessment No. C-12-015 and to approve Conditional Use Permit Application No. C-12-015 with imposition of the proposed conditions of approval.

Attachments:

Vicinity Map showing area zoning

2008 aerial photograph of project vicinity

CUP C-12-015 site plan, elevations, and Operational Statement with Addendum 1 to the Operational Statement

Letters from Tony Adamo, All American Sports Fan, Inc., dated October 1 and October 5, 2012,appealing the DARM Directors' proposed approval of CUP Application No. C-12-015 and withdrawing that appeal, respectively

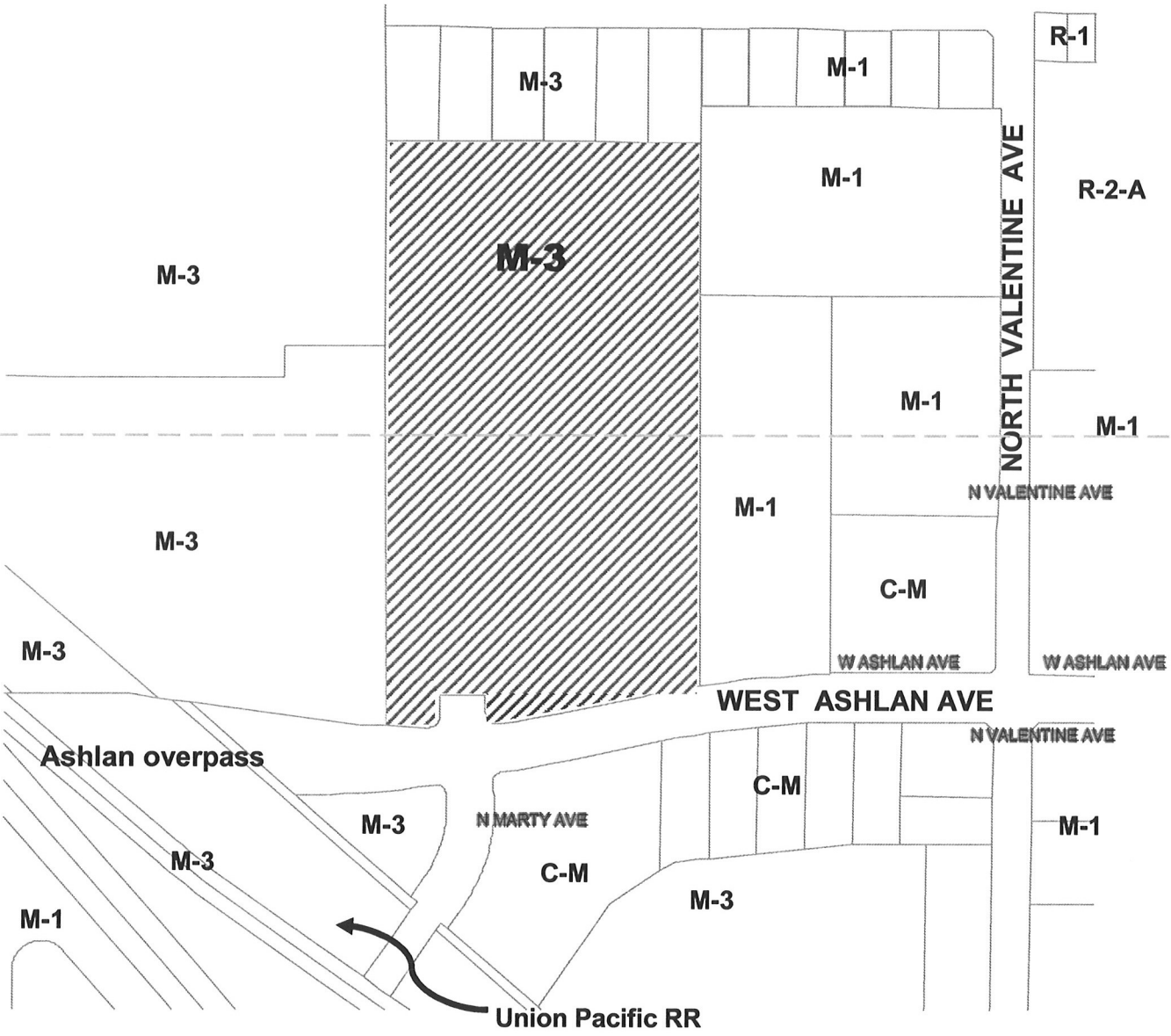
Letter from Robert A. Morris, Morris and Morris, Inc., dated October 15, 2012, appealing the DARM Directors' proposed approval of CUP Application No. C-12-015

Project review records from the Council District 1 Plan Implementation Committee

Reference USA (Dun & Bradstreet) business information summaries for Builder's Concrete and Olsen Steel, providing data on those heavy industrial areas and providing information on other businesses in the project vicinity

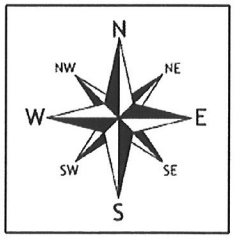
Planning Commission hearing notice and map showing 350-foot radius for distributing hearing notices

Environmental Assessment No. C-12-015, dated August 31, 2012, with appended background information including the Air Quality Impact and Health Risk Assessment (Attachment 4 to the EA) and the proposed conditions of approval for CUP Application No. C-12-015 (Attachment 6 to the EA)



LEGEND

C-12-015 Project site

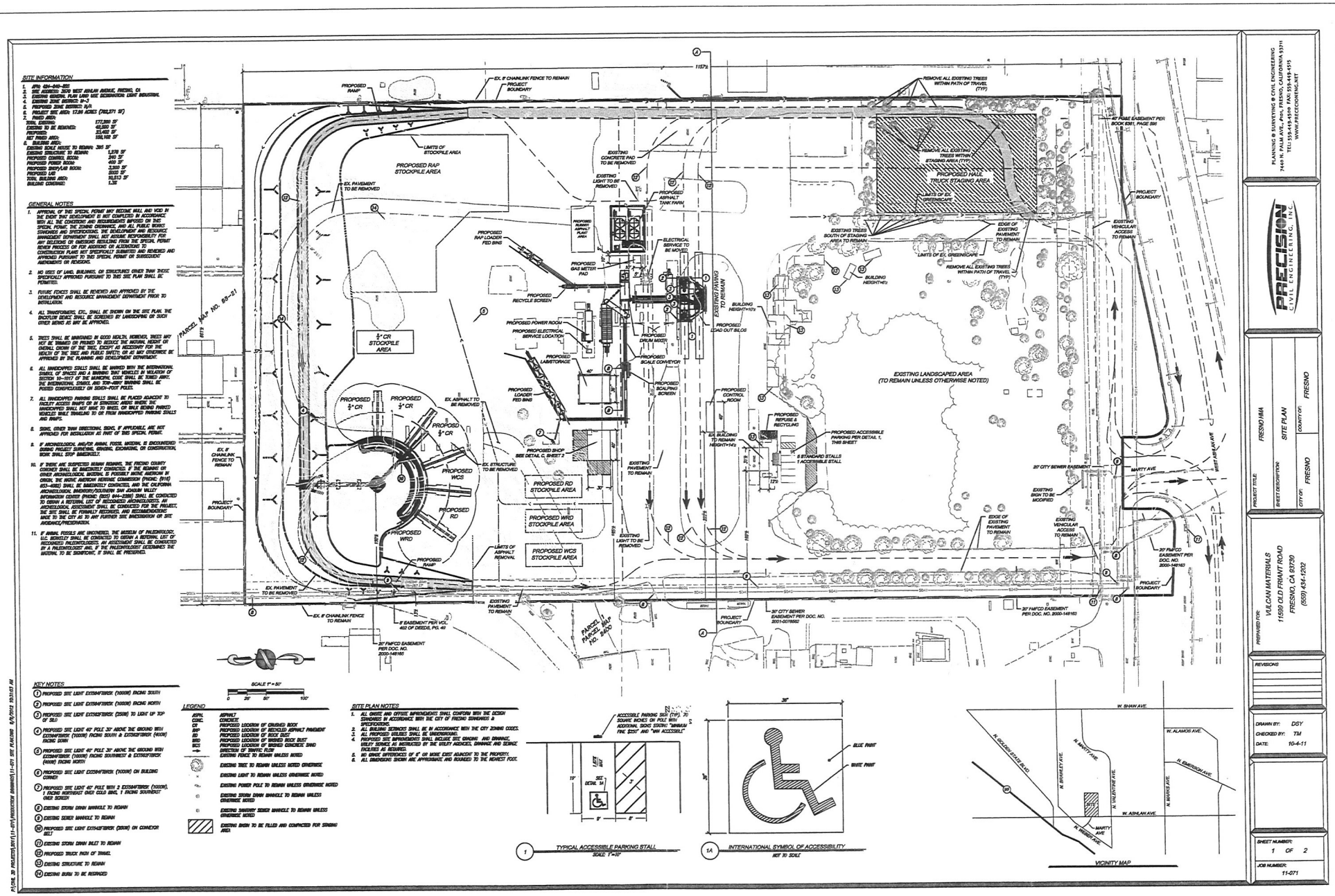


Conditional Use Permit Application No. C-12-015

VICINITY MAP

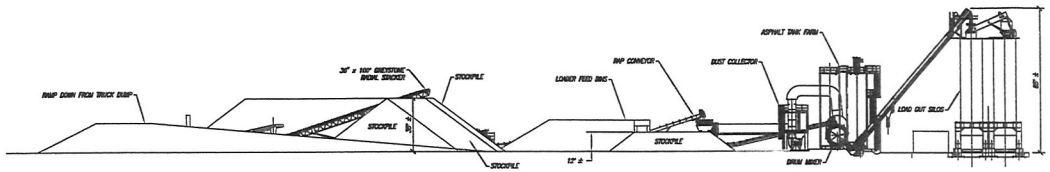
Conditional Use Permit Application No. C-12-015 **AERIAL PHOTO**

CUP C-12-015 project site in relation to appellant's property ENLARGED AERIAL PHOTO

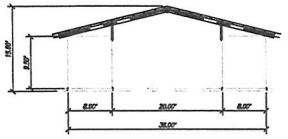


Conditional Use Permit Application No. C-12-015

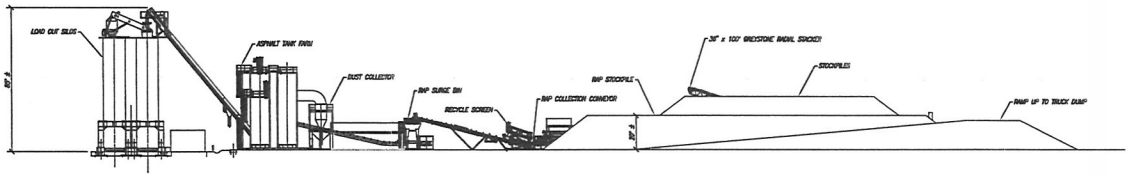
proposed site plan



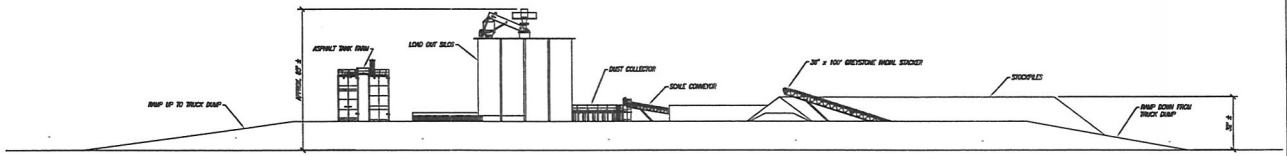
EAST ELEVATION
(VIEW OF PLANT LOOKING EAST)
NOT TO SCALE



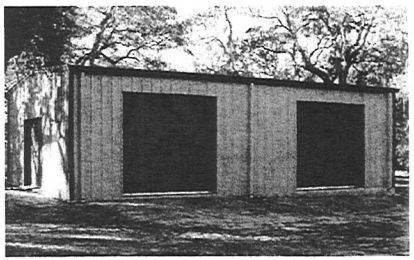
(B) PROPOSED LAB/STORAGE (SECTION B-B)
(VIEW OF PROPOSED LAB LOOKING NORTH)
NOT TO SCALE



WEST ELEVATION
(VIEW OF PLANT LOOKING WEST)
NOT TO SCALE

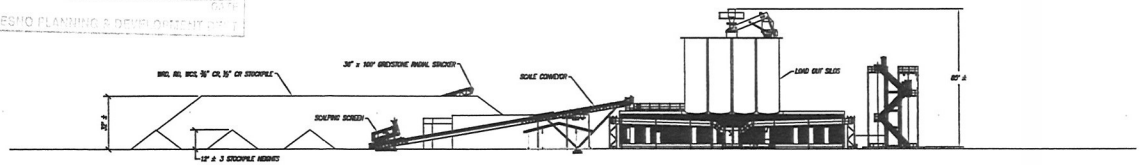


SOUTH ELEVATION
(VIEW OF PLANT LOOKING SOUTH)
NOT TO SCALE



(C) PROPOSED SHOP
(VIEW LOOKING NORTHEAST)
NOT TO SCALE

APPL. NO. C-12-015 EXHIBIT E DATE 2-6-12
PROJ. ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE _____
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT.



(A) NORTH ELEVATION (SECTION A-A)
(VIEW OF PLANT LOOKING NORTH)
NOT TO SCALE

PLANNING ● SURVEYING ● CIVIL ENGINEERING
7445 N. PALM AVE., #101, FRESNO, CALIFORNIA 93711
TEL: 559-449-4500 FAX: 559-449-4515
WWW.PRECECIONENG.NET

PRECISION CIVIL ENGINEERING, INC.

PROJECT TITLE: FRESNO MIX
SHEET DESCRIPTION: SITE PLAN
CITY OF: FRESNO
COUNTY OF: FRESNO

PREPARED FOR:
VULCAN MATERIALS
11689 OLD FRIANT ROAD
FRESNO, CA 93730
(559) 434-1202

REVISIONS

DRAWN BY: DSY
CHECKED BY: TM
DATE: 10-4-11

SHEET NUMBER: 1 OF 2
JOB NUMBER: 11-071

A:\CIVIL 3D PROJECTS\2011\11-071\PRODUCTION DRAWINGS\11-071 SITE PLAN ELEVATIONS.DWG 2/3/2012 2:35:18 PM

Conditional Use Permit Application No. C-12-015

proposed elevations

Operational Statement

Vulcan
Materials Company

Fresno HMA
Fresno, California

May 23, 2012

CalMat Co., dba Vulcan Materials Company
Fresno, California

OPERATIONAL STATEMENT
Fresno HMA

1.0 PROJECT INFORMATION

1.1 Project Overview

CalMat Co., dba Vulcan Materials Company (Vulcan) is proposing a Hot Mix Asphalt (HMA) processing facility in the City of Fresno.

The 17.89 acre Fresno HMA property ("Property") is composed of the processing facility including recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scale/scale house, off-loading facility including embankment fill haul truck ramp, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities, and the existing landscape area.

Vulcan is requesting a Conditional Use Permit (CUP) to allow for the production and sale of HMA at a maximum sales rate of 500,000 tons per year. The CUP will also allow for the acceptance and processing of recycled asphalt for use in Recycled Asphalt Pavement (RAP).

The Property frontage is adjacent to W. Ashlan Ave, a designated truck route, with direct access to Ashlan via the signalized intersection at N. Marty Ave.

The proposed Fresno HMA facility is intended to replace Vulcan's current River Rock HMA facility located in Fresno County off Old Friant Road.

1.2 General Information

Project Site Address:	3570 West Ashlan Ave Fresno, CA 93722 APN 424-040-85s
Owner:	River Bend Corp. PO Box 2950 Los Angeles, CA 90051
Applicant:	Vulcan Materials Company 11599 Old Friant Road Fresno, CA 93730

2.0 LAND USE & ZONING

2.1 Existing Land Use

The Property is currently vacant. It is important to note however, that an operational HMA facility previously existed on this Property.

2.2 Surrounding Land Uses

Surrounding land uses include a ready-mix concrete facility to the west, metal fabrication shop to the east, an industrial park to the north, and office warehouse/industrial park to the south. A vacant property to the northwest was, until recently, used for the manufacturing of concrete pipe.

The proposed project has been discussed with the neighbor adjacent to the western boundary of the property and the one having the greatest potential for a direct impact.

The existing uses in the general vicinity of the proposed HMA plan are consistent with heavy industrial.

2.3 Zoning & General Plan

General Plan Designation – Industrial, Light

Current Zoning – M-3 (Heavy Industrial)

Community Plan – Bullard Community Plan

Specific Plan – N/A

Redevelopment Area – Adjacent to but outside the FWY-99 Golden State Corridor

Incentive Zones – City of Fresno Enterprise Zone

As indicated above, the site is zoned "M-3" Heavy Industrial. Asphaltic and asphaltic concrete, mixing or batching plants are permitted in this district subject to a Conditional Use Permit (CUP). The site is currently vacant and the approval of the CUP would allow for the re-use and development of the site consistent with the existing heavy industrial uses adjacent to the site.

2.4 2025 General Plan

The proposed project helps to directly implement the 2025 General Plan by providing for the re-use of vacant, underutilized, property within an existing and thriving industrial area. In addition, the proposed project provides for an industrial use important to the community's economic base.

The Urban Form Element of the General Plan specifically states that "To develop and sustain an economically viable community the industrial sector must be provided with a healthy environment conducive to economic growth."

To be consistent with general plan goals industrial areas/firms must meet the following criteria:

1. Industrial areas must be accessible to a convenient transportation network;

2. Industrial firms must be located on suitable sites which enhance their competitive position;

3. And, industrial firms should not create adverse effects on neighboring uses.

The proposed project is consistent with general plan goals by first, being on a property currently zoned M-3 Heavy Industrial which has direct access to an existing transportation network – W. Ashlan Ave and SR-99 via Ashlan Ave. Second, the site of the proposed project enhances its competitive position by being centrally located to the primary market it serves. Lastly, the project is proposed on a property surrounded by compatible heavy industrial uses and is thus suitable for the intended use.

Last but not least, the proposed project will add to the economic base of the City of Fresno by providing new jobs and providing a local source of material critical to the City's infrastructure.

3.0 SITE PLAN

3.1 Project Access and Internal Circulation

The project has direct access to West Ashlan Ave, an arterial and designated truck route via a signalized intersection at N. Marty Ave.

Project access off W Ashlan Ave, paved entrance and exit roads, and internal circulation routes, including haul truck ramp, are shown on the Site Plan.

3.2 Processing and Storage Areas

Proposed processing and storage areas including, but not limited to, location of equipment, structures, facilities, and stockpiles are shown on the Site Plan.

3.3 Screening, Landscaping, Fencing, Gates, Parking, Signs, and Lighting

a. Screening

The site currently has significant landscaping along the W. Ashlan Ave frontage. The Applicant proposes to maintain the existing landscape along the property frontage to provide a natural visual screen from Ashlan Ave.

b. Landscaping

As previously indicated, the site currently has significant landscaping along the southern portion of the property (see Site Plan). The landscaped area, as it exists, exceeds current City of Fresno landscape requirements. The Applicant proposes to maintain the existing landscape along the property frontage to provide a natural screen from Ashlan Ave.

c. Fencing and Gates

The property is currently fenced with 8 feet high chain link fence including separately gated entrance and exit approximately 24 feet wide. ~~Although~~ each gated entrance is designated as a separate entrance and exit, ~~they may~~ to individually accommodate inbound and outbound traffic, respectively.

The gated entrance and exit are located off a private paved road. As previously indicated, access to the project site is via the existing signalized intersection of West Ashlan Ave and N Marty Ave.

The gates will remain open during hours of operation or scheduled deliveries (refer to Section 4.3 – Hours and Days of Operation). The gates will be locked during hours of non-operation.

d. Parking

Parking will be provided to accommodate the proposed facilities including, but not limited to, offices, lab, shop, and scale house.

e. Signage

An existing sign located along the property frontage near the western gated exit will be modified to reflect the proposed operation.

f. Lighting

Proposed project lighting is shown on the Site Plan. Site lighting will be directed downward and away from adjacent properties.

4.0 OPERATIONS

4.1 Site Construction

Development of the site will include site grading including the re-grading of an existing embankment fill haul truck ramp and demolition of existing structures. Structures to remain are noted on the Site Plan.

Construction of the HMA plant and recycled asphalt pavement system, including all appurtenant and ancillary equipment and facilities, will be completed in accordance with applicable codes and regulations. Locations of proposed structures, facilities, and equipment are shown on the Site Plan.

4.2 Product and Estimated Sales

This facility will manufacture and sell Hot Mix Asphalt (HMA) including Recycled Asphalt Pavement (RAP). Sales from this facility are estimated at a maximum of 500,000 tons per year at peak demand.

4.3 Hours and Days of Operation

The project proposes operations to take place 24 hours a day seven days a week. A 24 hour-a-day seven day-a-week operation will allow, but not be limited to the following:

1. Flexible operating hours, including nighttime hours, to meet fluctuating and seasonal market demand.
2. Serving the needs of major public works that are often required to be completed during nighttime hours or on weekends to avoid traffic conflicts.
3. Responding to public emergencies affecting the health and safety of the community that require continuous 24 hour-a-day operations.

Maintenance of mobile plant equipment, loading operations, and materials deliveries including but not limited to aggregate (e.g. rock, sand, and gravel), liquid asphalt, recycled asphalt, and miscellaneous deliveries will occur both day and night.

Although the proposed project provides for a 24-hour 7-day per week operation (i.e., the ability to manufacture and sell HMA at any time

Monday through Sunday) to meet customer demand or respond to public emergencies, typical hours of operation would generally consist of 5 A.M. to 4 P.M. Monday through Friday.

4.4 Project Access and Traffic

The proposed project has immediate access to State Route 99 via W. Ashlan Ave, an arterial and a designated truck route. It is anticipated that most of the project trips will generally occur along the W. Ashlan Ave segment between N. Marty Ave and SR-99 North/South on and off ramps and continuing north or south along SR-99. Ultimately, the occurrence of project trips along roadways will vary depending on the final destination of the shipped material.

Project traffic (e.g. haul trucks, supply delivery trucks, employee vehicles, etc.) will enter and exit the project site at the signalized intersection of Ashlan and N. Marty Avenues.

Project traffic will generally enter the facility via an eastern entrance gate and exit via the western gate. A private paved frontage road provides access to both the entrance and exit gates.

At an annual maximum sales of 500,000 tons per year, the project projected average daily trips are 342, with a "trip" being defined as a "one-way" trip (e.g., a truck entering the site empty constitutes one (1) trip, then leaving the site loaded with materials constitutes one (1) trip, or vice-versa in the case of material deliveries, for a total of two (2) trips). Generally speaking one load of material typically constitutes two (2) trips.

Of the 342 average daily trips mentioned above, 160 are associated with the sales of hot mix asphalt, 164 with imported support material (e.g., imported aggregate, liquid asphalt, recycled asphalt, and miscellaneous deliveries) and 18 with employee trips.

4.5 Number of Employees

It is anticipated that nine (9) employees will be required for this operation.

As previously mentioned, typical hours of operations would generally consist of 5 A.M. to 4 P.M. Monday through Friday. On days that the HMA

plant is in operation, there would be about 9 employees on site. Of the 9 employees, 4 would be associated with the HMA plant operations from the hours of 5 A.M. to 3 P.M. and 5 would be associated with the on site Lab from the hours of 6 A.M. to 4 P.M. Actual hours of operation and number of actual employees on site at any one time, including numbers of shifts, will vary.

On days where the HMA plant is planned to operate continuously beyond its typical hours of operation or is planned to operate during nighttime hours, multiple shifts as required will be utilized.

4.6 Processing

Asphalt Plant

Crushed rock and sand are screened, dried, and heated in a natural gas fired dryer/burner and mixed with liquid asphaltic cement to produce asphalt, or HMA. Liquid asphaltic cement is imported by tanker truck and stored in above ground tanks. The emissions from the dryer/burner are ducted to a baghouse. The asphalt may be discharged directly into trucks from the mixer or conveyed to storage silos for discharge into trucks at a later time.

Recycled Asphalt Pavement (RAP) System

Imported recycled asphalt is crushed, screened, and sorted for use in Recycled Asphalt pavement. Material is loaded into crusher with a loader.

4.7 Equipment

Asphalt Plant

Equipment and supporting facilities for the asphalt plant include, but are not limited to, front end loaders, aggregate storage bunkers, conveyors, elevators, burner/dryer, storage silos, dust silo, pollution control equipment, storage tanks, control tower, shop, and other accessory equipment.

Recycled Asphalt Pavement System

Equipment and supporting facilities for the recycled asphalt pavement system include but are not limited to front end loaders, crushers, screens, and conveyors.

4.8 Import/Export Trucking

Independent trucking firms typically haul asphalt products (e.g. HMA, RAP, etc.) offsite and import aggregate (e.g. rock, sand, and gravel) and liquid asphaltic cement to the site. Recycled asphalt from construction demolition or road rebuilding sites may also be imported to the site by independent trucking firms.

4.9 Operating Practices Proposed to Minimize Noise and Fugitive Dust/Particulate Matter

Noise

Operations will be conducted consistent with the "Noise Ordinance of the City of Fresno"

Fugitive Dust and Particulate Matter

Permits to Construct and Permits to Operate will be obtained from the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the asphalt plant which will be equipped with a baghouse for the asphalt dryer and fiberbed filter for the storage silos and truck loadout. In addition, a Fugitive Emission Control Plan will be implemented to comply with SJVAPCD Regulation VIII (Fugitive PM10 Prohibition).

4.10 Methods Employed to Prevent Pollution of Surface and/or Groundwater

Pollution Control Programs will include the following:

1. Storm Water Pollution Prevention Plan (SWPPP)
2. Hazardous Material Business Plan
3. Spill Prevention Control and Countermeasure Plan
4. Employee Training
5. Record Keeping
6. Preventative Maintenance and Best Management Practices

CalMat Co., dba Vulcan Materials Company
Fresno, California

OPERATIONAL STATEMENT
Fresno HMA
Addendum No. 1

1.0 PROJECT INFORMATION

The Fresno HMA facility will include a "Warm Mix" system to allow for the production of Warm Mix Asphalt.

Development and Resource Management Department
Development Service Division
2600 Fresno Street, Room 3076
Fresno, California 93721-3604
Via: Fax #559-498-1026

10/1/12

RE: Conditional Use Permit No. C-12-015

Dear Sirs/Madams:

Regarding the notice we received on the above Conditional Use Permit, we would like to express our concerns and to protest the issuance of this permit.

I have an office/warehouse building located at 3480 W. Holland Ave., Fresno, Calif. Our building is just southeast of the property in question. My wife and I own the building and lease it back to our company, All American Sports Fan, Inc.

We use this facility to receive apparel, headwear and gift items that we sell in our retail stores. We stock tens of thousands of dollars of product on an on-going basis. The residue from the facility will leave a smell on our merchandise that can't be removed. This will render our product useless. Most of the items we stock are made of wool or cotton. These fabrics have a tendency to hold any unpleasant odors. And consequently, no customer will purchase product that has been tainted with these odors.

Please consider this protest when you decide to issue this use permit. We have been in this location for over 10 years and this has the potential to do serious damage to our business.

Thank you in advance for your consideration.

Respectfully submitted,

Tony Adamo
President, All American Sports Fan, Inc.

Development and Resource Management Department
Development Service Division
2600 Fresno Street, Room 3076
Fresno, Calif. 93721-3604
Via: Fax #559-498-1026 10/5/12

Re: Conditional Use Permit No. C-12-015

Dear Sirs/Madams

Regarding the above Conditional Use Permit, I would like to respectfully withdraw my protest of this project. After speaking to the parties involved, we are assured that our concerns have been addressed and that we have little to be concerned about. Consequently, please withdraw my protest from this project.

I appreciate the efforts the principles of this project in addressing the concerns of their neighbors. Thanks again for your consideration.

Tony Adamo

President, All American Sports Fan, Inc.

October 15, 2012

Director
Development and Resource Management Department
City of Fresno
Fax: 559-498-1026

To the Director of the Development and Resource Management Department of Fresno California:

I am Robert A Morris, Vice President of Morris and Morris Inc., the owner of parcel # 424-042-03 located in Fresno, California. The parcel includes the following addresses. 4041,4051,4061,4071 and 4091 North Valentine Ave., Fresno, California 93722

We wish to appeal the authorization for the site at 3750 West Ashlan Ave., on the north side of West Ashlan Ave. ,west of North Valentine Avenue, to use it for the production and sale of hot mix asphalt as cited in *Notice of Proposed Granting of a Special Permit – Conditional Use Permit Application No. C-12-015.*

We are appealing this authorization as we believe the use of this property as an asphalt production and sale site will create poor air quality and undesirable asphalt odors at our property and the surrounding areas. We believe the lowered air quality and bad aromas will negatively impact our ability to retain current tenants as well as attract and maintain future tenants. Vacancies and lowering rents to lure new tenants will lower our business income. Loss of income and questionable air quality surrounding our property will lower our property value and our ability to sale at fair market value. These are serious concerns for us as these business revenues support our families lives.

We appreciate your attention to our concerns and this appeal.

Sincerely,

Robert A. Morris
Vice President
Morris and Morris Inc.
402 Mott Ave
Santa Cruz, CA 95062

Tel. (831)-471-9131
Email: mrmorris63@yahoo.com

City of FRESNO

COUNCIL DISTRICT 1 PLAN IMPLEMENTATION COMMITTEE

PROJECT REVIEW - APRIL 10, 2012

Project Record

PROJECT INFORMATION

Conditional Use Permit Application No. C-12-015
SITE ADDRESS: 3570 West Ashlan Avenue – APN 424-040-35S
Application No. C-12-015 was filed by Cesar Aranda of Vulcan Materials Company and pertains to17.89 acres of property located on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues. The applicant proposes the production and sale of hot mix asphalt (HMA) at a maximum sales rate of 600,000 tons per year and the acceptance and processing of recycled asphalt for use in recycled asphalt pavement (RAP). The facility will be comprised of a recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scale/scale house, off-loading facility including embankment fill haul truck ramp, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and existing landscape area. The property is zoned M-3 *(Heavy Industrial).*

COMMITTEE RECOMMENDATION

■ APPROVE APPROVE WITH CONDITION(S) DENY NO ACTION

	Barrett	Cox	Jonasson	Miller	Ryle	Shergill	Martinez
Approve	Yes			Yes	Yes		Yes
Deny							
Abstain			Abstain				
Absent		A				A	

COMMITTEE CONDITIONS / COMMENTS

Cesar Aranda of Vulcan Materials Company and Thomas McLaughlin of Precision Civil Engineering were present at the meeting to answer questions. Cesar Aranda described the project and what surrounded the site; stated the site was in a good location, it was close to Freeway 99, it was zoned heavy industrial, and Ashlan Avenue was a designated truck route; stated the current Vulcan operation would be relocating from RiverRock to this location; stated 24-hour operation was proposed but that the typical hours of operation were 5 a.m. to 4 p.m.

The Committee asked questions about truck trips, traffic signalization at the Marty intersection, air quality issues and odors, internal circulation and truck stacking, perimeter landscaping. The Committee recommended a meeting be held with the surrounding property owners and residential neighborhood to the east to explain the project. The Committee recommended approval of the project with the caveat that the applicant return to the Committee to report on the air quality analysis prepared for the Vulcan hot mix asphalt plant; motion carried m/s/c 4 yes, 0 no, 1 abstention, 2 absent.

[Cesar Aranda, Thomas McLaughlin, and Air Quality Project Consultant Scott Taylor were present at the May 22, 2012, Committee meeting and summarized the air quality analysis prepared for the Vulcan Hot Mix Asphalt Plant.]

Staff Liaison: J. Zuniga Date: 5-22-12

City of FRESNO

COUNCIL DISTRICT 1 PLAN IMPLEMENTATION COMMITTEE

PROJECT REVIEW - MAY 22, 2012

Project Record

PROJECT INFORMATION

Conditional Use Permit Application No. C-12-015
SITE ADDRESS: 3570 West Ashlan Avenue – APN 424-040-35S
Application No. C-12-015 was filed by Cesar Aranda of Vulcan Materials Company and pertains to17.89 acres of property located on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues. The applicant proposes the production and sale of hot mix asphalt (HMA) at a maximum sales rate of 600,000 tons per year and the acceptance and processing of recycled asphalt for use in recycled asphalt pavement (RAP). The facility will be comprised of a recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scale/scale house, off-loading facility including embankment fill haul truck ramp, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and existing landscape area. The property is zoned M-3 *(Heavy Industrial)*.

COMMITTEE RECOMMENDATION

APPROVE APPROVE WITH CONDITION(S) DENY NO ACTION

	Barrett	Cox	Jonasson	Miller	Ryle	Shergill	Martinez
Approve							
Deny							
Abstain							
Absent	A	A		A	A	A	

COMMITTEE CONDITIONS / COMMENTS

Cesar Aranda of Vulcan Materials Company, Thomas McLaughlin of Precision Civil Engineering, and Air Quality Project Consultant Scott Taylor were present and they summarized the air quality analysis prepared for the Vulcan Hot Mix Asphalt Plant. This presentation was a follow up to the information requested at the April 10, 2012, Committee meeting.

There was not a quorum present at the meeting to affirm the April 10, 2012, recommendation of approval.

Staff Liaison: J. Zuniga Date: 5-22-12

ReferenceUSA®

from infogroup/ReferenceDivision™

Olson & Co Steel Fresno, CA

Location Information			
Verified Record			
Company Name	Olson & Co Steel	**Phone**	(559) 224-7811
Address	3488 W Ashlan Ave	**Fax**	(559) 224-3709
City, State, ZIP	Fresno, CA 93722-4443	**Toll Free**	(877) 430-2200
County	Fresno	**Website**	http://www.olsonsteel.com
Metro Area	Fresno, CA		

Industry Profile

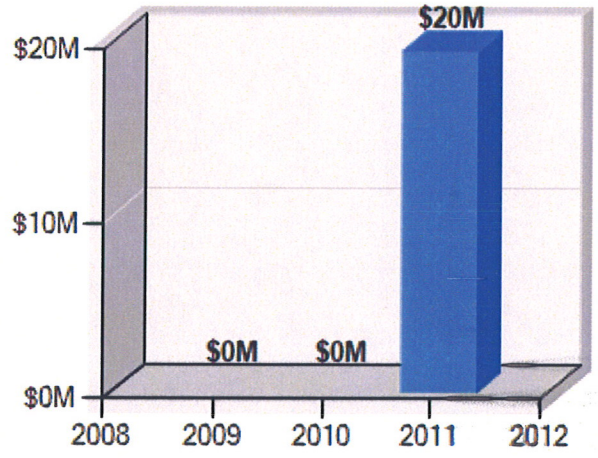
SIC Code	SIC Description	NAICS Code	NAIC Description
3441-06	Steel-Structural (Mfrs)	332312	Fabricated Structural Metal Manufacturing

Franchise	Description
No Franchise Codes Available	

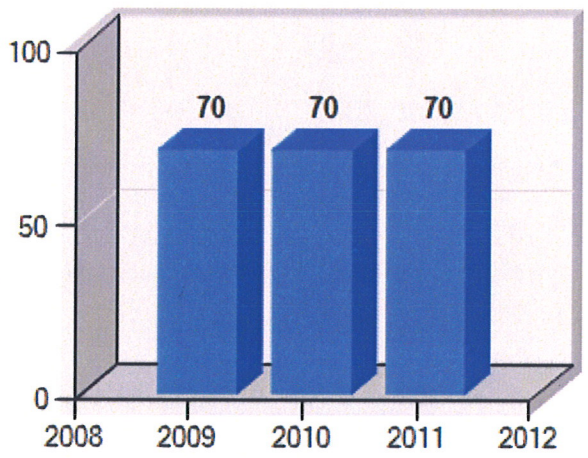
Business Profile

Olson & Co Steel was established in 2002 due to the merger of Bostrom Bergen Metal Products and Meddco Metals. It specializes in providing steel fabrication, erection and specialty construction services to the construction industry throughout Northern California. The company maintains a fabrication plant in Fresno, Calif., to manufacture a range of structural steel and miscellaneous metals. The various projects undertaken by Olson & Co Steel include the San Francisco City Hall, Oakland City Hall, Asian Arts Museum, Hastings Law College and State Bar Association. It also designed products for the Watsonville Civic Center, Santa Clara University Library and Camino Hospital, including a variety of stairs and miscellaneous items.

Sales Volume



Number of Employees



Nearby Business

Name	Location	Phone	Primary Business
Alsco Inc	Fresno, CA	(559) 222-1810	Linen Supply Service
Best Medical Trnsprtn Inc	Fresno, CA	(559) 446-1511	Transportation Services
D B Electronics	Fresno, CA	(559) 229-6092	Electric Equipment-Service & Repairing
F R Body Works	Fresno, CA	(559) 224-3254	Automobile Body-Repairing & Painting
G & M Auto Repair & Tires	Fresno, CA	(559) 803-8925	Automobile Repairing & Service

ReferenceUSA®

from infogroup/ReferenceDivision™

Nearby Business Name	Location	Phone	Primary Business
G 1 Steam Cleaning	Fresno, CA	(559) 226-0399	Janitor Service
G-1 Steam Cleaning & Jntrl	Fresno, CA	(559) 226-0612	Steam Cleaning-Industrial
New Image Plastics	Fresno, CA	(559) 225-2006	Plastics-Fabricating/Finish/Decor-Mfrs
Romeo's Furniture & Appliances	Fresno, CA	(559) 994-1714	Furniture-Dealers-Retail
Valerio Electric Inc	Fresno, CA	(559) 230-0221	Electric Contractors

ReferenceUSA®

from infogroup|ReferenceDivision™

Builders Concrete Inc Fresno, CA

Location Information			
Verified Record			
Company Name	Builders Concrete Inc	**Phone**	(559) 225-3667
Address	3664 W Ashlan Ave	**Fax**	(559) 225-6516
City, State, ZIP	Fresno, CA 93722-4499	**Toll Free**	(800) 344-7931
County	Fresno	**Website**	*Not Available*
Metro Area	Fresno, CA		

Industry Profile

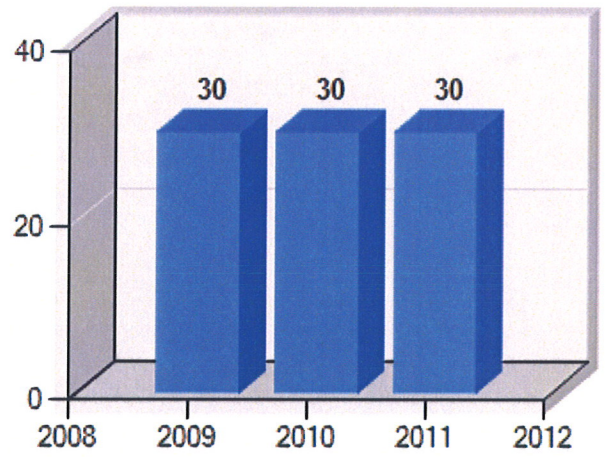
SIC Code	SIC Description	NAICS Code	NAIC Description
1771-07	Concrete Pumping Service	238110	Poured Concrete Foundation & Structure Contractors
3272-09	Concrete Prods-Ex Block & Brick (Mfrs)		
3273-01	Ready-Mixed Concrete-Manufacturers	327390	Other Concrete Product Manufacturing
5211-28	Concrete-Ready Mixed	327320	Ready-Mix Concrete Manufacturing
		444190	Other Building Material Dealers

Franchise	Description
No Franchise Codes Available	

Business Profile

No Business Profile Available

Number of Employees



Nearby Business

Name	Location	Phone	Primary Business
Acme Rotary Broom Svc	Fresno, CA	(559) 275-3100	Brooms-Manufacturers
American Equipment Co	Fresno, CA	(559) 275-2275	Sweepers-Power (Whls)
Full Throttle Suspension Inc	Fresno, CA	(559) 271-8685	Automobile Parts-Used & Rebuilt (Whls)
G H Granite & Marble	Fresno, CA	(559) 277-1345	Granite (Whls)
Jack In The Box	Fresno, CA	(559) 271-1805	Restaurants
National Cement	Fresno, CA	(559) 229-3415	Cement-Wholesale
Quality Floor Care	Fresno, CA	(559) 277-2415	Janitor Service

ReferenceUSA®

from infogroup/ReferenceDivision™

Nearby Business Name	Location	Phone	Primary Business
Snappy Food Store	Fresno, CA	(559) 275-7697	Service Stations-Gasoline & Oil
Sportspoint Photography	Fresno, CA	(559) 276-8339	Photographers-Portrait
SUBWAY	Fresno, CA	(559) 274-1699	Restaurants

CITY OF FRESNO
DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

NOTICE OF PUBLIC HEARING
CONDITIONAL USE PERMIT APPLICATION NO. C-12-015

NOTICE IS HEREBY GIVEN that, in accordance with Fresno Municipal Code Section 12-406 (Chapter 12, Article 4), the Fresno City Planning Commission will conduct a public hearing to consider an appeal of the Development and Resource Management Director's action to approve, with conditions, Conditional Use Permit Application No. C-12-015 and its related environmental finding. The application pertains to a 17.96-acre parcel located at 3570 West Ashlan Avenue, on the north side of West Ashlan Avenue west of North Valentine Avenue. This parcel is zoned M-3, *Heavy Manufacturing District*, and is located within the Bullard Community Plan area of the corporate City of Fresno area subject to the 2025 Fresno General Plan.

1. **Conditional Use Permit Application No. C-12-015** was filed by Cesar Aranda on behalf of Vulcan Materials. The applicant requests authorization to improve the site, a former bulk concrete and asphalt product plant and delivery trucking facility, and use it for production of hot- and warm-mix asphalt concrete at a maximum sales rate of 500,000 tons per year with the acceptance and processing of recycled asphalt for use compounding paving materials. The facility will be comprised of an asphalt-concrete production system, lab, offices, shop, material stockpile areas, off-loading facility with embankment fill truck ramp, scale/scale house, haul truck staging area, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and landscaped area along West Ashlan Avenue.

2. **Environmental Assessment (EA) No. C-12-015** recommends that a Finding of Conformity with Master Environmental Impact Report No. 10130 (SCH No. 2001071097) certified for the 2025 Fresno General Plan and Mitigated Negative Declaration (SCH No. 2009-051016) adopted for Plan Amendment No. A-09-02 (the Air Quality Update to the General Plan) be made for Conditional Use Permit Application No. C-12-015 pursuant to Public Resources Code Section 21157.6(b)(1).

FRESNO CITY PLANNING COMMISSION

Date: Wednesday, November 7, 2012

Time: 6:00 p.m., or thereafter

Place: City Hall Council Chamber, Second Floor
2600 Fresno Street. Fresno. CA 93721

Any interested person may appear at the public hearing and present written testimony or speak in favor or against the project proposal. If you challenge the above application in court, you may be limited to raising only those issues that you, or someone else, raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. Communications may be sent to the Planning Commission c/o the Development and Resource Management Department, at the address and fax numbers listed below. The Planning Commission's action on any special permit is final unless appealed to the City Council in accordance with the Fresno Municipal Code.

NOTE: Fresno Municipal Code Section 12-401-C-2 requires that this notice be sent to owners of property within 300 feet of the subject property. Notices have been sent to all owners of property within 350 feet of the subject property.

For additional information, contact Sandra Brock, Development Services Division, Development and Resource Management Department by telephone, 559-621-8041; via e-mail sent to Sandra.Brock@fresno.gov; by fax at 559-498-1026; or by mail at Fresno City Hall, 3rd Floor, 2600 Fresno Street, Fresno, California 93721-3604. ***Para información en español, comuníquense con Sophia Pagoulatos o McKencie Contreras al número de teléfono (559) 621-8054.***

DATED: October 26, 2012
Assessor's Parcel No. 424-042-05S

Keith Bergthold, Secretary
Fresno City Planning Commission

Development and Resource Management Department
2600 Fresno Street, Room 3076 · Fresno, CA 93721 · Phone (559) 621-8277 · Fax (559) 498-1026

SEE MAP ON REVERSE SIDE

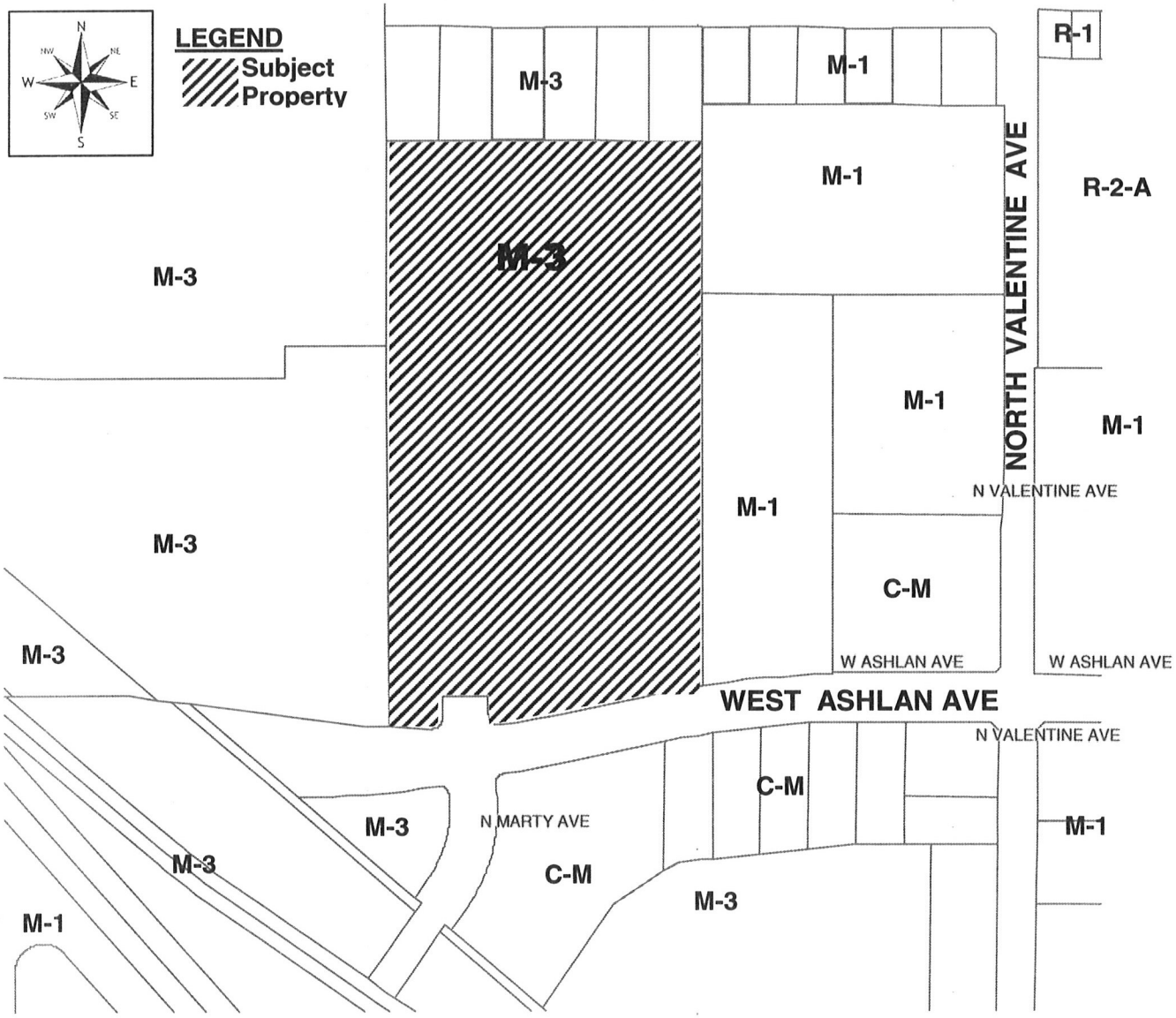
City of
FRESNO

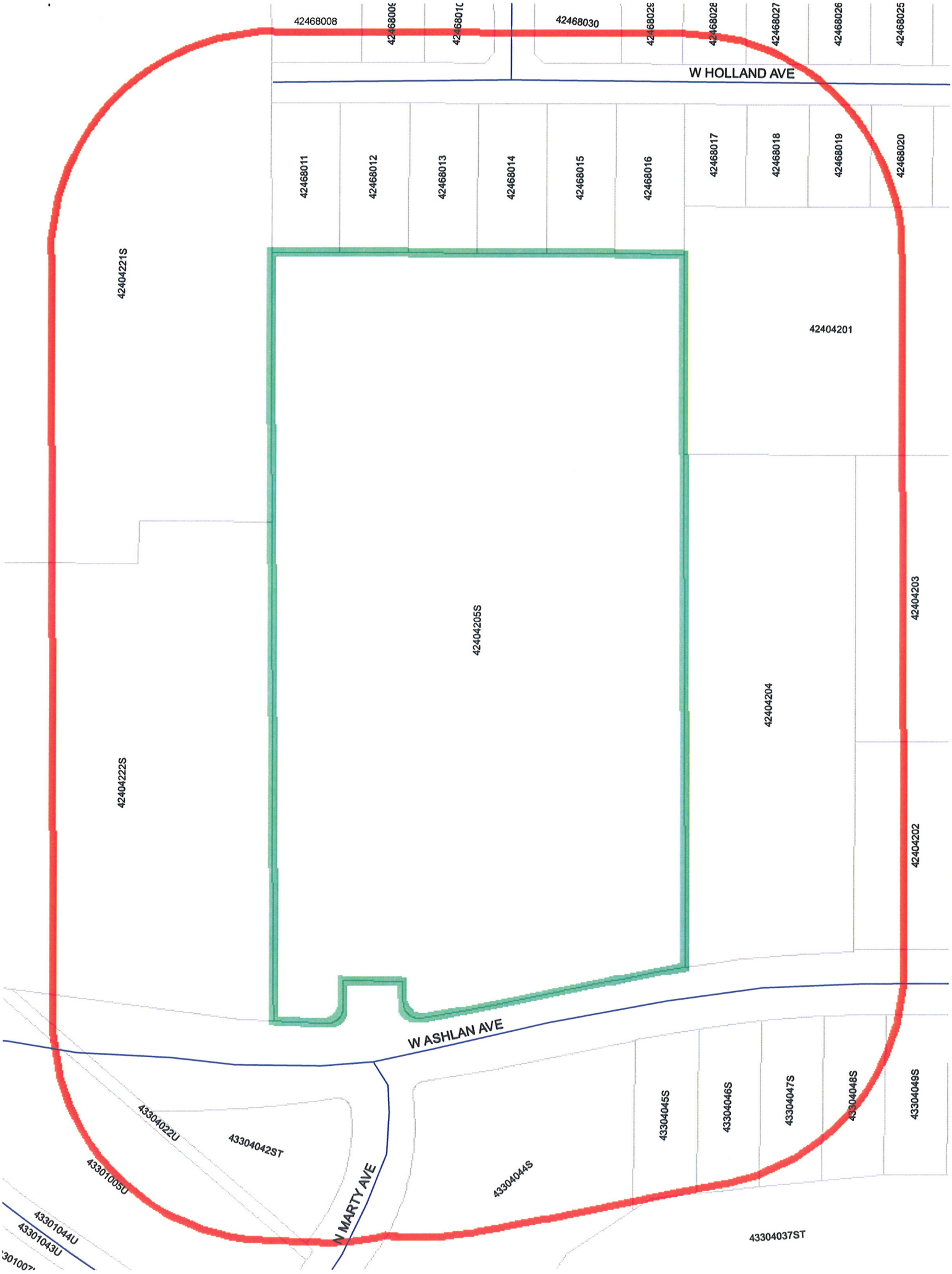
S. Brock
DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT
2600 FRESNO ST, 3RD FL
FRESNO CA 93721-3604

Planning Commission Hearing on
Conditional use Permit Application No. C-12-015
3570 West Ashlan Avenue

THIS IS A LEGAL NOTICE

VICINITY MAP

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43304042ST
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CITY OF FRESNO – ENVIRONMENTAL ASSESSMENT

FINDING OF CONFORMITY

MEIR NO. 10130/MND FOR PLAN AMENDMENT A-09-02 (AIR QUALITY UPDATE)

Pursuant to Section 21157.1 of the California Public Resource Code (California Environmental Quality Act) the project described below is determined to be within the scope of the Master Environmental Impact Report (MEIR) No. 10130 prepared for the 2025 Fresno General Plan	DATE RECEIVED FOR FILING: **August 31, 2012**

Applicant: Vulcan Materials 11599 Old Friant Rd. Fresno, CA 93730	**Initial Study Prepared By:** Planner Sandra L. Brock Date August 31, 2012
Environmental Assessment Number: **EA No. C-12-015,** prepared for **Conditional Use Permit Application No. C-12-015**	**Project Location:** 3570 West Ashlan Avenue, Fresno, CA 93722 (Assessor's Parcel Number 424-042-05S) Located on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues, in the City and County of Fresno, California Site Latitude: 36° 47' 43" N Site Longitude: 119° 51' 24" W Township 13 S, Range 19 E, Section 13, Mount Diablo Base & Meridian

Project Description:

Cesar Aranda, on behalf of Vulcan Materials, has filed Conditional Use Permit Application No.C-12-015 pertaining to approximately 17.96 acres of property located on the north side of West Ashlan Avenue between North Brawley and North Valentine Avenues. The applicant proposes to improve the site of a former bulk concrete and asphalt product plant and delivery trucking facility and use it for production and recycling of asphalt concrete at a maximum sales rate of 500,000 tons per year with the acceptance and processing of recycled asphalt for use compounding paving materials. The facility will be comprised of an asphalt-concrete production system, lab, offices, shop, material stockpile areas, off-loading facility with embankment fill truck ramp, scale/scale house, haul truck staging area, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and landscaped area along West Ashlan Avenue.

The subject property is currently vacant but was formerly developed with an asphalt production operation ancillary to the adjacent concrete production plant to the west.

Conformance to Master Environmental Impact Report (MEIR) NO. 10130:

The property is located within the jurisdiction of the Bullard Community Plan and the 2025 Fresno General Plan. The Bullard Community Plan and the 2025 Fresno General Plan designate the subject property for light industrial planned land uses but has nonconforming M-3, Heavy Manufacturing District zoning which was approved prior to the effective date of the Local Planning and Procedures Ordinance (LPPO) and, therefore, may be exercised pursuant to provisions of the LPPO such that the proposed use, allowable in the M-3 zone district by conditional use permit, may be found consistent with the General Plan.

To evaluate the project proposed in Conditional Use Permit Application No. C-12-015, the Development and Resource Management Department has prepared an Initial Study, attached hereto as "Exhibit A/Modified CEQA Guidelines Appendix G Environmental Checklist to analyze a subsequent Project identified in the Master Environmental Impact Report (MEIR) prepared for the 2025 Fresno General Plan and the Mitigated Negative Declaration (MND) prepared for Plan Amendment No. A-09-02, the Air Quality Update to the General Plan," in accordance with the land use and environmental policies and provisions of the Lead Agency City of Fresno's 2025 Fresno General Plan) and its related Master Environmental Impact Report (MEIR) No. 10130 (SCH No. 2001071097); the Mitigated Negative Declaration (MND), SCH No. 2009051016, prepared for Plan Amendment No. A-09-02 (the Air Quality Update of the 2025 Fresno General Plan); and the City of Fresno Zoning Ordinance (Fresno Municipal Code.

The subject property is currently vacant but was formerly in use for an asphalt production operation and may be further improved to resume that use at an intensity and scale that is permitted by the zone district classification of the site pursuant to provisions of the Local Planning and Procedures Ordinance which were in force at the time the 2025 Fresno General Plan was adopted and MEIR No. 10130 was certified. Thus, the proposed project will not facilitate an additional intensification of uses beyond that which already exists or would be allowed by the above-noted planned land use designation.

Moreover, it is not expected that the future development will adversely impact existing city service systems or the traffic circulation system that serves the subject property. These infrastructure findings have been verified by the Public Works and Public Utilities Departments. It has been further determined that all applicable mitigation measures of MEIR No. 10130 and the Air Quality MND have been applied to the project necessary to assure that the project will not cause significant adverse cumulative impacts, growth inducing impacts, and irreversible significant effects beyond those identified by MEIR No. 10130 as provided by CEQA Guidelines Section 15177(b)(3).

Pursuant to Section 21157.1 of the California Public Resources Code (California Environmental Quality Act), it may be determined that a subsequent project, as identified in the MEIR pursuant to Section 21157(b)(2) of the Public Resources Code and CEQA Guidelines Section 15177, falls within the scope of a MEIR, provided that the project does not cause additional significant impacts on the environment that were not previously examined by the MEIR and the Air Quality MND.

Relative to this specific project proposal, the environmental impacts noted in the MEIR and the Air Quality MND, pursuant to the 2025 Fresno General Plan land use designation, include impacts associated with the light industrial planned land use designation specified for the subject property and heavy manufacturing district zoning classification specified for the subject property. Based on this Initial Study, the following findings are made: (1) The proposed project was identified as a Subsequent Project in MEIR No. 10130 because its, location, land use designation and permissible intensities are set forth in Figure I-1 of MEIR No. 10130; (2) The proposed project is fully within the scope of the MEIR and Air Quality MND because it will not generate additional significant effects on the environment not previously examined and analyzed by the MEIR or Air Quality MND for the reasons set forth in the Initial Study; and (3) other than identified below, there are no new or additional mitigation measures or alternatives required.

In addition, after conducting a review of the adequacy of the MEIR pursuant to Public Resources Code Section 21157.6(b)(1), the Development and Resource Management Department, as lead agency, finds that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and the Air Quality MND was adopted and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete and the Air Quality MND was adopted, has become available. Moreover, as lead agency for this project, the Development and Resource Management Department, per Section 15177(d) of the CEQA Guidelines, has determined that all feasible mitigation measures from MEIR No. 10130 and the Air Quality MND shall be applied to the project as conditions of approval as set forth in the attached MEIR Mitigation Measure Monitoring Checklist (see Exhibit D, "Master Environmental Impact Report (MEIR) No. 10130/SCH No. 2001071097 For the 2025 General Plan, Mitigation Measure Monitoring Checklist").

Public notice has been provided regarding this finding in the manner prescribed by Section 15177(d) of the CEQA Guidelines and by Section 21092 of the California Public Resources Code (CEQA provisions).

Planning Manager, City of Fresno

August 31, 2012
Date

Attachments: Notice of Intent to Adopt a Finding of Conformity

Exhibit A: Initial Study / Modified Appendix G checklist prepared for Environmental Assessment No. C-12-015, to analyze a subsequent project Identified In Master EIR No. 10130 (SCH No. 2001071097) and the Mitigated Negative Declaration for Plan Amendment No. A-09-02 (Air Quality Update) (SCH No. 2009051016), with attachments

Exhibit B: Master Environmental Impact Report (MEIR) No. 10130/SCH No. 2001071097 For the 2025 General Plan: Mitigation MEIR Mitigation Monitoring Checklist for Environmental Assessment No. C-12-015

Exhibit C: Master Environmental Impact Report (MEIR) Review Summary (Attachment: Status of MEIR Analysis with Regard to Air Quality and Climate Change)

Exhibit D: MEIR Mitigation Measure Monitoring Checklist for Environmental Assessment No. C-12-015

E201210000233

CITY OF FRESNO
NOTICE OF INTENT TO ADOPT A FINDING OF CONFORMITY

Filed with:

FILED
AUG 31 2012
FRESNO COUNTY CLERK
By Jami McDonough DEPUTY

PROJECT TITLE AND ENVIRONMENTAL ASSESSMENT

EA No. C-12-015

prepared for Conditional Use Permit No. C-12-015

APPLICANT:
Vulcan Materials (also property owner)
11599 Old Friant Road
Fresno, CA 93730

PROJECT LOCATION:

3570 West Ashlan Avenue, on the north side of W. Ashlan Avenue between N. Valentine and N. Brawley Avenues

APN: 424-040-35S

36° 47' 43" N Latitude, 119° 51' 24" W Longitude

Township 13S, Range 19E, Section 13, M.D.B.& M.

FRESNO COUNTY CLERK
2221 Kern Street, Fresno, California 93721

PROJECT DESCRIPTION: Cesar Aranda, of Vulcan Materials Company, has filed Conditional Use Permit (CUP) Application No. C-12-015 pertaining to a 17.89-acre property located at 3570 West Ashlan Avenue, on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues (APN 424-040-35S), a site which was previously developed and used for a bulk concrete plant and product delivery fleet. Conditional Use Permit Application No. C-12-015 proposes to improve the site and use it the production and sale of hot mix asphalt (HMA) at a maximum sales rate of 500,000 tons per year and the acceptance and processing of recycled asphalt for use in recycled asphalt pavement (RAP). The facility will be comprised of a recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scale/scale house, off-loading facility including embankment fill haul truck ramp, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and existing landscape area. The project is consistent with the site's planned Heavy Industrial land use (designated by both the 2025 Fresno General Plan and the Bullard Community Plan) and with its existing zoning, M-3 *(Heavy Manufacturing District)*.

The City of Fresno has conducted an initial study of the above-described project and it has been determined to be a subsequent project that is fully within the scope of the Master Environmental Impact Report No. 10130 (MEIR) prepared for the 2025 Fresno General Plan (SCH # 2001071097) and Mitigated Negative Declaration prepared for Plan Amendment No. A-09-02 (SCH # 2009051016) (Air Quality MND). Therefore, the Development and Resource Management Department proposes to adopt a Finding of Conformity for this project.

With the mitigation imposed, there is no substantial evidence in the record that this project may have additional significant, direct, indirect or cumulative effects on the environment that are significant and that were not identified and analyzed in the MEIR or Air Quality MND. After conducting a review of the adequacy of the MEIR and Air Quality MND pursuant to Public Resources Code, Section 21157.6(b)(1), the Development and Resource Management Department, as lead agency, finds that no substantial changes have occurred with respect to the circumstances under which the MEIR was certified and the Air Quality MND was adopted and that no new information, which was not known and could not have been known at the time that the MEIR was certified as complete and the Air Quality MND was adopted, has become available. The project is not located on a site which is included on any of the lists enumerated under Section 65962.5 of the Government Code including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, hazardous waste disposal sites and others, and the information in the Hazardous Waste and Substances Statement required under subdivision (f) of that Section.

E201210000233

Notice of Intent to File a Finding of Conformity
EA No. C-12-015
August 31, 2012

Additional information on the proposed project, including the MEIR, Air Quality MND, proposed environmental finding and the initial study may be obtained from the Development and Resource Management Department, Fresno City Hall, 2600 Fresno Street, 3rd Floor Fresno, California 93721-3604. Please contact Sandra Brock at (559) 621-8041, or email her at sandra.brock@fresno.gov, for more information.

ANY INTERESTED PERSON may comment on the proposed environmental finding. Comments must be in writing and must state (1) the commentor's name and address; (2) the commentor's interest in, or relationship to, the project; (3) the environmental determination being commented upon; and (4) the specific reason(s) why the proposed environmental determination should or should not be made. Any comments may be submitted at any time between the publication date of this notice and close of business on October 1, 2012. Please direct comments to Sandra Brock, Planner, City of Fresno Development and Resource Management Department, City Hall, 2600 Fresno Street, Room 3043, Fresno, California, 93721-3604; by email to sandra.brock@fresno.gov; or comments can be sent by facsimile to (559) 498-1026.

INITIAL STUDY PREPARED BY: Sandra L. Brock Sandra L. Brock, Planner	SUBMITTED BY: Mike Sanchez, Planning Manager CITY OF FRESNO DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT
DATE: August 31, 2012	

ENVIRONMENTAL ASSESSMENT NO. C-12-015

EXHIBIT A

INITIAL STUDY

(Modified CEQA Guidelines Appendix G Environmental Checklist to analyze a subsequent project identified in the Master Environmental Impact Report (MEIR) prepared for the 2025 Fresno General Plan and the Mitigated Negative Declaration (MND) prepared for Plan Amendment No. A-09-02, the Air Quality Update to the General Plan)

1. **Project title:**

   CONDITIONAL USE PERMIT APPLICATION NO. C-12-015

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

   City of Fresno Development and Resource Management Department (DARM)
   2600 Fresno Street, 3rd Floor
   Fresno, CA 93721-3604

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

   Sandra Brock, Planner III
   Planning Division, DARM (see address above)
   Phone: (559) 621-8041; Fax: (559)- 498-1026; email: sandra.brock@fresno.gov

4. **Project location:** (see attached vicinity map and aerial photo)

   3570 West Ashlan Avenue, Fresno, CA 93722 (Assessor's Parcel Number 424-042-05S), located on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues, in the City and County of Fresno, California

   Site Latitude: 36° 47' 43" N
   Site Longitude: 119° 51' 24" W

   Mount Diablo Base & Meridian, Township 13 S, Range 19 E, Section 13

5. **Project sponsor's names and addresses:**

   Vulcan Materials
   11599 Old Friant Rd.
   Fresno, CA 93730

6. **General/Community Plan designation:**

   Existing - Light Industrial (Bullard Community Plan),

   Proposed - no change

7. **Zoning:**

   Existing - M-3 *(Heavy Manufacturing District)*

   Proposed - no change

8. **Description of project (project objective):** To improve the 17.96-acre site of a former bulk concrete and asphalt product plant and delivery trucking facility and use it for production and recycling of asphalt concrete at a maximum sales rate of 500,000 tons per year with the acceptance and processing of recycled asphalt for use compounding paving materials. The facility will be comprised of an asphalt-concrete production system, lab, offices, shop, material stockpile areas, off-loading facility with embankment fill truck ramp, scale/scale house, haul truck staging area, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and landscaped area along West Ashlan Avenue. The development of this property will occur in conjunction with the closure of another asphalt production operation of this firm, one that utilizes older asphalt production technology, located on the north side of Friant Road (at the northerly edge of the City's Sphere of Influence).

9. **Surrounding land uses and setting:** (also see attached vicinity map and aerial photo)

	Planned Land Use	Existing Zoning	Existing Land Use
North	Light Industrial	**M-3** *Heavy Manufacturing District*	Mixed manufacturing and warehousing
East	Light Industrial	**M-1** *(Light manufacturing District()*	steel fabrication plant
South	Light Industrial	**M-3** *(Heavy Manufacturing District)* and **C-M** *(Commercial and Manufacturing District)*	Service station, car wash, and mixed manufacturing and warehousing
West	Light Industrial	**M-3/UGM** *(Heavy Manufacturing District)*	Northerly 38± acres subject to TPM 2011-10 for a 63-lot Industrial business park; current use is a large-scale concrete production plant and base for concrete delivery fleet

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

San Joaquin Valley Air Pollution Control District (Authority to Construct, Permit to Operate, Dust Control Plan for grading)

Fresno Metropolitan Flood Control District (grading/drainage plan)

Fresno County Environmental Health (hazardous materials business plan)

Regional Water Quality Control Board (storm water discharge permit for construction and for ongoing operations)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Pursuant to Public Resources Code Section 21157.1(b) and CEQA Guidelines 15177(b)(2), the purpose of this initial study is to analyze whether the subsequent project was described in the City of Fresno Master Environmental Impact Report ("MEIR") No. 10130 for the 2025 Fresno General Plan (SCH # 2001071097), and whether the subsequent project may cause any additional significant effect on the environment which was not previously examined in that MEIR or the Mitigated Negative Declaration ("MND") prepared for Plan Amendment A-09-02/the Air Quality Update to the 2025 Fresno General Plan (SCH # 2009051016).

The environmental factors checked below would be potentially affected by this project, although none of the impacts would be potentially significant with application of proposed project-specific mitigation measures:

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that, pursuant to CEQA Guidelines Section 15177, the project is a subsequent project whose potential effects were identified in the Master Environmental Impact Report (MEIR) No. 10130 (SCH No. 2001071097) prepared and certified for the City of Fresno 2025 General Plan and that the project is fully within the scope of that MEIR and the Mitigated Negative Declaration (MND) prepared for Plan Amendment No. A-09-02, the Air Quality Update to the 2025 Fresno General Plan (SCH No. 2009051016), because it would have no additional significant effects that were not examined in the MEIR or the MND such that no additional alternatives or mitigation measures may be required beyond the imposition of mitigation measures contained in the attached MEIR Mitigation Measure checklist (attached as Exhibit D), given the features of the project and application of conditions of approval. Per to Public Resources Code Section 21157.6(b)(1) and CEQA Guidelines Section 15177, a FINDING OF CONFORMITY will be prepared.

X Sandra L Brock

Sandra L. Brock, Planner III, City of Fresno

August 31, 2012

EVALUATION OF POTENTIAL ENVIRONMENTAL IMPACTS

1. For purposes of this Initial Study, the following answers have the corresponding meanings:
   a. "No Impact" means the subsequent project will not cause any additional significant effect related to the threshold under consideration which was not previously examined in the MEIR or Air Quality MND (see attached Exhibit B for a summary of MEIR findings).
   b. "Less Than Significant Impact" means there is an impact related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND, but that impact is less than significant;
   c. "Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND, however, with the mitigation incorporated into the project, the impact is less than significant.
   d. "Potentially Significant Impact" means there is an additional potentially significant effect related to the threshold under consideration that was not previously examined in the MEIR or Air Quality MND.

2. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

3. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

4. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must then indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

5. A "Finding of Conformity" is a determination based on an initial study that the proposed project is a subsequent project identified in the MEIR and that it is fully within the scope of the MEIR and Air Quality MND because it would have no additional significant effects that were not examined in the MEIR or the Air Quality MND.

6. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

7. Earlier analyses may be used where, pursuant to the tiering, program EIR or MIER, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.

   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in the MEIR or another earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

8. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

9. Supporting Information Sources: A list should be attached, and other sources used or individuals contacted should be cited in the discussion.

10. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

11. The explanation of each issue should identify:

    a. The significance criteria or threshold, if any, used to evaluate each question; and

    b. The mitigation measure identified, if any, to reduce the impact to less than significance

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

No scenic vistas, scenic resources, or distinctive geologic features, are in the immediate area of, the project site. The project vicinity is planned for, and developed with, intensive urban uses, of an industrial nature. All parcels adjacent to the subject property are developed with industrial uses including a large-scale active concrete plant site with tall equipment and a steel fabricating plant with outdoor storage facilities for raw materials and product. The nearest residential property is approximately 725 feet distant from the boundary of the proposed project site, with the steel fabricating plant intervening.

The proposed project has an aesthetic enhancement that will be retained, consisting of a landscaped area along West Ashlan Avenue that is approximately 350 feet deep and 400 feet wide (comprising approximately some 3 acres). This landscaped area has mature trees which will screen operations from public roadways. This feature will be further enhanced by additional landscaping to be installed along the site's Ashlan Avenue arterial roadway frontage, in an area previously vacated for street purposes, subject to future design of improvements to Ashlan Avenue and the Freeway 99/Ashlan interchange. The additional landscaping will be evaluated under provisions of the Bullard Community Plan and the 2025 Fresno General Plan Design Guidelines. The project's signage will also be compatible with architecture of surrounding uses.

The project will take access from Ashlan Avenue, a designated truck route, which avoids aesthetic impacts of haul trucks on local streets or residential access streets. Infrastructure features are prominently visible in the area, primarily the elevated arterial roadway (Ashlan Avenue) that provides a grade separation for the Union Pacific Railroad west of the project site. The site's landscaped area with mature trees provides a visual barrier from Ashlan Avenue and industrial uses to the south. While the northerly part of the subject parcel is somewhat visible from State Route 99 to the west, views of the site are blocked by intervening heavy industrial development (primarily by material stockpiles, silos, and hopper loading conveyor for the Builder's Concrete facility). Since the project site already includes an elevated berm, and is adjacent to the existing silos, hopper loading conveyor and heavy industrial buildings over 40' tall), development and use of the proposed project will not materially alter the existing visual aspect of the area. Surrounding office warehouse properties to the east and north do not have windows facing the proposed project, and the height and mass of the existing industrial buildings abutting the proposed project will block view of the site for more distant properties.

The project is not be permitted to create a new source of substantial light or glare which would affect day or night time views in the project area, given standard City of Fresno and California Building Code requirements that require lighting to be down-directed and shielded in order to minimize light reaching neighboring properties. The configuration of the proposed facility relative to surrounding uses will not direct light or glare onto any sensitive receptors.

With development of the subject property for asphalt production, the applicant's older asphalt production facility in the San Joaquin River corridor can be decommissioned which will provide for the future rehabilitation of that site for its end use of revegetated open space and habitat (pursuant to Surface Mining and Reclamation Act requirements). That will provide an aesthetic enhancement in an aesthetically sensitive portion of the Fresno-Clovis metropolitan area.

Because the proposed project includes retention of a large landscaped area along Ashlan Avenue, and is required to comply with conditions of approval for CUP C-12-015 relating to 2025 General Plan Design Guidelines and further landscaped improvements along its Ashlan Avenue frontage, control of light and glare, etc. aesthetic mitigation is incorporated into the project. As a result, this project is not expected to damage any scenic resources nor will it degrade the visual character or quality of the site and its surroundings a determination has been made that this project would have a less than significant impact on aesthetics.

Mitigation Measure

The project shall incorporate aesthetic related Mitigation Measure No. Q-1 as identified in the attached Exhibit C MEIR Mitigation Measure Monitoring Checklist for this project, dated August 31, 2012.

ENVIRONMENTAL ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. -- Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				x

ENVIRONMENTAL ISSUE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				x
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				x
d) Result in the loss of forest land or conversion of forest land to non-forest use?				x
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				x

The subject property does not fall into any of the categories listed above and is not subject to a Williamson Act agricultural land conservation contract. There are no existing agricultural or commercial forestry uses of the subject property. The project does not have the potential to facilitate future conversion of agricultural or timber resource lands because the subject property is surrounded by urban uses; any vacant land in the vicinity was removed from agricultural use many years ago. By serving urban service needs in this infill location, the project has the effect of preventing conversion of agricultural lands for industrial development elsewhere in Fresno County. Therefore, no adverse environmental impacts related to agricultural would occur as a result of the proposed project and no project-specific mitigation measures are required.

Mitigation Measure

The proposed project shall conform to the Mitigation Measure No. E.2 as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist dated August 31, 2012.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY AND GLOBAL CLIMATE CHANGE - (Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.) -- Would the project:				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan (*e.g.*, by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (APCD) adopted thresholds for these pollutants)?				x
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				x
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				x
d) Expose sensitive receptors to substantial pollutant concentrations?				x
e) Create objectionable odors affecting a substantial number of people?				x

Environmental and regulatory setting with regard to air quality

The project is located in Fresno County and within the San Joaquin Valley Air Basin (SJVAB). This region has had chronic non-attainment of federal and state clean air standards for ozone/oxidants and particulate matter due to a combination of topography and climate. Some air pollutants are fairly constant throughout the year in the region, while others vary in concentration according to location and are changeable from day to day and even hour to hour, due to complex interactions of topography, climate, and weather.

Regional factors affect the accumulation and dispersion of air pollutants within the SJVAB. The SJVAB is approximately 250 miles long, averages 35 miles wide, and is the second largest air basin in the state. It is bounded, and its climatological characteristics are essentially defined by geography: The floor of the Valley is flat (with a slight downward gradient to the northwest) and is hemmed in on three sides by mountain ranges:

- the Sierra Nevada to the east rises from 8,000 to 14,000 feet in elevation;
- the Tehachapi mountains in the south range from 5,000 to 8,000 feet in elevation; and
- the Coast Range in the west averages 3,000 feet in elevation.

The Coast Range barrier has an opening to the Pacific Ocean at the Carquinez Straits where the San Joaquin-Sacramento Delta empties into San Francisco Bay and via the Altamont Pass. However, air entering the Valley at these points carries pollutants and pollutant precursors from urbanized coastal areas. (In turn, the SJVAB contributes pollutants and precursors to downwind air basins when air escapes the Valley through mountain passes or high-level flows.) Topography, wind speed and direction, temperature, inversion layers, precipitation, and fog

exacerbate the air quality problem in the SJVAB. These factors can combine to create air pollution and affect the ability of the atmosphere to disperse pollutants.

The Valley has a Mediterranean climate, with a high number of sunny days (over 260 per year, on the average) and little or no measurable precipitation for several months of the year. High temperature readings in summer average 95ºF. This fosters photochemical reactions in the atmosphere that generate oxidants and particulate matter.

Summertime wind speed and direction data indicate that the Valley's air mass moves from the north end of the Valley and flows in a south-southeasterly direction through the Valley, through Tehachapi pass, into the Southeast Desert Air Basin.

During the winter, average high temperatures in the winter are in the 50s and the average daily low temperature is 45ºF. Temperatures below freezing are unusual, but highs in the 30s and 40s can occur on days with persistent fog and low cloudiness. Wintertime wind speed and direction data indicate that prevailing flows occasionally reverse, with wind originating from the south end of the Valley and blowing in a north-northwesterly direction. While the Valley generally experiences light winds (less than 10 mph), more disturbed weather conditions with stronger ground level winds can generate fugitive dust and exacerbate particulate matter pollution. Winter also predisposes the SJVAB to inversion layers, where warm air in the upper atmosphere caps cold air at lower elevations, with little or no normal convection to mix the air mass. Inversions can exist at the surface or at any height above the ground, and tend to act as a lid on the Valley, holding in the pollutants that are generated here.

Occurrences of high barometric pressure at any time of the year tend to cause the Valley atmosphere to stagnate and allow pollutants to concentrate. These factors create a climate conducive to elevated particulate matter (PM10 and PM2.5) concentrations and accumulation of carbon monoxide (CO).

Valley air quality has adverse impacts on human health, a situation rendered more serious due to the elevated proportion of sensitive persons (children and the elderly) in the local population. Childhood and adult asthma are prevalent and there with a high level of asthma mortality in the region. Outdoor recreation is often contraindicated, which has secondary cardiopulmonary effects from lack of physical activity.

The San Joaquin Valley Air Pollution Control District (APCD) is the local regional jurisdictional entity charged with attainment planning, rulemaking, rule enforcement, and monitoring under Federal and State Clean Air Acts and Clean Air Act Amendments. In the early 1990s, this agency was created to replaces the separate air pollution authorities formerly administered by individual Valley Counties. The regional APCD has provided a means to undertake regional climatological studies for understanding transport and evolution of air pollutants, and a comprehensive approach to reducing air pollution in the entire Valley.

The APCD has promulgated a series of air quality attainment plans pursuant to requirements of Federal and state Clean Air Acts, complementing the efforts of the California Air Resources Board. These plans include a range of strategies to improve air quality through land use planning and transportation control measures, vehicle inspection programs, industrial point source permit controls, emission offsets, incentive programs to replace higher-polluting equipment/vehicles with newer/cleaner technologies, and even regulations aimed at reducing the amount of pollutants transported into the Valley from the coastal (Bay) area. APCD Rulemaking efforts have focused on cost-effective technologies and measures which have aimed to reduce the most pollutants at the least cost on a regional basis.

Through these attainment plans and implementing regulations (*e.g.*, Rules), the APCD has reduced emissions of pollutants and pollutant precursors overall and has achieved attainment of some national ambient air quality standards. However, ozone/oxidant air pollution is a refractive problem, with the SJVAB repeatedly failing to attain National Ambient Air Quality Standards and a current designation of Extreme Non-Attainment, where full Valley attainment is not projected until year 2024.

The 2025 Fresno General Plan, augmented by Plan Amendment No. A-09-02 (the Air Quality Update), contains significant City policy direction for measures to reduce potential air pollution and for consideration of potential air quality and global climate change impacts when development projects are contemplated. While MEIR No. 10130 was certified with adoption of an over-riding consideration for the intractable regional air pollution problem, the MEIR does require that subsequent development projects be analyzed with regard to their potential air quality impacts and that reasonable mitigation be applied. All proposed projects are routed to the APCD for their review and comment.

2025 Fresno General Plan policies direct 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 by projects. The APCD has replaced the URBEMIS computer model with the CalEEMod model. However, for specialized or complex projects that are not included in CalEEMod's menu of pre-evaluated projects, a customized and detailed air quality impact assessment is required.

The applicant retained a qualified consultant, ALTA Environmental, who has prepared these surveys for the South Coast APCD (in the Los Angeles area). The consultant engaged in an iterative consultation with the APCD, adjusting emissions modeling according to the San Joaquin Valley APCD's chosen methodology, taking into account the APCD's mandatory control measures and state laws relating to the five-minute limit on truck idling time. The project was modified from its original concept to reduce operations by some 16.7% to stay within emissions thresholds. The resulting Air Quality Impact Assessment is appended as **Attachment 4**. On page 29 of this Attachment's Exhibit 1, the final data accepted by the San Joaquin Valley APCD are presented, showing that the project's total emissions from site operations, haul truck travel, and employee commute trips will not exceed the Valley APCD's Threshold of Significance.

Although a full alternatives analysis is not required for a Finding of Conformity, a cursory evaluation of the proposed plant site, vs. the applicant's existing plant site off North Friant Road, would show that the proposed location is environmentally superior in that it reduces total length of haul truck trips to paving utilization destinations because the location near Ashlan Avenue and State Route 99 is much closer to the center of Fresno and closer to new development areas shown in the 2025 Fresno General Plan for central Fresno, the West Area (primarily west of Freeway 99) and in southeast Fresno.

The air pollution modeling for this project demonstrates that it would not have a significant adverse impact on air quality by exceeding thresholds of significance for regulated criterion pollutants. As to the project's cumulative impacts, those were anticipated and modeled in the Master EIR (City of Fresno EIR No. 10130) prepared for the 2025 Fresno General Plan, which included the subject property in its air quality evaluation. The results of that assessment were affirmed when EIR No. 10130 (SCH No. 2001081097) was certified by the City Council for adoption of the 2025 Fresno General Plan. Cumulative air quality impacts were re-evaluated when the MEIR was re-evaluated pursuant to adoption of the Air Quality Update to the 2025 General Plan (Plan Amendment No. A-09-02), and the MEIR's findings were reaffirmed when

Mitigated Negative Declaration No. A-09-02 was adopted (SCH No. 2009051016) by the City Council.

Attachment 5 presents the APCD's letter of concurrence with the findings of the study. The APCD's recommended five-minute idling time limit is expressly reiterated in the project's Proposed Conditions of Approval (**Attachment 6**). The APCD further requires a formal Dust Control Plan for site grading (under Regulation VIII) due to the size site. Production of asphalt paving material is regulated through a specific APCD Rule, invoking the requirement for an "Authority to Construct" approval to erect production equipment, and an ongoing Permit to Operate. These are also reiterated in the Proposed Conditions of Approval for CUP C-12-015.

The project itself is not within 500 feet of residential property (the nearest residential property is over 700 feet distant), but a health risk assessment (HRA) analysis was performed to demonstrate that the project would not adversely impact the health of workers on the site of the proposed asphalt plant. The detailed HRA is set forth as Exhibit 3 in Attachment 4. Very stringent thresholds apply to health risk assessments, a level of potential risk of cancer and chronic hazard measured in occurrences per million population. The conclusion of this health risk assessment, which also obtained San Joaquin Valley APCD concurrence (as expressed in **Attachment 5**) is:

> ...emissions from plant operations do not exceed the cancer exposure threshold for residents and workers of ten in a million.... The non-cancer chronic hazard index was also below the threshold of 1.0.

As noted previously, comparing the proposed project location with the applicant's existing facilities on the north side of Friant Road, the proposed project would distance asphalt production farther from residential areas and generate fewer diesel emissions from reducing total haul truck mileage by being centrally located in the Fresno Metropolitan area. Considering the very low numbers of persons in proximity to the project (living or working in the vicinity), the extremely low projected incidence of health-related impacts related to the project is not significant.

Finally, although odors from asphalt operations are possible, this project will not be allowed to generate objectionable odors. In addition to APCD general rules relating to nuisance odors which are enforceable, the aforementioned permit controls applied to volatile organic compounds (VOCs) and reactive organic gases (ROGs) will contain and control releases of odors formerly associated with asphalt production plants. When the subject property was operated as an asphalt production facility in past years, with less sophisticated processes not having the current level of control equipment, no complaints of asphalt smell or objectionable odors were received by the City. Therefore, this project is not anticipated to generate objectionable odors and its potential for odor impacts is not significant, given the mitigation measures incorporated into the project via enforcement of APCD regulatory controls.

Mitigation Measures

The proposed project shall implement and incorporate, as applicable, air quality-related mitigation measures Nos. B-5, B-7, and C-1 through C-4 as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated August 31, 2012.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				x
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				x
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				x
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				x
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				x
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				x

The proposed project was routed to the California Department of Fish & Game Region IV office for comment and no information or conditions were received from that agency relating to potential biological impacts from development of the subject property pursuant to CUP No. C-12-015.

The project is surrounded by developed urban uses or denuded vacant urban land kept free of vegetative overgrowth. A visual survey of the subject property has not revealed any nesting sites of raptors, or any listed plant species. No habitat conservation plans or natural community conservation plans pertain to the subject property or land in the project's immediate vicinity. There are no riparian habitats, and no federally protected wetlands or sensitive natural community identified by the California Department of Fish and Game or the U.S. Fish and Wildlife Service in the project vicinity.

The project would not result in or have the potential to result in harm, harassment, or "take" of any special status fish and/or wildlife species. The proposed project would not, directly or indirectly, affect any sensitive, special status, or candidate species; nor would it modify any habitat that supports them. The proposed project would not result in, or have the potential to result in, any interference with the movement of any fish and/or wildlife species because no wildlife corridors traverse the subject site. The existing trees in the central landscaped area fronting Ashlan Avenue will be retained and will continue to serve as habitat for urban adapted species. To the extent possible (given the requirement to develop a truck staging area to prevent excess idling, the need to protect fencing from damage, and considering the condition and soundness of trees), existing mature trees at the project perimeter will also be retained.

Therefore, no General Plan policies regarding biological resources are applicable to the subject property, and no mitigation measures are necessary for potential impacts to biological resources.

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

None of the existing structures on the site or within the immediate vicinity of the site are listed on, or considered to be eligible to the National or Local Register of Historic Places, and the subject site is not within either a designated or proposed historic district.

There is no evidence that cultural resources of any type (including historical, archaeological, paleontological, or unique geologic features) exist on the subject property, which has previously been largely graded and excavated. Therefore, it is not expected that the proposed project would reveal or would adversely impact any cultural resources.

It is noted, however, that lack of surface evidence or database records of historical/cultural resources does not preclude the subsurface existence of archaeological resources. Therefore, due to the ground disturbing activities that will occur as a result of the project, the appropriate precautionary measures of MEIR No. 10130 Mitigation Monitoring Checklist will be employed to address unexpected finds of human remains and archaeological or paleontological resources.

Mitigation Measure

The proposed project shall implement and incorporate, as mitigation measures Nos. J-1 through J-4 related to potential cultural and paleontological resources as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated August 31, 2012.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				x
ii) Strong seismic ground shaking?				x
iii) Seismic-related ground failure, including liquefaction?				x
iv) Landslides?				x
b) Result in substantial soil erosion or the loss of topsoil?				x

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				x
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				x
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				x

Geologic and Regulatory Setting

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

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

Fresno is classified by the U.S. Geologic Survey as being in a moderate seismic risk zone, Category "C" or "D," depending on the soils underlying the specific location being categorized and that location's proximity to the nearest known fault lines. All new structures are required to conform to current seismic protection standards in the current California Building Code. Due to the nature and scale of the project's equipment, a seismic analysis will be required using U.S. Geologic Service Geohazards modeling, and construction will be required to meet stabilization standards.

Potential Project Impacts

The topography of the project and its environs is relatively flat with no apparent unique or significant land forms such as vernal pools. The U.S. Department of Agricultural National Resource Conservation Service classifies site soil as "SgA," San Joaquin Loam, shallow,

0 to 3 percent slopes." This is a soil type that has little erosion potential, with shallow topsoil underlain by a clay layer and hardpan.

Therefore, no adverse environmental or safety effects related to topography, soils or geology would result from the proposed project and no mitigation for potential impacts should be necessary except for drainage engineering as will be overseen by City and Fresno Metropolitan Flood Control District review of the project's drainage and grading plans.

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

Environmental and Regulatory Setting

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

Global climate change (colloquially referred to as "global warming") is the term coined to describe very widespread climate change characterized by a rise in the Earth's ambient average temperatures with concomitant disturbances in weather patterns and resulting alteration of oceanic and terrestrial environs and biota. The predominant opinion within the scientific community is that global climate change is occurring, and that it is being caused and/or accelerated by human activities, primarily the generation of "greenhouse gases" (GHGs).

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

Some GHGs occur naturally and are emitted to the atmosphere through both natural processes and human activities. Other GHGs are created and emitted solely through human activities. Water vapor is the most predominant GHG, and is primarily a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans. The major anthropogenic greenhouse gases (those that enter the atmosphere because of human activities) are carbon dioxide (CO2), methane, nitrous oxide and fluorinated gases. Some GHGs exert a much more powerful effect of trapping radiant energy in the atmosphere. The effect of methane, for instance, is 29 times as powerful as that of an equal mass of CO2. In order to describe global warming potential of these differing gases, a convention has been established to quantify GHGs in terms of equivalent quantities of CO2, and to use metric tonnes as the unit of measure for the CO2 (hence the abbreviation "MMTCO2e," for million metric tonnes of CO2 equivalent.

A major problem with GHGs is that most of them are not very reactive and that makes them extremely long-lived in the atmosphere. For instance, once CO2 rises above the troposphere (the portion of the atmosphere where plants may absorb some of it for photosynthesis), there are no natural processes that would effectively remove it. The CO2 will persist and exert its global warming effect for centuries.

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

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

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

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

There are, at this time, no "attainment" standards established by the federal or state government for greenhouse gases (although some GHGs are regulated as precursors to criteria pollutants regulated by the federal and California Clean Air Acts). However, in AB 32 the State codified a mandate to reduce GHG emissions to 1990 levels by the year 2020. In order to roll back GHG emissions to this level, a reduction of 174 MMTCO2e needs to be achieved statewide—against the background of California's general population increase and the need for ongoing land and economic development. The combination of the need to reduce GHGs and the need to grow equates to a need to reduce per capita GHG emissions by some 29% from the "business as usual" scenario of continuing the former rate of escalated GHG emissions over time.

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

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

Potential Impact of the Proposed Project

As noted above, all projects and activities may cumulatively contribute to significant adverse impacts. According to the APCD's *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*, projects can be determined to have a less than significant impact if they do any of the following:

1) Use a combination of APCD approved GHG emission reduction measures to meet BPS;

2) Comply with an approved GHG plan or mitigation program; or

3) Reduce GHG emissions by at least 29%.

The proposed project meets this requirement by complying with an approved GHG Mitigation program, established through City of Fresno Plan Amendment No. A-09-02, the Air Quality Update to the 2025 Fresno General Plan.

Plan Amendment A-09-02 augmented the City's Resource Element / Air Quality General Plan Objectives and Policies buy adding new General Plan Objective and several supporting policies, as well as expanding the MEIR Mitigation Measure Monitoring Checklist, to address global climate change through municipal activities and regulation of local development. A-09-02 added new appendices to the 2025 Fresno General Plan, including a 2008 California Attorney General's Office guidance document titled, "The California Environmental Quality Act Mitigation of Global Warming Impacts at the Local Agency Level" which contains specific guidance on mitigating greenhouse gas emissions through planning and regulation of development. Periodic broadscale GHG modeling will be used to validate the efficacy of these measures and guide implementation and further City rulemaking.

As proposed, the project implements many of the general plan policies related to GHGs. The project fosters infill development that will help reduce outward sprawl. It is required to construct bicycle facilities and maintain the sidewalk along West Ashlan Avenue, consistent with the California Attorney General's Office guidance document which directs that projects should "create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking". Maintenance of the extensive on-site landscaping, and installation of additional landscaping for parking lot shading, will mitigate the urban heat island effect as well as providing for removal of some atmospheric GHGs. Through the California Building Code and statewide regulation of appliance standards, development of this property will conform to energy-efficient building, lighting, and appliance standards. Finally, the proposed project provides a centralized location for recycling and re-use of used pavement, which will reduce cumulative demand for petroleum products and aggregate materials, thereby reducing carbon emissions related to oil drilling and refining and surface mining to supply raw materials.

In addition to being in compliance with local planning guidance on reduction of GHGs, this project's potential impacts will be further reduced by worldwide, national and statewide measures to combat adverse global climate change: Updated engine and tire efficiency standards would apply to vehicles that travel to the project; initiatives applicable to air conditioning equipment will continue to reduce fluorocarbon emissions; regional transportation efficiencies will continue; renewable power generation will increase; and landfill and wastewater methane capture will become more efficient; and "carbon capture"/ "carbon sequestration" technologies will increase removal of CO2 from the atmosphere.

In addition, the project does not propose manufacturing activities that would generate potent industrial GHGs such as SF_6, HFCs, or PFCs, or operations that would generate methane on site. Buildings constructed and rehabilitated on the site will be required to be insulated to current energy efficiency standards. Water conservation technology will also be required for landscaping and plumbing fixtures, which will reduce water vapor emissions and energy consumption involved in municipal well production and water treatment. The project will be required to utilize non-potable water landscape irrigation and dust suppression, removing the energy consumption related to treatment of that volume of water to drinking water standards.

In addition to evaluating what a project's cumulative global climate change impact on the world might be, the Senate Bill 97 changes to CEQA require that the effects of global climate change on projects should also be evaluated and mitigated if possible. Since no buildings in the proposed project would be residential, no cooling shelter contingency measures would be required for power outage during a heat wave. In the event that power outages affect operations, or water supply for firefighting, the project operator could simply close down non-essential operations. The project would be subject to Citywide drought contingency measures that would require shutdown of non-essential water consumption, such as landscape irrigation.

Therefore, based upon the available information, the proposed project will not have a potentially significant cumulatively adverse impact on global climate change due to features incorporated into the project, including its location and its regulatory setting.

Mitigation Measure

The proposed project shall implement and incorporate, as applicable, mitigation measure No. C-1.d relating to global climate change, as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated August 31, 2012.

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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				x
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				x

Demolition and remodeling of previously existing buildings on the site are required to comply with APCD asbestos evaluation and containment requirements, preventing exposure to workers and the public (thus, mitigation is incorporated into the project pursuant to application of City requirements for demolition and nonresidential remodeling permits.)

There are no known hazardous material residues in site soils, and the project is not located on a site which is included on a list of contaminated sites compiled pursuant to Government Code Section 65962.5. The project itself is not near any wildland fire hazard zones, or airport safety zones. It poses no interference with the City's or County's Hazard Mitigation Plans or emergency response plans. The subject property has not been under cultivation for several years and no pesticides or pesticide residues are known to exist on the site.

The Fresno Fire Department is requiring installation of on-site hydrants to prevent and control any fires, and will review the asphalt handling equipment plans for specific fire suppression needs (see Fresno Fire Department memorandum, dated February 28, 2012, included in **Attachment 6**). Stockpiled asphalt paving for recycling is not considered a flammable material and asphalt for paving is not considered an acutely hazardous material.

As noted previously, emissions from asphalt compounding are required to be contained by APCD-monitored pollution control equipment, including any emissions considered hazardous. Further, a Health Risk Assessment has determined that the project would not pose any significant air toxic hazards to workers at the site or to the surrounding public.

The applicant will be required to comply with Fresno County Environmental Health/Certified Unified Program Agency requirements for filing a hazardous materials business plan for this nonresidential use (the letter from the Fresno County Department of Public Health relating this requirement, dated February 21, 2012, is included in **Attachment 6**). Thus, mitigations for potential hazards are incorporated into the project via its conditions of approval.

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

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

Water Supply, Water Treatment and Delivery Infrastructure

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. The City's network of interconnected water wells/pump stations, recharge facilities, water treatment and distribution systems have been expanded incrementally and upgraded to meet increased water demands and respond to groundwater quality challenges.

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 for the foreseeable future, the aquifer level has been declining and localized water supply limitations with low well yields and limited storage capacity in portions of the semi-confined aquifer have evolved.

One of the issues that the City is attempting to resolve in order to stabilize aquifer levels is its historic trend of high consumptive use of water on a per capita basis (some 250 gallons per day per capita). Under recently adopted California Building Codes and the Master Water Efficient Landscape Ordinance, the project will be required to incorporate fixtures and landscape irrigation fittings that conserve water and reduce consumption, compared to older neighborhood commercial development.

Adverse groundwater conditions in much of Fresno County have been well-documented by environmental impact reports and technical studies over recent decades, including the EIR prepared for the 1995 Fresno Metropolitan Water Resource Management Plan (SCH No. 95022029), City of Fresno EIRs Nos.10100, and 10117, and MEIR No. 10130 for the 2025 Fresno General Plan.

Insidious groundwater degradation has occurred in the region due to pollution with salinization from wastewater and industrial brine discharges, pesticides (chiefly, dibromochloropropane, or DBCP), nitrates from on-site wastewater systems, methyl-tert-butyl ether (MTBE) from gasoline; solvents such as perchlorethylene (PCE).

Fresno also has areas of naturally occurring water contaminants such as arsenic, iron, uranium, and manganese. Increasingly stringent water quality regulations have greatly increased the cost and difficulty of supplying municipal needs via water wells.

The City of Fresno works with Fresno Metropolitan Flood Control District (FMFCD), Fresno Irrigation District (FID) and the U.S. Department of the Interior Bureau of Reclamation (USBR) to ensure that the City's acreage-based surface water entitlements and contractual surface water supplies are put to the best possible use. Over the past decade, Fresno and has begun

to treat and distribute a share of its surface water via a water treatment plant, instead of solely using its surface water supplies for recharge.

The Department of Public Utilities operates a large and efficient water recharge facility ("Leaky Acres") northwest of Fresno-Yosemite International Airport, and also utilizes suitable FMFCD drainage throughout the metropolitan area basins for its groundwater recharge program. Stormwater ponding basins provide significant opportunity to recharge the aquifer with collected precipitation runoff in the winter as well as surface water obtained from FID (primarily a Kings River supply) and the USBR (supplied by the San Joaquin River) in the months when storms are not anticipated.

When development entitlements are approved, applicants are required to support recharge efforts by contributing toward FMFCD's master planned storm drainage facilities, and to preserve the patency of irrigation canals and pipelines used to deliver surface water to drainage/recharge basins. However, the subject property, however, does not have any irrigation pipelines, as affirmed by Fresno Irrigation District's February 21, 2012 letter (included in **Attachment 6**).

Future water demand, water supply projections, and measures to make the best use of that supply are contained in the City's most recent (2008) Urban Water Management Plan (UWMP). Current conservation measure implementation involves universal water metering (mandated by the Central Valley Project Improvement Act via the City's contract for its main surface water supply from the San Joaquin River). The City's Metropolitan Water Resource Management Plan is also being updated per requirements of the California Water Code, and is evaluating scenarios for further increased use of treated surface water and recycled wastewater.

The purpose of these management plans is to formulate a strategy to meet the future water needs of the metropolitan area, ensuring a safe and dependable water supply that is economically feasible. The plans address the full range of existing and potential city water supplies focusing on the type and timing of water facilities and programs needed to protect water quality, combat groundwater overdraft; ensure water conservation, and provide contingency measures for drought and/or supply disruptions.

In accordance with the provisions of the 2025 Fresno General Plan and the Bullard Community Plan, the City must make a determination that an adequate source of water is available to serve the project. The City's Department of Public Utilities February 21, 2012 memorandum (copy included in **Attachment 6**) notes that a 14-inch water main is already installed in West Ashlan Avenue to serve the proposed project. The memorandum further directs that the existing on-site well should be retained to supply water for dust suppression and irrigation of the large landscaped area along Ashlan Avenue, thereby sparing City potable water supplies for these non-potable water uses.

The main uses of water for this site would be irrigation of landscaping (included trees shading the parking area). A condition of approval for CUP Application No. C-12-015 is that non-potable water line be installed and used to irrigate the landscaping when a source of recycled water becomes available to the subject property.

Wastewater Management,

The subject property has sewer utility service available and no on-site septic or wastewater disposal systems are proposed by the project. Restroom facilities are required to discharge wastewater to the public sewer system, and any prior on-site septic systems discovered are required to be properly abandoned. Sewer service requirements are outlined in the City's

Department of Public Utilities memorandum, dated February 21, 2012 (included in **Attachment 6**, the Proposed Conditions of Approval for CUP C-12-015).

Drainage, Storm water Management, and Flood Control

As noted previously, Fresno receives low annual precipitation. However, this precipitation tends to occur in storm events which generate peak flows. The Fresno Metropolitan Flood Control District Notice of Requirements, dated February 23, 2012 (included in **Attachment 6**) notes that this property is not in a flood-prone area. This was verified by information in the National Flood Insurance Rate map panel covering the project vicinity, found on the FEMA Map Service Center website. The subject property is located in Zone X, denoting the absence of any "100-year" or "500-year" floodplain.

Pursuant to regulation by the City of Fresno Building & Safety Services Division, this project and its construction and grading plans are required to comply with City drainage ordinances (Fresno Municipal Code Sections 6-701 *et seq.*), primarily administered through review of project grading and drainage plans. In the absence of strong natural drainage capacity, FMFCD has had to develop extensive infrastructure to direct and contain these flows in ways that avoid property damage. Much of Fresno's drainage infrastructure is provided by roadside surface gutters and curbing, tributary to drainage pipelines discharging into large ponding basins managed by FMFCD, a system generally designed for a two-year storm intensity. FMFCD review of on-site grading and drainage plans is a required component of City review, in order to ensure that drainage measures on private property operate seamlessly with the public system.

The proposed self-storage project will be served by fully-developed FMFCD master planned storm drainage facilities, including Basin AG.

As indicated the FMFCD Notice of Requirements, dated February 23, 2012 (included in **Attachment 6**), no on-site basin is required and the existing FMFCD drainage basin will have sufficient capacity to serve the subject property. A drain inlet is required to be constructed on of sufficient capacity to convey runoff to the basin so as to spare drainage capacity in the curb and gutter system. The NOR also identifies approximately $43,500 in drainage fees to be paid to retire this property's share of cost for installing FMFCD system-wide improvements. Mitigation for runoff volume is thereby incorporated into project via its applied conditions of approval.

As related in the "General Notes and Requirements for Entitlement Applications" document included in the Proposed Conditions of Approval for CUP C-12-015 (and included in **Attachment 6** hereto), projects of any size are required to conform to FMFCD policies for maintaining storm water quality in the urban drainage system. FMFCD is a front-line agency operating in conjunction with the California Water Boards to enforce storm water discharge permit regulations.

Grading and Construction on this project site would trigger requirements for a Notice of Intent (for new construction) to the Regional Water Quality Control Board or preparation of a formal storm water prevention plan under a State General Permit for Storm Water Discharges Associated with Construction Activities.

This project also has a Standard Industrial Classification Code (NAICS Code) which triggers the requirement for an ongoing industrial storm water discharge permit.

Thus, mitigation of potential water quality impacts related to the project is incorporated into the project by action of enforcing the conditions of approval for CUP No. C-12-015.

Mitigation Measure

The proposed project shall implement and incorporate, as applicable, mitigation measures Nos. D-3 through D-10 and F-3 relating to hydrology (water supply, water quality, and drainage) as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated August 31, 2012.

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

Impacts to Land Use Plans and Policies

The attached map of planned land uses in the project vicinity (Attachment 7) shows that the subject property, located in the Bullard Community Plan area, is planned for Light Industrial use and is located in an area incorporating a large extent of light Industrial uses and major transportation facilities (arterial streets, freeways, railroads),.

Although the subject property was designated for Light Industrial use in the 1984 and 2025 Fresno General Plans (and the Bullard Community Plan), it was previously designated for Heavy Industrial land use in the Fresno General Plan, and M-3 (*Heavy Manufacturing District*) zoning was applied to this property and to parcels north and west of this property. M-1 (*Light Manufacturing District*) zoning was applied to parcels east and south of the property, and some Commercial and Manufacturing District (C-M) zoning was applied to the south as well.

The City's Local Planning and Procedures Ordinance (LPPO) allows conditional use permits to be determined consistent with the general plan when they are consistent with zoning designations that may be nonconforming to a subsequent general plan designation but that were applied prior to the effective date of the LPPO. This property's M-3 zoning was assigned prior to the effective date of the LPPO (June of 1986), and therefore Conditional Use Permit No. C-12-015 for an asphalt plant can be deemed consistent with the site's planned land use.

This project is also consistent with 2025 Fresno General Plan Goals, Objectives, and Policies relating to heavy industrial uses, in that its location is buffered from residences by lighter

industrial development, optimizes synergy with the existing industrial uses (the major concrete production facility next door), and provides the shortest and most direct heavy truck routes (Ashlan Avenue) to a major transportation facility designed to accommodate industrial traffic (State Route 99) and allow access to all points of the metropolitan area where asphalt paving may need to be delivered. The following 2025 Fresno General Plan Goal, Objective and Policies are particularly pertinent:

Goal 4. Promote a partnership among citizens, industry and government which fosters well-planned and efficiently-processed development.

Goal 13. Plan for a healthy business and diversified employment environment, and provide adequate timely services to ensure that Fresno is competitive in the marketplace.

Objective C-13. Plan and support industrial development to promote job growth while enhancing Fresno's urban environment.

Policy C-2-i: Facilitate and promote a range of land uses and intensities...within the area of the Bullard Community Plan consistent with ...objectives and policies of the 2025 Fresno General Plan, while sustaining the area's highly regarded characteristics of neighborhood integrity, aesthetic appeal, and economic stability.

Policy C-13-b: Plan industrial land use clusters with respect to their common needs and concern for compatibility of uses in order to maximize the operational efficiency of similar activities.

- Provide access to a range of public transportation modes...ensuring that local, regional and national connections are readily available to industrial uses.
- Industrial development should be supported with the necessary level of fire protection/suppression and law enforcement services. Onsite improvements may be substituted as allowed for fire protection infrastructure.

Policy C-13-i: Provide sufficient opportunities for heavy industrial uses in areas that are accessible from major transportation corridors and where land use compatibility issues, health and safety concerns and public facility and service needs can be addressed to ensure stability of economic investments and opportunities for growth.

As noted in the August 27, 2012 Preliminary Project Comments from Planning portion of the Proposed Conditions of Approval (**Attachment 6**), the size, configuration, and location of the subject property are suitable for the proposed use pursuant to Fresno Municipal Code (FMC) requirements pertaining to the M-3, *Heavy Industrial District.*

Fresno Municipal Code Section 12-405-A-2 requires three findings for approval of conditional use permits:

FMC §12-405-A-2.a. All applicable provisions of this Code are complied with and the site of the proposed use is adequate in size and shape to accommodate said use, and accommodate all yards, spaces, walls and fences, parking, loading, recycling areas, landscaping, and other required features; and,	
Finding a:	This site is of an adequate size and configuration for the proposed asphalt production facility. The applicant is required to improve the property as detailed in the final corrected site plan (Exhibit A, redlined version dated February 6, 2012), as further revisions may be required pursuant to the project's conditions of approval. The project is consistent with 2025 Fresno General Plan policies and with Bullard Community Plan policies for industrial development and major street landscaping
FMC §12-405-A-2.b. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use; and,	
Finding b:	After reviewing the location and design of this project, and a review of the project's detailed Traffic Impact Study, the City's Public Works Department Traffic Engineering Section has indicated that the traffic generated from the proposed project can be accommodated by the major street circulation network, provided that the applicant conforms to conditions of approval including the construction of required improvements to City of Fresno Public Works standards depicted in site plan exhibits, as they may need to be corrected, and with the payment of impact fees for major streets, traffic signalization, and regional transportation facilities.
FMC §12-405-A-2. c. The proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located. The third finding shall not apply to uses which are subject to the provision of Section 12-306-N-30 of this Code.	
Finding c:	After extensive consultation with the San Joaquin Valley Air Pollution Control District and other City departments and agencies having regulatory oversight of aspects of development, resources, and infrastructure relating to the project, after solicitation of comments from potentially affected parties regarding the proposed project, and based upon information contained in the project application and special studies of potential traffic impacts and air quality impacts, the Development and Resource Management Department has determined that the proposed use will not be detrimental to the public welfare or injurious to property or improvements in the area in which the property is located, provided that development occurs subject to the conditions of approval for CUP No. C-12-015 and the MEIR mitigation measures applied through Environmental Assessment No. C-12-015.

As noted previously under the analysis of biological impacts, this project is not located within any conservation plan areas and will not conflict with any conservation plans.

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

The subject property is not located in an area designated for mineral resource preservation or recovery as determined from review of the aggregate mineral classification maps in the Mineral Resource Element of the 2025 Fresno General Plan.. While the project will utilize aggregate mineral resources, it will serve existing demand and will not accelerate demand for aggregate mineral resources beyond that anticipated in the most recent California Department of Conservation's Study of the Fresno Production-Consumption Region. Aggregate materials used by this operation will not be mined on-site, but will be obtained from permitting mining operations and pavement recycling operations. By providing a centralized facility for pavement recycling, the proposed project would reduce demand for raw aggregate material). Therefore, no mitigation for mineral resource impacts is required for this project.

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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				x
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				x
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				x

The 2025 Fresno General Plan Noise Element directs specific consideration of noise as well as noise standards to be applied in the City's Noise Ordinance. Noise may be generated by industrial activities, transportation facilities (railroads and vehicular traffic), and in developed areas of the community, noise conflicts often occur when a noise-sensitive land use is located adjacent to a noise generator. The proposed project is industrial in nature and is situated in the midst of other industrial activities and major transportation facilities. It is not a noise-sensitive use that would be adversely affected by ambient high levels of noise from West Ashlan Avenue (and its railroad grade separation overpass), Freeway 99, the Union Pacific Railroad, or the adjacent concrete production operation, steel fabricating plant, other industrial uses in office-warehouse projects in the vicinity (within those light industrial complexes several more proximal noise generators exist such as automobile repair facilities, manufacturing equipment, and car washes). Project employees who work close proximity to mechanical equipment would require hearing protection to meet CalOSHA standards to protect their hearing. Given these factors, no acoustical study is required for protecting occupants of this project site from noise impacts.

The subject property's size allows for considerable setback of its equipment from property lines, with concomitant attenuation of project-generated noise over distance. Therefore, this project is not expected to significantly adversely impact adjacent industrial uses by generating noise in exceedance of the Noise Ordinance. It is further noted that none of the adjacent light industrial buildings have openable windows facing the proposed project. Residential areas are a significant distance from the project, so the project's extended operational hours would not impact sensitive receptors at night.

Should any complaint be received of excessive noise from this project, the Noise Ordinance would require abatement (acoustical treatment) for levels that exceed the industrial standard of 70dB at property line. A determination would first need to be made that the asphalt plant operation is the cause of any noise violation, and that a noise exceedance is not caused by non-project (existing) noise generators. Given the operation of Noise Ordinance enforcement to abate excess noise, mitigation for the project's potential noise impacts is incorporated into the project's regulatory setting, and additional mitigation is not required.

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

The subject site is currently vacant and unimproved, with no existing dwelling units and no residents.

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

Public service departments and agencies have all reviewed the project and submitted any necessary conditions.

Pursuant to its review of the proposed project, Fresno Fire Department is requiring installation of two on-site fire hydrants (refer to that department's memorandum, dated February 28, 2012, included in **Attachment 6**). Fresno Police Department reviewed the proposed project and had no comments to submit.

As noted above in the analysis of hydrology, Fresno Metropolitan Flood Control District has indicated that it has adequate basin capacity to serve the proposed project and with the addition of a dedicated storm drain for the site, sufficient conveyance facilities (see FMFCD Notice of Requirements included in **Attachment 6**).

The project does not remove any planned open space for parks. And, as noted below, the project will not have any residences and will not create any park service demand.

The project will be required to pay any required school construction fees prior to issuance of construction permits, pursuant to state law and City of Fresno permitting procedures. (Attachment 6 contains a letter from Fresno Unified School District, dated **February 14, 2012**, reinforcing this requirement.)

Therefore, the proposed project will not affect public services beyond its share of cumulative impacts as analyzed in MEIR No. 10130 certified for the 2025 Fresno General Plan.

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

The project removes does not create any new residences, and therefore will create no demand for recreational services and facilities.

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

Fresno's street network design is the product of an iterative planning and analysis process that projects traffic capacity needs based on vehicle trip generation experienced and anticipated for planned land uses. The hierarchy of street designations, and the location of major roadways, recognizes traffic generating characteristics of tributary local streets and the aggregate traffic generation of planned land uses. The street network provides access to individual properties, collectively affording the community an adequate and efficient circulation system. In recent decades, the city has increased its emphasis on non-vehicular travel, requiring additional infrastructure improvements to serve bicycle, pedestrian, and mass transit modes of travel.

The subject property is located on the north side of West Ashlan Avenue, between North Valentine and North Brawley Avenues. Ashlan Avenue is a planned arterial street and truck route, and the segment of Ashlan Avenue abutting the subject property has already been improved with four travel lanes, a landscaped median island, bike lanes, and pedestrian facilities on both sides of the street. Ashlan Avenue has a capacity of 32,000 average daily trips (ADT), according to City of Fresno traffic planning criteria. As the table on the following page shows, Ashlan Avenue between West Avenue (approximately ¾ mile east of the project) and Blythe Avenue (west of the Ashlan/99 interchange) has been experiencing far fewer trips than its capacity.

In the past, Ashlan Avenue was realigned along the frontage of the subject property, to facilitate a grade separation (overpass) for the Union Pacific Railroad and Freeway 99. Pavement from the former (vacated) Ashlan Avenue alignment was left in place and continues to serve as an access for the proposed project and Builders Concrete to the west, with North Marty Avenue projecting northward as a stub and providing signal-controlled safe ingress and egress for haul trucks.

Appendix B of the MEIR prepared for the 2025 Fresno General Plan projectd that the segments of Ashlan Avenue between State Route 99 and Valentine Avenue would experience 45,750 to 28,230 average daily trips (ADT) at full buildout of planned land uses in year 2025 (with the number of trips decreasing toward Valentine Avenue), and that the segments of Ashlan Avenue between Freeway 99 and Weber Avenue would operate at an unacceptable Level of Service (LOS "F") unless the roadway were widened. However, widening the Ashlan overpass to six lanes was deemed infeasible when the MEIR was certified for the 2025 Fresno General Plan and the LOS F segment of Ashlan Avenue was included in the finding of over-riding considerations adopted for major street capacity. The segment between Weber Avenue and Valentine Avenue was projected to operate at an acceptable Level of Service (LOS "D") by year 2025.

As the revised trip generation figures for the project show (**Attachment 8**), the proposed project could generate in 342 ADT, including 324 truck trips, at its maximum permitted operating level of production. Because the number of ADT exceeds 100, the applicant was required to submit a Traffic Impact Study (TIS). VRPA Technologies prepared the analysis (showing a higher estimated number of trips based on the original production level), and revised elements of the TIS analysis in accordance recommendations of the City's Traffic Engineering staff. The final revisions to the TIS were dated June 18, 2012. The City's Traffic Engineer reviewed the TIS and its revisions, concluded that the project would not have any adverse impacts due to average daily trips or peak hour travel, even at the original level of 398 trips, with payment of City and regional traffic impact fees (see letter from City Traffic Engineering to VRPA Technologies dated June 19, 2012, included in **Attachment 6**).

The City's Traffic and Engineering Services Division also reviewed the detailed development plan contained in CUP Application C-12-015, and listed specific requirements for project construction in a June 5, 2012 memorandum (included in **Attachment 6**) and in redline corrections on the original site plan (Exhibit A, dated February 6, 2012).

Caltrans Division 6 staff reviewed the project and indicated that payment of regional transportation mitigation fees would adequately mitigate the project's impacts (see letter dated March 6, 2012, included in **Attachment 6**). Because Ashlan Avenue interchange improvements may affect the right-of-way dedication along the frontage of this property (the former Ashlan Avenue roadway that was previously vacated), the applicant is being given additional time to

work with Caltrans and City Traffic Engineering to design frontage treatment measures to improve the appearance of this area from Ashlan Avenue.

West Ashlan Avenue Traffic counts (daily)					
STREET NAME	LOCATION	CROSS STREET	DIRECTION	COUNTS	DATE COUNTED
ASHLAN	E/O	WEST	EB	10,807	10/18/2001
ASHLAN	E/O	WEST	WB	9,655	10/18/2001
ASHLAN	E/O	WEST	EB	11,777	10/19/2001
ASHLAN	E/O	WEST	WB	10,363	10/19/2001
ASHLAN	E/O	WEST	EB	13,865	03/03/2005
ASHLAN	E/O	WEST	WB	11,035	03/03/2005
ASHLAN	E/O	WEST	EB	8,680	03/17/2008
ASHLAN	E/O	WEST	WB	16,299	03/17/2008
ASHLAN	W/O	WEST	EB	10,846	06/29/2005
ASHLAN	W/O	WEST	WB	10,624	06/29/2005
ASHLAN	W/O	WEST	EB	11,530	10/31/2006
ASHLAN	W/O	WEST	WB	11,646	10/31/2006
ASHLAN	W/O	WEST	EB	11,291	12/10/2007
ASHLAN	W/O	WEST	WB	9,991	12/10/2007
ASHLAN	W/O	WEST	EB	11,898	01/05/2009
ASHLAN	W/O	WEST	WB	9,940	01/05/2009
ASHLAN	W/O	WEST	EB	9,036	06/14/2011
ASHLAN	W/O	WEST	WB	9,089	06/14/2011
ASHLAN	E/O	VALENTINE	EB	13,095	03/09/2004
ASHLAN	E/O	VALENTINE	WB	13,306	03/09/2004
ASHLAN	E/O	WEBER	EB	13,647	07/17/2000
ASHLAN	E/O	WEBER	WB	12,639	07/14/2000
ASHLAN	E/O	WEBER	BOTH	31,201	05/31/2006
ASHLAN	E/O	WEBER	EB	19,628	02/04/2008
ASHLAN	E/O	WEBER	WB	18,168	02/04/2008
ASHLAN	E/O	WEBER	EB	17,640	03/15/2010
ASHLAN	E/O	WEBER	WB	19,097	03/15/2010
ASHLAN	E/O	BLYTHE	EB	14,654	03/06/2008
ASHLAN	E/O	BLYTHE	WB	13,972	03/06/2008
ASHLAN	W/O	BLYTHE	EB	9,052	06/30/2008
ASHLAN	W/O	BLYTHE	WB	8,906	06/30/2008

The Public Utilities Commission reviewed the proposed project and did not submit any project requirements regarding railroad crossings in the vicinity.

In summary, the proposed project would increase vehicular trips from the vacant land's present lack of any traffic generation, but the project can mitigate its share of cumulative and specific impacts via payment of mitigation fees established by the City of Fresno and the Council of Fresno County Governments (in conjunction with Caltrans and the Measure C Authority); thus, mitigation is incorporated into the project through applications of the Proposed Conditions of Approval. The proposed conditional use permit does not create any traffic conflicts, and will not have any significant adverse impacts to transportation or traffic circulation beyond the cumulative traffic impacts determined through MEIR No. 10130 certified for the 2025 Fresno General Plan.

Mitigation Measures

The proposed project shall implement and incorporate, as applicable, mitigation measures Nos. B-1 through B-7 and C-3 relating to transportation and transportation infrastructure, as identified in the attached Exhibit C, MEIR Mitigation Measure Monitoring Checklist for this project, dated August 31, 2012.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				x
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				x
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				x

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				x
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				x
g) Comply with federal, state, and local statutes and regulations related to solid waste?				x

As noted previously, the 2025 Fresno General Plan requires that the City Department of Public Utilities (DPU) make a determination that adequate water supply and sanitary sewer service will be available to serve the proposed project. Ability to serve findings were incorporated into the Department of Public Utilities water sewer service memoranda dated February 21, 2012 (included in **Attachment 6**). The proposed project would not generate specified wastes that would exceed treatment requirements of the applicable Regional Water Quality Control Board.

The project site can be serviced for commercial solid waste collection, per the Department of Public Utilities memorandum dated February 22, 2012 (copy also included in **Attachment 6**). The City of Fresno has one of the highest waste diversion (recycling) rates in the nation, so the net quantity of solid waste being sent to a repository from this facility is expected to be small. By providing a means to recycle asphalt pavement, this project will facilitate additional waste diversion. The designated repository for the City's non-recyclable waste stream is the Fresno County American Avenue Landfill, whose capacity is sufficient for the foreseeable future (over 35 years remaining in current permitted capacity).

Mitigation Measures

The proposed project shall implement and incorporate measures D-3 through D4, D-9 through D-10, F-1, F-3, and F-5 as outlined in Exhibit C, the MEIR Mitigation Measure Monitoring Checklist dated August 31, 2012.

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

In summary, given the preceding analysis and mitigation measures required of the proposed project, it may be concluded that the proposed project:

- does not have environmental impacts which will cause substantial adverse effects on human beings, either directly nor indirectly.
- does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish/wildlife or native plant species (or cause their population to drop below self-sustaining levels), does not threaten to eliminate a native plant or animal community, and does not threaten or restrict the range of a rare or endangered plant or animal.
- does not eliminate important examples of elements of California history or prehistory.
- does not have impacts which would be cumulatively considerable even though individually limited.

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

Adequate mitigation is incorporated into the project itself, including its conditions of approval, and provided by the MEIR Mitigation Measures such that supplemental mitigation measures and preparation of a Mitigated Negative Declaration is also not warranted.

List of Attachments to Exhibit A, Initial Study Checklist:

Attachment 1: Vicinity Map for Conditional Use Permit Application No.C-12-015, showing zoning

Attachment 2: 2008 Aerial photo of project site and vicinity

Attachment 3: Site plan and elevations for CUP C-12-015 (clean copy)

Attachment 4: ALTA Environmental Air Impact Assessment, with Threshold of Significance analysis and Health Risk Assessment screening analysis

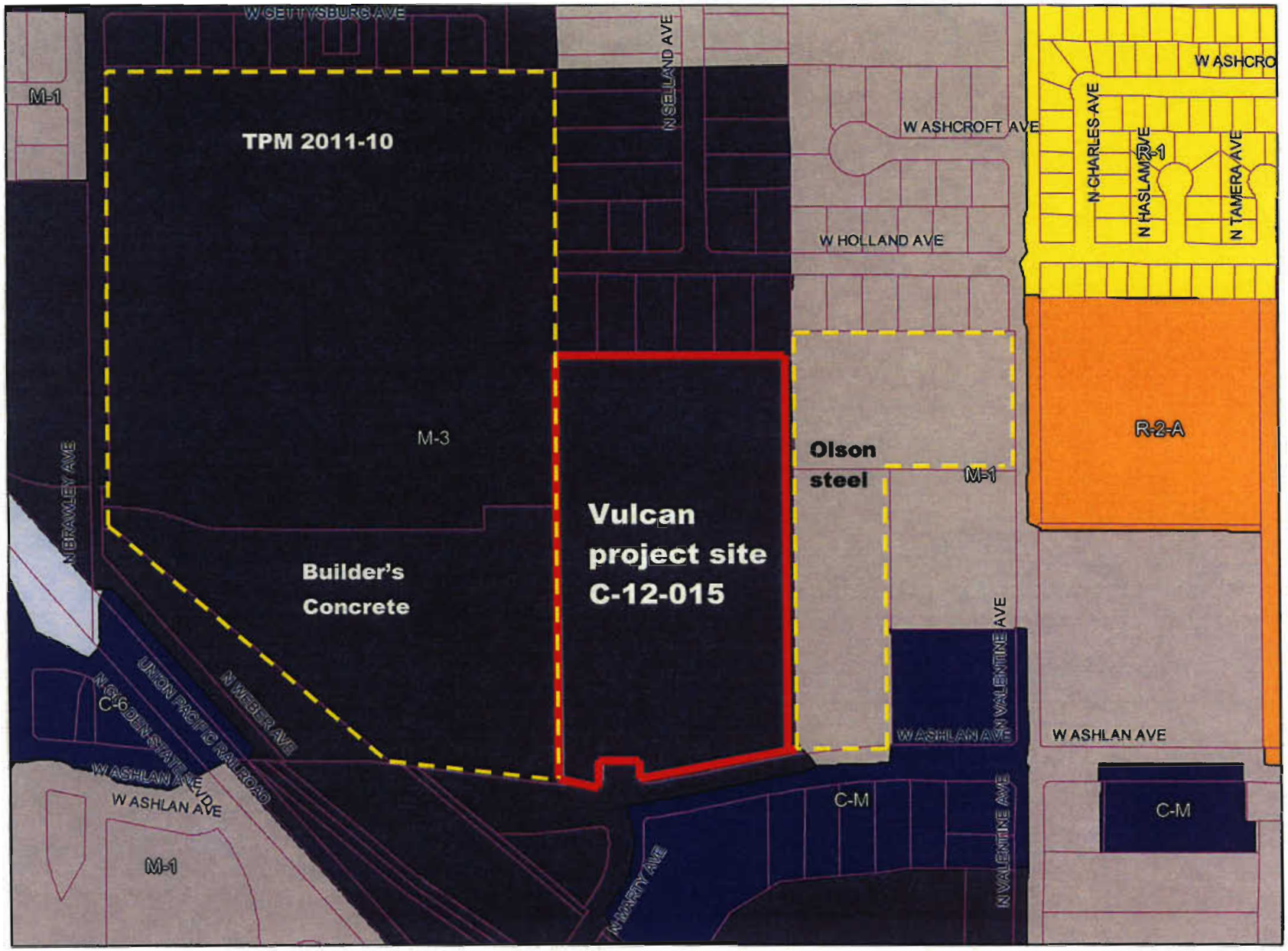
Attachment 5: Letter from San Joaquin Valley Air Pollution Control District, dated December 29, 2011

Attachment 6: Proposed Conditions of Approval for CUP No. C-12-015, consisting of the revised Operational Statement (Exhibit O), Preliminary Project Comments from Planning; General Notes and Requirements for Entitlement Applications; General Plan Design Guidelines; Performance Standards for Parking Lot Shading and memoranda and letters from the public agencies which were consulted on the project and provided comments and conditions:

- August 23, 2012 letter from San Joaquin Valley Air Pollution Control District
- June 5, 2012 memorandum from City of Fresno Public Works Department Traffic and Engineering Services Division with reduced size redlined Exhibit A, dated February 6, 2012
- June 19, 2012 letter to VRPA Technologies approving Traffic Impact Analysis, from City of Fresno Public Works Department Traffic and Engineering Services Division
- March 2, 2012 letter from Caltrans District 6
- February 28, 2012 memorandum from Fresno Fire Department with exhibit showing required on-site hydrant locations
- February 21, 2012 memorandum from City of Fresno Department of Public Utilities Water Division
- February 21, 2012 memorandum from City of Fresno Department of Public Utilities Planning and Engineering Division
- February 22, 2012 memorandum from City of Fresno Department of Public Utilities Administration (solid waste requirements)
- February 23, 2012 Notice of Requirements from Fresno Metropolitan Flood Control District
- February 21, 2012 letter from Fresno County Department of Public Health
- February 14, 2012 letter from Fresno Unified School District
- February 21, 2012 letter from Fresno Irrigation District
- February 27, 2012 email from Public Works Street Maintenance (Hilary Kimber) relating to the condition and use of Ashlan Avenue frontage of the property

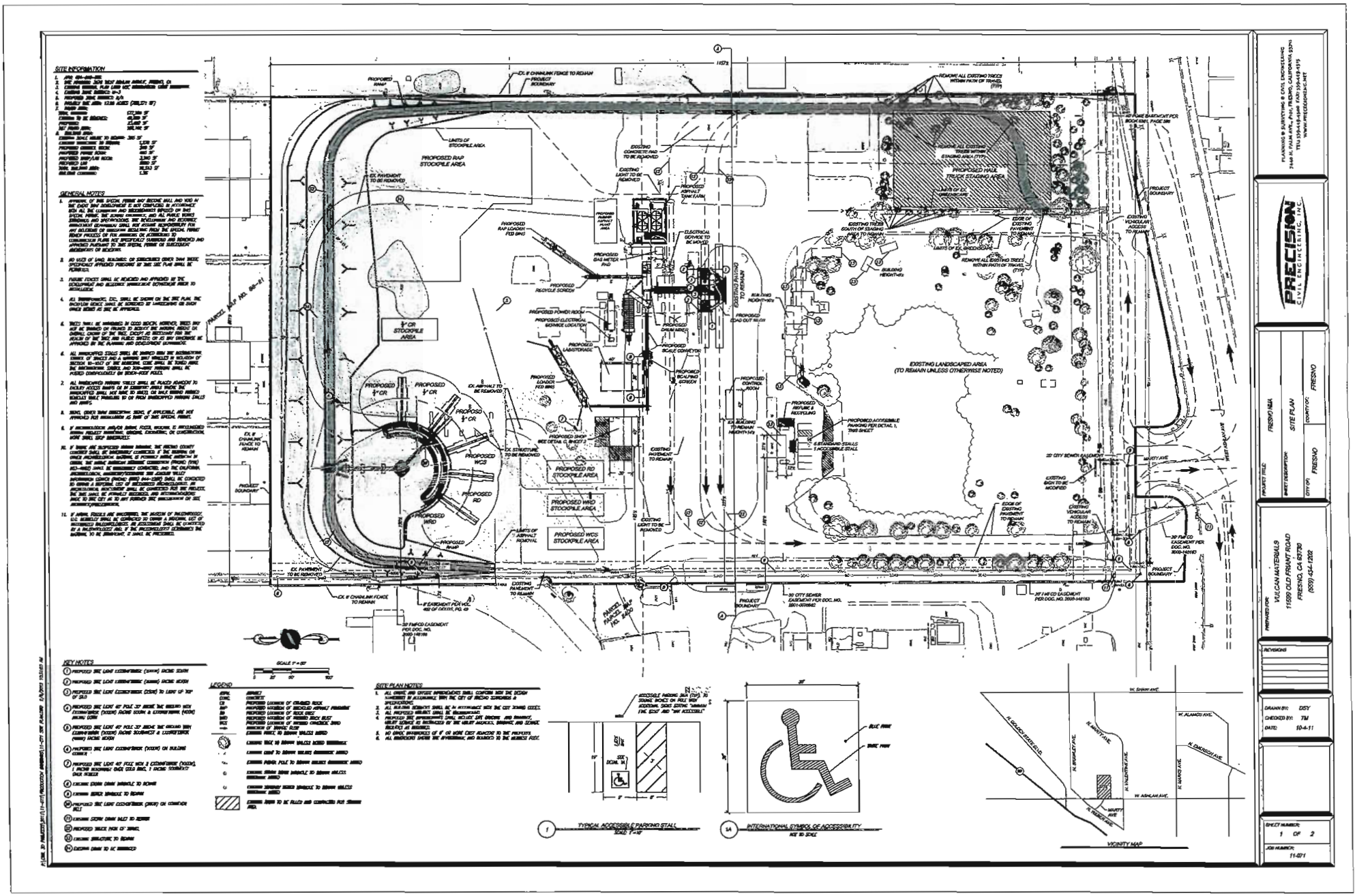
Attachment 7: Planned land uses in project vicinity

Attachment 8: Reduction in vehicle trips concomitant with scaling the project back to 500,000 tons per year maximum production (from the initial application which requested authorization for 600,000 tons per year)

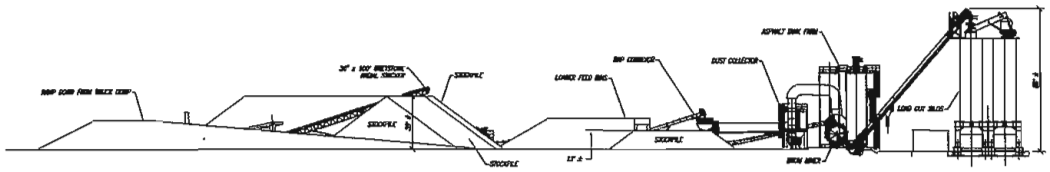


ATTACHMENT 1: Vicinity Map for C-12-015 Project, showing area zoning

ATTACHMENT 2: 2008 Aerial Photo of C-12-015 project vicinity

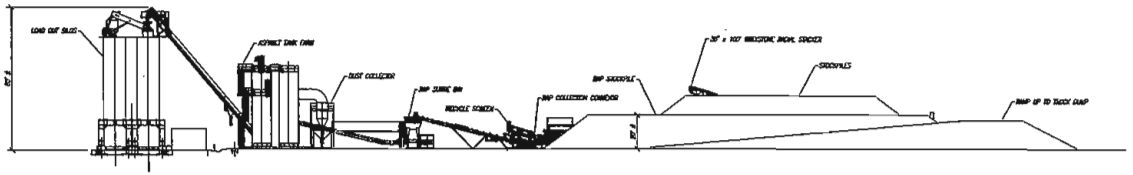


ATTACHMENT 3: C-12-015 site plan

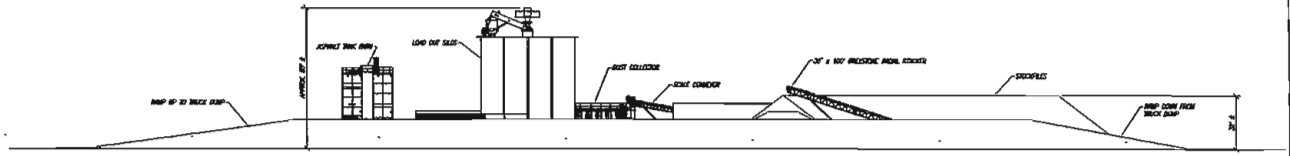


EAST ELEVATION
(VIEW OF PLANT LOOKING EAST)
NOT TO SCALE

B PROPOSED LAB/STORAGE (SECTION B-B)
(VIEW OF PROPOSED LAB LOOKING NORTH)
NOT TO SCALE



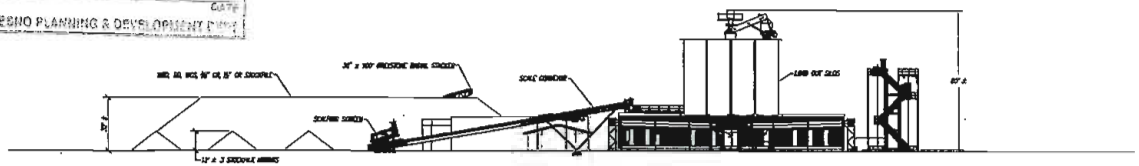
WEST ELEVATION
(VIEW OF PLANT LOOKING WEST)
NOT TO SCALE



SOUTH ELEVATION
(VIEW OF PLANT LOOKING SOUTH)
NOT TO SCALE

C PROPOSED SHOP
(VIEW LOOKING NORTHEAST)
NOT TO SCALE

APPL. NO C-12-015 EXHIBIT E DATE 2-6-12
PROJ ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE _____
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT



A NORTH ELEVATION (SECTION A-A)
(VIEW OF PLANT LOOKING NORTH)
NOT TO SCALE

PLANNING & SURVEYING ■ CIVIL ENGINEERS INC
7486 N. PALM AVE., Ste. FRESNO, CALIFORNIA 93711
TELE 559-449-4500 FAX 559-449-4559
WWW.PRECISIONCIVIL.NET

PRECISION CIVIL ENGINEERING, INC.

PROJECT TITLE: FRESNO MIM
SHEET DESCRIPTION: SITE PLAN
COUNTY OF: FRESNO
CITY OF: FRESNO

PREPARED FOR:
VULCAN MATERIALS
11999 OLD FRIANT ROAD
FRESNO, CA 93730
(559) 434-7202

REVISIONS

DRAWN BY: DSY
CHECKED BY: TM
DATE: 10-6-11

SHEET NUMBER: 1 OF 2
JOB NUMBER: 11-071

P:\DWG_SV PROJECTS\2011-071 PROCESSOR EXHIBITS\11-071 SMC PLANT ELEVATIONS 10/3/2011 3:53:53 PM

ATTACHMENT 3: C-12-015 elevations

ATTACHMENT 4

Air Quality Impact Assessment, including

Threshold of Significance Analysis (Exhibit 1 herein)

And

Health Risk Assessment (Exhibit 3 herein)

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3777 LONG BEACH BLVD, ANNEX BUILDING. LONG BEACH CA 90807
altaenviron.com o.562.495.5777 f.562.495.5877

August 14, 2012

Vulcan Materials Company
11599 Old Friant Road
Fresno, CA 93730

Attention: Cesar Aranda

Subject: Response to San Joaquin Valley APCD June 18, 2012 Letter

Dear Cesar:

Alta Environmental has reviewed the June 18th Letter from San Joaquin Valley APCD and we have the following responses:

1.) The District found on Page 26 Part III Significance Threshold Analysis that the truck traveling on-site calculated emissions for NO_x, VOC and PM_{10}. However, for the off-site Haul Road Trucks (asphalt oil, imported sand aggregate, and exported AC) only the PM_{10} emissions were calculated. The NO_x and VOC emissions were not. The district recommends the analysis be amended to include NO_x and VOC emission from the off-site Haul Road trucks.

R1.) Page 26 Part III of the original analysis included a line item for Trucks Traveling (On-Site). Detailed on Page 21 Section D is the calculation for 39,926 trucks per year. This total includes all the truck trips detailed for asphalt oil, imported sand, and exported AC. Exhibit 1 includes a revised model which evaluates NO_x, VOC and PM_{10} from all diesel trucks. We believe this covers the emissions from the equipment and requires no further action.

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2.) The analysis doesn't include employee worker trips. The District recommends the analysis be amended to include employee worker trips.

R2.) Employee worker trips were added to the analysis. This includes 9 employees utilizing gasoline cars to get to and from the site based on the traffic study. Emissions were calculated using EMFAC2011. This was added to the analysis of significance. The details of the analysis is included in Exhibit 1 Section E attached to this letter.

3.) The District recommends that it be identified in the analysis where the asphalt oil and sand aggregate (imported Haul Road trucks) are originating from and where the destination for the asphaltic concrete (exported Haul Road truck) is.

R3.) Due to the varied nature of material supply and job sites providing this information is difficult. Aggregate and oil supplies can change frequently due to market conditions such as price. Supply of Recycled Asphalt varies with job locations. Furthermore the destination of the final product is varied. This information is best addressed by the project description. Exhibit 2 includes the project description provided as a part of the application to the City of Fresno.

4.) The following comments are for the Health Risk Assessment (HRA):

- The District recommends that the HRA be redone using District guidance found at http://www.valleyair.org/busind/pto/toxics.htm. The District would review and comment on any protocol for this project prior to the conduct of any modeling to ensure that the correct procedures are used. Otherwise, it is impossible to determine if the risk from this project's toxic emissions are significant.

Response: We agree that modeling with a protocol in many cases is the best approach. However, providing a completed model without a protocol does not preclude the District from being able to determine significance. We remain ready to provide any information need to complete that evaluation. Based on the District's Modeling Guidance Document and the comments from the June 18th letter, the HRA was completely revised. The new HRA model and report, are included in the Exhibit 3.

- Chapter 9 of the Office of Environmental Health Hazard Assessments' The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments provides a list of files that should be submitted to a reviewing agency. The only files provided were the ISC workbook file (*.isc), the sources receptor file (8.src), and a facility transaction file (*tra). Please provide all necessary files to complete a review of the HRA. The District requires that all input files used to conduct the Health Risk Assessment (HRA) be submitted in electronic format. Providing electronic input files to the District for modeling facilitates the District's confirmation of the HRA in a timely manner.

Response: We are happy to provide San Joaquin Valley APCD any files that are necessary to evaluate the project and provide comments. Simply contacting our office and requesting the data would have been sufficient. In the future please contact me if you require additional information. The revised modeling analysis files are attached in Exhibit 4.

- The District does not accept any HRAs based on modeling with the Industrial Source Complex-Short-Term 3 (ISCST3) model because ISCST3 is not a model that is preferred by the U.S. Environmental Protection Agency (EPA). The EPA-approved model is AERMOD Version 12060. AERMOD can be downloaded from EPA's Support Center for Regulatory Air Modeling (SCRAM) website on EPA's Technology Transfer Network (TTN). The District recommends using the EPA-approved model AERMOD.

Response: We understand that it is both the preference of the District and EPA that the utilization of AERMOD be used. However, it is still common for HARP and ISCST3 to be utilized for analysis. The HRA was revised and the model reran using portions of the HARP and the complete AERMOD model. The details of the revised analysis are included in the revised report which is attached under Exhibit 3.

- Based on the information provided, a FAT91 meteorological data set was used. This is an undocumented meteorological data set. It was not provided by the District and is not included in the meteorological data available from the Air Resources Board (ARB) for the Hot Spots Analysis and Reporting Program (HARP). The District recommends that a 5-year data set be modeled in AERMOD for any HRA instead of the FAT91. A 5-year data set for Fresno is available from the District's website.

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Response: The data set recommended was used. The attached revised model includes the use of the new data set. Please note that the data set used in the original analysis was obtained from the San Joaquin Valley APCD web site and was believed to be a documented meteorological data set.

- Area sources were used to model truck travel emissions. The preferred method is to use a series of volume sources. See the District's Guidance for Air Dispersion Modeling which is available from the District's website.

Response: The truck travel emissions have been modified based on that service of volume sources. Please note that we have not used the emission rates identified in the guidance and instead based the analysis on EMFAC2011 as recommended in the bullet number eight.

- No information is provided to indicate the site parameters or options used in HARP. The District specifies use of the Derived (OEHHA) Method for deterring cancer risk.

Response: The model was performed utilizing the Derived (OEHHA) Method.

- Although the District's emission factor spreadsheet for hot mix asphalt plants was not used, it appears that the emission estimates are consistent. For future reference the District emission factors for the District's website should be used.

Response: None.

- Burndened EMFAC2007 emission factors for heavy-heavy-duty diesel trucks calculated by the South Coast Air Quality Management District were used to calculate truck travel emissions. These factors are appropriate for trucks traveling on average trips of ~ 10 miles on public highways at a full range of speeds. They are not appropriate for haul trucks traveling on-site at speeds of 15 mph. Moreover, the District accepts emission estimates using EMFAC2011. The District recommends using EMFAC emission rate found on the Air Resources Board (ARB) website:
  http://www.arb.ca.gov/ipub/webapp//EMFAC2011WebApp/rateSelectionPage1.jsp.

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Response: The analysis was revised using the EMFAC 2011 data set currently available on the CARB Website. Please note that we have used, in this case, the recommendation provided in the June 18th letter for the emission rate from the truck traffic.

- The District recommends adding emissions for truck idling on-site and using the assumption of 15 minutes in the absence of a specific enforceable mitigation measure for idling. Idling emissions rate can be found on the ARB website at http:///www.arb.ca.gov/msei/modeling.htm.

Response: Trucks are not allowed to idle more than 5 minutes according to state law. Vulcan Materials Company operations will not be exempt from this requirement. On-site idling was included in the revised model. Details of the analysis are included in the Exhibit III.

Vulcan Materials Company is under a memorandum of understanding regarding the closing of their existing facility. Anything that can be done to expedite the review and analysis of the report would be appreciated. Vulcan is agreeable to pay overtime to assist in the expedited processing. Exhibit 5 includes the San Joaquin APCD expedited request form.

Please contact me at (562) 495-5777 if there are any questions.

Regards,

Scott Taylor

Scott Taylor
Alta Environmental

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EXHIBIT 1

FACILITY SIGNIFICANCE THRESHOLDS ANALYSIS

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PART I – UNMITIGATED ESTIMATED EMISSIONS – HOT MIX ASPHALT PLANT

A. Emissions Estimates for Aggregate Side of Facility

1. PM_{10} Emission Estimates

The emissions increase for the cold feed system are calculated below. The emissions factors were taken from EPA AP-42 Table 11.19.2-2 (Attachment "A"). Refer to flow diagram which is attached.

Production Rates

	tons/year
Rock and Sand	475,000
Liquid Asphalt	25,000
Total Asphaltic Concrete	500,000

Emission Point	Description	Throughput (tons/year)	×	Uncontrolled PM_{10} Emissions Factor (lbs/ton)	=	PM_{10} (lbs/year)
	HMA Plant					
1	Loader to Aggregate Cold Feed Hopper 1-6	475,000		1.10E-03		522.50
2	Belt Feeders BF1-6 to Collecting Conveyor B3	475,000		1.10E-03		522.50
3	Collecting Conveyor B3 to Belt Conveyor B2	475,000		1.10E-03		522.50
4	Collecting Conveyor B2 to Screen SS1	475,000		1.10E-03		522.50
5	Screen SS1	475,000		0.0087		4,132.50
6	Screen SS1 to Belt Conveyor B1	475,000		1.10E-03		522.50
7	Belt Conveyor B1 to Mixer DM1	475,000		1.10E-03		522.50
	RAP System*					
8	Loader to RAP Hopper	0		1.10E-03		0.0000
9	Belt Feeder RF1, 2 to Collecting Conveyor RB2	0		1.10E-03		0.0000
10	Collecting Conveyor RB2 to Screen RS1	0		1.10E-03		0.0000
11	Screen RS1	0		0.0087		0.0000
12	Screen RS1 to Belt Conveyor RB1	0		1.10E-03		0.0000
13	Belt Conveyor RB1 to Mixer DM1	0		1.10E-03		0.0000
				Total PM_{10} Emissions (lbs/year)		7,267.50

* The utilization of RAP will correspond to a reduction in like output of virgin aggregate being fed into the plant. As a result, production has been considered for only the HMA plant.

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B. Emission Estimates for the Asphalt Dryer

1. Overall Emissions Estimate for Dryer

The equipment emissions for the asphalt plant dryer for NO_x, ROG and PM_{10} are based on AP-42 Tables 11.1-3 and 11.1-8 emissions factors for combustion of natural gas at a Drum Plant with a Baghouse (Attachment "B").

Pollutant	=	AP-42 Emission Factor (lbs/ton)
NO_x		0.026
ROG		0.032
PM_{10}		6.5

Pollutant	Asphalt Production (tons/year)	×	Emission Factor (lbs/ton)	=	Maximum Emissions (lbs/year)
NO_x	500,000		0.026		13,000.00
ROG	500,000		0.03200		16,000.00
PM_{10}	500,000		6.5		3,250,000.00

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2. Overall Emissions Estimates for Asphalt Oil Heater

The following calculations estimate the emissions from the 2.0 mmBTU/hour hot oil heater for the asphalt oil tanks.

Pollutant	Hot Oil Heat Requirement (mmBTU/hour)	÷	Natural Gas[1] Heating Value (mmBTU/mmcf)	×	SCAQMD[2] Emission Factor (lbs/mmcf)	=	Emission Factor (lbs/hour)
VOC	2.0		1,050		7		0.013333
PM_{10}	2.0		1,050		7.5		0.014286
NO_x	2.0		1,050		130		0.247619

Pollutant	Operating Schedule (hours/year)	×	Emission Factor (lbs/hour)	=	Maximum Emissions (lbs/year)	=	Maximum Emissions (tons/year)
VOC	8,760		0.013333		116.80		0.059
PM_{10}	8,760		0.014286		125.14		0.0626
NO_x	8,760		0.247619		2,169.14		1.0846

[1] Refer to Attachment "C".
[2] Refer to Attachment "D".

ALTA ENVIRONMENTAL

C. Emissions Estimates for the Paved Haul Roads

1. The emissions factor used in the following calculations was developed from the equation listed in EPA AP-42 Section 13.2.1 Paved Roads which is shown below:

$$EF_{PM10} = K\,(SL/2)^{0.65}(W/3)^{1.5}$$

Where:

k	=	Particle size multiplier (0.016 for PM_{10} and 0.082 for PM_{30})
sL	=	Road Surface Silt loading (0.53 grams per square meter)
W	=	Mean vehicle weight

For equation above:

Full, EF_{PM10}	=	0.329 (lbs/VMT)
Empty, EF_{PM10}	=	0.0755 (lbs/VMT)

2. Distribution of Truck Trips

The following details the distribution of trucks based on 500,000 tons per year of asphalt production and 475,000 tons per year of aggregate.

Aggregate Trucks

475,000 tons/year ÷ 25 tons/truck = 19,000 trucks/year

Oil Trucks

25,000 tons/year ÷ 27 tons/truck = 926 truck/year

Asphalt Trucks

500,000 tons/year ÷ 25 tons/truck = 20,000 trucks/year
= 39,926 total trucks/year
× 2
79,852 trips/year

ALTA ENVIRONMENTAL

3. Estimate for Truck Traffic on Haul Roads for Imported Asphalt Oil (The one-way distance is estimated at 0.2 miles)

Oil Production	÷	Truck Capacity (tons)	=	Full Load	=	Empty Load
25,000 tons/year		27		926		926

Loads	×	One-Way Road Length (miles)	=	Full VMT (miles)	=	Empty VMT (miles)
926 yearly		0.2		186		186 yearly

Full Loads (VMT/year)	×	Full PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Full PM_{10} Emissions
186 yearly		0.329		1		60.93 lbs/year

Empty Loads (VMT/year)	×	Empty PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Empty PM_{10} Emissions
186 yearly		0.0755		1		13.98 lbs/year

Full PM_{10} Emissions	+	Empty PM_{10} Emissions	=	Total PM_{10} Emissions
60.93		13.98		74.91 lbs/year

* Uncontrolled.

ALTA ENVIRONMENTAL

4. Estimate for Truck Traffic on Haul Roads – Imported Sand Aggregate (The one-way distance is estimated at 0.3 miles)

Aggregate Product	÷	Truck Capacity (tons)	=	Full Loads	=	Empty Loads
475,000 tons/year		25		19,000		19,000

Loads	×	One-Way Road Length (miles)	=	Full VMT (miles)	=	Empty VMT (miles)
19,000 yearly		0.3		5,700		5,700 yearly

Full Loads (VMT/day)	×	Full PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Full PM_{10} Emissions
5,700 yearly		0.329		1		1,875.30 lbs/year

Empty Loads (VMT/day)	×	Empty PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Empty PM_{10} Emissions
5,700 yearly		0.0755		1		430.35 lbs/year

Full PM_{10} Emissions	+	Empty PM_{10} Emissions	=	Total PM_{10} Emissions
1,875.30		430.35		2,305.65 lbs/year

* Uncontrolled.

ALTA ENVIRONMENTAL

5. Estimate for Truck Traffic on Haul Roads – Exported Asphaltic Concrete (The one-way distance is estimated at 0.2 miles)

Asphalt Product	÷	Truck Capacity (tons)	=	Full Loads	=	Empty Loads
500,000 tons/year		25		20,000		20,000

Loads	×	One-Way Road Length (miles)	=	Full VMT	=	Empty VMT
20,000 yearly		0.2		4,000		4,000 yearly

Full Loads (VMT/day)	×	Full PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Full PM_{10} Emissions
4,000 yearly		0.329		1		1,316.00 lbs/year

Empty Loads (VMT/day)	×	(lbs/ Empty PM_{10} Factor VMT)	×	Control* Factor	=	Empty PM_{10} Emissions
4,000 yearly		0.0755		1		302.00 lbs/year

Full PM_{10} Emissions	+	Empty PM_{10} Emissions	=	Total PM_{10} Emissions
1,316.00		302.00		1,618.00 lbs/year

* Uncontrolled.

ALTA ENVIRONMENTAL

D. Exhaust Emissions from Haul Trucks

The following section details the exhaust emissions from the haul trucks while traveling on-site.

Table D-1 estimates the emissions for the trucks while traveling on-site. The trucks will travel a round trip distance of 0.3 mile. The emission factors are taken from the California Air Resources Board (CARB) EMFAC2011 emissions data for on-road heavy duty diesel trucks for Scenario Year 2012 (Attachment "E").

Table D-1

Pollutant	Emission Factor (lbs/mile)	×	Round Trip Distance (miles)	×	(trucks/year)	=	Yearly Emissions (lbs/year)
ROG	0.00404		0.3		39,926		48.40
NO_x	0.0391		0.3		39,926		468.33
PM_{10}	0.00145		0.3		39,926		17.37

Table D-2 estimates emissions for the truck while idling on site. The truck idling emission rate was obtained through the EMFAC2011 idling emission rates for heavy-heavy duty idling diesel trucks (Attachment "E"). Following the SJVAPCD modeling guidance idling time was limited to 5 minutes.

Table D-2

Pollutant	Emission Factor (g/hour - vehicle)	×	Time per Vehicle (hr/hr)	×	Conversion (lbs/g)	×	Vehicles (vehicles/year)	×	Idling Stations	=	Idling Emissions (lbs/year)
TOG	8.01861		0.08		0.0022026		39,926		5		296.14
NO_x	83.12		0.08		0.0022026		39,926		5		3,045.69
PM_{10}	0.729929		0.08		0.0022026		39,926		5		26.75

ALTA ENVIRONMENTAL

E. Exhaust Emissions from Employee Worker Trips

The following section details the exhaust emissions from the trips of the employee workers while traveling to the job site.

Table E-1 estimates the emissions for the employee worker trips traveling to the job site. A total of nine employees travel a round trip distance of 36 miles. The emission factors are taken from the California Air Resources Board (CARB) EMFAC2011 emissions data for gasoline-fueled passenger cars for Scenario Year 2012 (Attachment "E").

Table E-1

Pollutant	Emission Factor (lbs/day/vehicle)	×	Working Days	×	(cars)	=	Yearly Emissions (lbs/year)
TOG	0.024918		250		9		56.07
NO_x	0.018252		250		9		41.07
PM_{10}	0.003877		250		9		8.72

ALTA ENVIRONMENTAL

F. Silo Filling and Unloading

EPA's AP-42 details emission calculations methodology for silo filling and unloading. As a result, the emission estimates for VOC and PM for silo filling are calculated below. The emission factors and methodology are taken from AP-42 11.1 (See Attachment "B"). The facility proposes five silos for finished asphalt product. All five silos will be vented to the state-of-the-art blue smoke control device which collects the emissions from the drag slat conveyors, batchers and the top of the silos. The final filter stage has a 98% control efficiency.

1. PM Silo Filling

PM emissions generated while asphalt is loaded into the batcher and then into the silo is calculated utilizing Section 11.1.2.5 of AP-42.

$$EF_{PM} = 0.0003324 + 0.00105\,(-V)e^{((0.0251 \times (T \times 460)) - 20.43}$$

Where:

EF_{PM}	=	Emission Factor for PM in lbs/ton
V	=	Asphalt Volatility (in negative %) = -0.5
T	=	Asphalt Product Mix Temperature (degree F) = 325 °F

$$EF_{PM} = 0.0003324 + 0.00105\,(0.5)e^{((0.0251 \times (325 \times 460) - 20.43}$$

$$EF_{PM} = 0.00059$$

2. VOC Silo Filling

VOC emissions generated while asphalt is loaded into the batcher and then into the silo is calculated utilizing Section 11.1.2.5 of AP-42.

$$EF_{VOC} = 0.0504(-V)e^{((0.0251 \times (T \times 460)) - 20.43)}$$

Where:

EF_{VOC} = Emission Factor for VOC in lbs/ton
V = Asphalt Volatility (in negative %) = -0.5
T = Asphalt Product Mix Temperature (degree F) = 325 °F

$$EF_{VOC} = 0.0504(-0.5)e^{((0.0251 \times (325 \times 460)) - 20.43}$$

$$EF_{VOC} = 0.0122$$

Pollutant	Production through a Single Silo (tons/year)	×	Number of Silos	×	Emission Factor (lbs/ton)	×	Control Efficiency (%)	=	lbs/year
PM	100,000		5		0.00059		1		295
VOC	100,000		5		0.0122		1		6,100

3. PM Silo Unloading

PM emissions generated while asphalt is loaded into the batcher and then into the silo is calculated utilizing Section 11.1.2.5 of AP-42.

$$EF_{PM} = 0.000181 + 0.00141\ (-V)e^{((0.0251 \times (T \times 460)) - 20.43}$$

Where:

EF_{PM} = Emission Factor for PM in lbs/ton
V = Asphalt Volatility (in negative %) = -0.5
T = Asphalt Product Mix Temperature (degree F) = 325 °F

$$EF_{PM} = 0.000181 + 0.00141(0.5)e^{((0.0251 \times (325 \times 460)) - 20.43}$$

$$EF_{PM} = 0.00052$$

4. VOC Silo Unloading

VOC emissions generated while asphalt is loaded into the batcher and then into the silo is calculated utilizing Section 11.1.2.5 of AP-42.

$$EF_{VOC} = 0.0172(-V)e^{((0.0251 \times (T \times 460)) - 20.43)}$$

Where:

EF_{VOC} = Emission Factor for VOC in lbs/ton
V = Asphalt Volatility (in negative %) = -0.5
T = Asphalt Product Mix Temperature (degree F) = 325 °F

$$EF_{VOC} = 0.01.72(-0.5)e^{((0.0251 \times (325 \times 460)) - 20.43}$$

$$EF_{VOC} = 0.0042$$

Pollutant	×	Production through a Single Silo (tons/year)	×	Number of Silos	×	Emission Factor (lbs/ton)	Control Efficiency (%)	=	lbs/year
PM		100,000		5		0.00052	1		260
VOC		100,000		5		0.0042	1		21,000

5. Uncontrolled Total Emissions from Silo Loading and Unloading

Pollutant	Silo Loading (lbs/year)	+	Silo Unloading (lbs/year)	=	Emissions from Silos (lbs/year)
PM	295		260		555
VOC	6,100		2,100		8,200

ALTA ENVIRONMENTAL

G. Emission Estimates for Storage of Asphalt Oil in Tanks

1. VOC Emissions for Three 30,000 Gallon and One 20,000 Gallon Asphalt Storage Tanks

EPA Tank Parameters	
Tank Diameter:	10.5 Feet
Tank Length:	48.2 Feet
Total Asphalt Oil Throughput for Tank:	2,378,262
Storage Volume:	30,000 Gallons

The following are the VOC emission estimates from the TANKS program for the 30,000 gallon tanks (Refer to Attachment "F").

VOC (lbs/year)* = 202.10 lbs/year × 3
606.48 lbs/year ÷ 2,000 lbs/ton
0.303 tons/year

EPA Tank Parameters	
Tank Diameter:	11.5 Feet
Tank Length:	28.5 Feet
Total Asphalt Oil Throughput for Tank:	1,585,508
Storage Volume:	20,000 Gallons

The following are the VOC emission estimates from the TANKS program for the 20,000 gallon tank (Refer to Attachment "F").

VOC (lbs/year)* = 108.73 lbs/year
108.73 lbs/year ÷ 2,000 lbs/ton
0.0543 tons/year

Pollutant	30,000 Gallon Tank (lbs/year)	+	20,000 Gallon Tank (lbs/year)	=	Total Emissions (lbs/year)
VOC	606.48		108.73		715.21

PART II – MITIGATED ESTIMATED EMISSIONS – HOT MIX ASPHALT PLANT

A. Emissions Estimates for Aggregate Side of Facility

1. PM_{10} Emission Estimates

The emissions increase for the cold feed system are calculated below. The emissions factors were taken from EPA AP-42 Table 11.19.2-2 (Attachment "A"). Refer to flow diagram which is attached.

Production Rates

	tons/year
Rock and Sand	475000
Liquid Asphalt	25,000
Total Asphaltic Concrete	500,000

Emission Point	Description	Throughput (tons/year)	×	PM_{10} Emissions Factor (lbs/ton)	=	PM_{10} (lbs/year)
	HMA Plant					
1	Loader to Aggregate Cold Feed Hopper 1-6	475,000		4.60E-05		21.85
2	Belt Feeders BF1-6 to Collecting Conveyor B3	475,000		4.60E-05		21.85
3	Collecting Conveyor B3 to Belt Conveyor B2	475,000		4.60E-05		21.85
4	Collecting Conveyor B2 to Screen SS1	475,000		4.60E-05		21.85
5	Screen SS1	475,000		0.00074		351.5
6	Screen SS1 to Belt Conveyor B1	475,000		4.60E-05		21.85
7	Belt Conveyor B1 to Mixer DM1	475,000		4.60E-05		21.85
	RAP System*					
8	Loader to RAP Hopper	0		4.60E-05		0.0000
9	Belt Feeder RF1, 2 to Collecting Conveyor RB2	0		4.60E-05		0.0000
10	Collecting Conveyor RB2 to Screen RS1	0		4.60E-05		0.0000
11	Screen RS1	0		0.00074		0.0000
12	Screen RS1 to Belt Conveyor RB1	0		4.60E-05		0.0000
13	Belt Conveyor RB1 to Mixer DM1	0		4.60E-05		0.0000
		Total PM_{10} Emissions (lbs/year)				482.60

* The utilization of RAP will correspond to a reduction in like output of virgin aggregate being fed into the plant. As a result, production has been considered for only the HMA plant.

ALTA ENVIRONMENTAL

B. Emission Estimates for the Asphalt Dryer

1. NO_x Emissions for the Asphalt Dryer

The NO_x mass emissions can be calculated using the following equation found in SCAQMD Rule 2012.

$$E_k = PPMV_c \times [20.9 / (20.9 - b)] \times 1.195 \times 10^{E-7} \times \sum_{J=1}^{r} (F_{dj} \times {}_{dj} \times V_j)$$

Where:

E_k	=	lb Pollutant
dj	=	Fuel Usage Natural Gas mmcf
b	=	19% O_2 SCAQMD Default Value
$PPMV_c$	=	Concentration of Dryer, 4.3 NO_x PPMV*
Fdj	=	8,710 Dry F Factor for Natural Gas, dscf/mmBTU/mmcf
Vj	=	1,050 High Heat Value of Natural Gas mmBTU/mmcf
Ek/dj	=	51.69 lbs/mmcf

* San Joaquin Valley APCD Rule 4309.

ALTA ENVIRONMENTAL

2. Overall Emissions Estimate for Dryer

The equipment emissions for the asphalt plant dryer for ROG and PM_{10} are based on a source test results performed on a hot mix asphalt plant for ROG and AP-42 Tables 11.1-3 and 11.1-8 emissions factors for combustion of natural gas at a Drum Plant with a Baghouse for PM_{10} (Attachment "B").

The emissions for NO_x are based on the NO_x mass emission equations as detailed in the previous Section for a low NO_x burner.

The dryer in this facility is expected to consume 2.1 therms/ton of Hot Mix Asphalt produced (10 therms = 1 mmBTU heat value) 2.1 therms/ton × 1,000,000 BTU/10 therms = 0.21 mmBTU/ton or 0.000202 mmcf/ton (0.21 mmBTU/ton ÷ 1,040 mmBTU/mmcf = 0.000202 mmcf/ton).

Pollutant	Hot Mix Heat Requirement (mmBTU/ton)	÷	Natural Gas Heating Value (mmBTU/mmcf)	×	Emission Factor (lbs/mmcf)	=	Emission Factor (lbs/ton)
NO_x	0.21		1,050		51.69		0.010437

Pollutant	=	AP-42 Emission Factor (lbs/ton)
ROG		0.0207
PM_{10}		0.023

Pollutant	Asphalt Production (tons/year)	×	Emission Factor (lbs/ton)	=	Maximum Emissions (lbs/year)
NO_x	500,000		0.01044		5,218.70
ROG	500,000		0.0207		10,350.00
PM_{10}	500,000		0.02300		11,500.00

ALTA ENVIRONMENTAL

3 Overall Emissions Estimates for Asphalt Oil Heater

The following calculations estimate the emissions from the 2.0 mmBTU/hour hot oil heater for the asphalt oil tanks.

Pollutant	Hot Oil Heat Requirement (mmBTU/hour)	÷	Natural Gas[1] Heating Value (mmBTU/mmcf)	×	SCAQMD[2] Emission Factor (lbs/mmcf)	=	Emission Factor (lbs/hour)
VOC	2.0		1,050		7		0.013333
PM_{10}	2.0		1,050		7.5		0.014286
NO_x	2.0		1,050		130		0.247619

Pollutant	Operating Schedule (hours/year)	×	Emission Factor (lbs/hour)	=	Maximum Emissions (lbs/year)	=	Maximum Emissions (tons/year)
VOC	8,760		0.013333		116.80		0.059
PM_{10}	8,760		0.014286		125.14		0.0626
NO_x	8,760		0.247619		2,169.14		1.0846

[3] Refer to Attachment "C".
[4] Refer to Attachment "D".

C. Emissions Estimates for the Paved Haul Roads

1. The emissions factor used in the following calculations was developed from the equation listed in EPA AP-42 Section 13.2.1 Paved Roads which is shown below:

$$EF_{PM10} = K\,(SL/2)^{0.65}(W/3)^{1.5}$$

Where:

k	=	Particle size multiplier (0.016 for PM_{10} and 0.082 for PM_{30})
sL	=	Road Surface Silt loading (0.53 grams per square meter)
W	=	Mean vehicle weight

For equation above:

Full, EF_{PM10}	=	0.329 (lbs/VMT)
Empty, EF_{PM10}	=	0.0755 (lbs/VMT)

2. Distribution of Truck Trips

The following details the distribution of trucks based on 500,000 tons per year of asphalt production and 475,000 tons per year of aggregate.

Aggregate Trucks

475,000 tons/year ÷ 25 tons/truck = 19,000 trucks/year

Oil Trucks

25,000 tons/year ÷ 27 tons/truck = 926 truck/year

Asphalt Trucks

500,000 tons/year ÷ 25 tons/truck = 20,000 trucks/year
= 39,926 total trucks/year
× 2
79,852 trips/year

ALTA ENVIRONMENTAL

3. Estimate for Truck Traffic on Haul Roads for Imported Asphalt Oil (The one-way distance is estimated at 0.2 miles)

Oil Production	÷	Truck Capacity (tons)	=	Full Load	=	Empty Load
25,000 tons/year		27		926		926

Loads	×	One-Way Road Length (miles)	=	Full VMT (miles)	=	Empty VMT (miles)
926 yearly		0.2		186		186 yearly

Full Loads (VMT)	×	Full PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Full PM_{10} Emissions
186 yearly		0.329		0.2		12.24 lbs/year

Empty Loads (VMT)	×	Empty PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Empty PM_{10} Emissions
186 yearly		0.0755		0.2		2.81 lbs/year

Full PM_{10} Emissions	+	Empty PM_{10} Emissions	=	Total PM_{10} Emissions
12.24		2.81		15.05 lbs/year

* 80% Control Efficiency for Water on Roads and Sweeping.

ALTA ENVIRONMENTAL

4. Estimate for Truck Traffic on Haul Roads – Imported Sand Aggregate (The one-way distance is estimated at 0.3 miles)

Aggregate Product	÷	Truck Capacity (tons)	=	Full Loads	=	Empty Loads
475,000 tons/year		25		19,000		19,000

Loads	×	One-Way Road Length (miles)	=	Full VMT (miles)	=	Empty VMT (miles)
19,000 yearly		0.3		5,700		5,700 yearly

Full Loads (VMT)	×	Full PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Full PM_{10} Emissions
5,700 yearly		0.329		0.2		375.06 lbs/year

Empty Loads (VMT)	×	Empty PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Empty PM_{10} Emissions
5,700 yearly		0.0755		0.2		86.07 lbs/year

Full PM_{10} Emissions	+	Empty PM_{10} Emissions	=	Total PM_{10} Emissions
375.06		86.07		461.13 lbs/year

* 80% Control Efficiency for Water on Roads.

ALTA ENVIRONMENTAL

5. Estimate for Truck Traffic on Haul Roads – Exported Asphaltic Concrete (The one-way distance is estimated at 0.2 miles)

Asphalt Product	÷	Truck Capacity (tons)	=	Full Loads	=	Empty Loads
500,000 tons/year		25		20,000		20,000

Loads	×	One-Way Road Length (miles)	=	Full VMT	=	Empty VMT
20,000 yearly		0.2		4,000		4,000 yearly

Full Loads (VMT)	×	Full PM_{10} Factor (lbs/VMT)	×	Control* Factor	=	Full PM_{10} Emissions
4,000 yearly		0.329		0.2		263.2 lbs/year

Empty Loads (VMT)	×	(lbs/ Empty PM_{10} Factor VMT)	×	Control* Factor	=	Empty PM_{10} Emissions
4,000 yearly		0.0755		0.2		60.40 lbs/year

Full PM_{10} Emissions	+	Empty PM_{10} Emissions	=	Total PM_{10} Emissions
263.20		60.40		323.60 lbs/year

* 80% Control Efficiency for Water on Roads.

D. Exhaust Emissions from Haul Trucks

The following section details the exhaust emissions from the haul trucks while traveling on-site.

Table D-1 estimates the emissions for the trucks while traveling on-site. The trucks will travel a round trip distance of 0.3 mile. The emission factors are taken from the California Air Resources Board (CARB) EMFAC2011 emissions data for on-road heavy duty diesel trucks for Scenario Year 2012 (Attachment "E").

Table D-1

Pollutant	Emission* Factor (lbs/mile)	×	Round Trip Distance (miles)	×	(trucks/year)	=	Annual Emissions (lbs/yr)
ROG	0.00404		0.3		39,926		48.40
NO_x	0.0391		0.3		39,926		468.33
PM_{10}	0.00145		0.3		39,926		17.37

Table D-2 estimates emissions for the truck while idling on site. The truck idling emission rate was obtained through the EMFAC2011 idling emission rates for heavy-heavy duty idling diesel trucks. Following the SJVAPCD modeling guidance idling time was limited to 5 minutes.

Table D-2

Pollutant	Emission Factor (g/hr - vehicle)	×	Time per Vehicle (hr/hr)	×	Conversion (lbs/g)	×	Vehicles (vehicles/year)	×	Idling Stations	=	Idling Emissions (lbs/year)
TOG	8.01861		0.08		0.0022026		39,926		5		296.14
NO_x	83.12		0.08		0.0022026		39,926		5		3,045.69
PM_{10}	0.729929		0.08		0.0022026		39,926		5		26.75

ALTA ENVIRONMENTAL

E. Exhaust Emissions from Employee Worker Trips

The following section details the exhaust emissions from the trips of the employee workers while traveling to the job site.

Table E-1 estimates the emissions for the employee worker trips traveling to the job site. A total of nine employees travel a round trip distance of 36 miles. The emission factors are taken from the California Air Resources Board (CARB) EMFAC2011 emissions data for gasoline-fueled passenger cars for Scenario Year 2012 (Attachment "E").

Table E-1

Pollutant	Emission Factor (lbs/day/vehicle)	×	Working Days	×	(cars)	=	Yearly Emissions (lbs/year)
TOG	0.024918		250		9		56.07
NO_x	0.018252		250		9		41.07
PM_{10}	0.003877		250		9		8.72

ALTA ENVIRONMENTAL

F. Silo Filling and Unloading

EPA's AP-42 details emission calculations methodology for silo filling and unloading. As a result, the emission estimates for VOC and PM for silo filling are calculated below. The emission factors and methodology are taken from AP-42 11.1 (See Attachment "B"). The facility proposes five silos for finished asphalt product. All five silos will be vented to the state-of-the-art blue smoke control device which collects the emissions from the drag slat conveyors, batchers and the top of the silos. The final filter stage has a 98% control.

1. PM Silo Filling

PM emissions generated while asphalt is loaded into the batcher and then into the silo is calculated utilizing Section 11.1.2.5 of AP-42.

$$EF_{PM} = 0.0003324 + 0.00105\,(-V)e^{((0.0251 \times (T \times 460)) - 20.43}$$

Where:

EF_{PM} = Emission Factor for PM in lbs/ton
V = Asphalt Volatility (in negative %) = -0.5
T = Asphalt Product Mix Temperature (degree F) = 325 °F

$$EF_{PM} = 0.0003324 + 0.00105\,(0.5)e^{((0.0251 \times (325 \times 460) - 20.43}$$

$$EF_{PM} = 0.00059$$

2. VOC Silo Filling

VOC emissions generated while asphalt is loaded into the batcher and then into the silo is calculated utilizing Section 11.1.2.5 of AP-42.

$$EF_{VOC} = 0.0504(-V)e^{((0.0251 \times (T \times 460)) - 20.43)}$$

Where:

EF_{VOC} = Emission Factor for VOC in lbs/ton
V = Asphalt Volatility (in negative %) = -0.5
T = Asphalt Product Mix Temperature (degree F) = 325 °F

$$EF_{VOC} = 0.0504(-0.5)e^{((0.0251 \times (325 \times 460)) - 20.43}$$

$$EF_{VOC} = 0.0122$$

Pollutant	Production through a Single Silo (tons/year)	×	Number of Silos	×	Emission Factor (lbs/ton)	×	Control Efficiency (%)	=	lbs/year
PM	100,000		5		0.00059		0.02		5.9
VOC	100,000		5		0.0122				6,100

3. PM Silo Unloading

PM emissions generated while asphalt is loaded into the batcher and then into the silo is calculated utilizing Section 11.1.2.5 of AP-42.

$$EF_{PM} = 0.000181 + 0.00141\ (-V)e^{((0.0251 \times (T \times 460)) - 20.43}$$

Where:

EF_{PM} = Emission Factor for PM in lbs/ton
V = Asphalt Volatility (in negative %) = -0.5
T = Asphalt Product Mix Temperature (degree F) = 325 °F

$$EF_{PM} = 0.000181 + 0.00141(0.5)e^{((0.0251 \times (325 \times 460) - 20.43}$$

$$EF_{PM} = 0.00052$$

4. VOC Silo Unloading

VOC emissions generated while asphalt is loaded into the batcher and then into the silo is calculated utilizing Section 11.1.2.5 of AP-42.

$$EF_{VOC} = 0.0172(-V)e^{((0.0251 \times (T \times 460)) - 20.43)}$$

Where:

EF_{VOC} = Emission Factor for VOC in lbs/ton
V = Asphalt Volatility (in negative %) = -0.5
T = Asphalt Product Mix Temperature (degree F) = 325 °F

$$EF_{VOC} = 0.01.72(-0.5)e^{((0.0251 \times (325 \times 460)) - 20.43}$$

$$EF_{VOC} = 0.0042$$

Pollutant	×	Production through a Single Silo (tons/year)	×	Number of Silos	×	Emission Factor (lbs/ton)	Control Efficiency (%)	=	lbs/year
PM		100,000		5		0.00052	0.02		5.20
VOC		100,000		5		0.0042			2,100

5. Total Emissions from Silo Loading and Unloading

Pollutant	Silo Loading (lbs/year)	+	Silo Unloading (lbs/year)	=	Emissions from Silos (lbs/year)
PM	5.9		5.2		11.10
VOC	6,100		2,100		8,200

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G. Emission Estimates for Storage of Asphalt Oil in Tanks

1. VOC Emissions for Three 30,000 Gallon and One 20,000 Gallon Asphalt Storage Tanks

EPA Tank Parameters	
Tank Diameter:	10.5 Feet
Tank Length:	48.2 Feet
Total Asphalt Oil Throughput for Tank:	2,378,262
Storage Volume:	30,000 Gallons

The following are the VOC emission estimates from the TANKS program for the 30,000 gallon tanks (Refer to Attachment "F").

VOC (lbs/year)* = 202.10 lbs/year × 3 ÷ 2,000 lbs/ton
0.303 tons/year

EPA Tank Parameters	
Tank Diameter:	11.5 Feet
Tank Length:	28.5 Feet
Total Asphalt Oil Throughput for Tank:	1,585,508
Storage Volume:	20,000 Gallons

The following are the VOC emission estimates from the TANKS program for the 20,000 gallon tank (Refer to Attachment "F").

VOC (lbs/year)* = 108.73 lbs/year ÷ 2,000 lbs/ton
0.054365 tons/year

Pollutant	30,000 Gallon Tank (lbs/year)	+	20,000 Gallon Tank (lbs/year)	=	Total Emissions (lbs/year)
VOC	606.30		108.73		715.21

PART III – SIGNIFICANCE THRESHOLD ANALYSIS

Significance thresholds were taken from San Joaquin Valley APCD.

Unmitigated Yearly Emissions from Proposed Asphalt Plant
Yearly Emissions of Each Pollutant

Process Description	NO_x	VOC/ROG/NMHC	PM_{10}
Aggregate Emissions			7,267.50
Dryer Emissions	13,000	16,000	3,250,000
Oil Heater	2,169.14	116.80	125.14
Haul Roads (Oil)			74.91
Haul Roads (Imported Aggregate)			2,305.65
Haul Roads (Exported AC)			1,618.00
Trucks Traveling (On-Site)	468.33	48.40	17.37
Idling Trucks	3,045.69	296.14	26.75
Employee Worker Trips	41.07	56.07	8.72
Silo Filling/Unloading		8,200	555.000
Storage of Asphalt Oil		715.210	
Total Daily Emissions (lbs/year)	18,724.07	25,432.62	3,261,999.05
Total Daily Emissions (tons/year)	9.36	12.72	1,631.00
Significance Threshold (tons)	10.00	10.00	15.00
Exceeds Threshold	NO	YES	YES

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Mitigated Yearly Emissions from Proposed Asphalt Plant
Yearly Emissions of Each Pollutant

Process Description	NO_x	VOC/ROG/NMHC	PM_{10}
Aggregate Emissions			482.60
Dryer Emissions	5,218.70	10,350.00	11,500.00
Oil Heater	2,169.14	116.80	125.14
Haul Roads (Oil)			15.05
Haul Roads (Imported Aggregate)			461.13
Haul Roads (Exported AC)			323.60
Trucks Traveling (On-Site)	468.33	48.39	17.37
Idling Trucks	3,045.69	296.14	26.75
Employee Worker Trips	41.07	56.07	8.72
Silo Filling/Unloading		8,200	11.10
Storage of Asphalt Oil		715.21	
Total Daily Emissions (lbs/year)	8,091.55	19,500.47	12,969.19
Total Daily Emissions (tons/year)	5.47	9.89	6.48
Significance Threshold (tons)	10.00	10.00	15.00
Exceeds Threshold	NO	NO	NO

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ATTACHMENT "A"

AP-42 EMISSION FACTORS (TABLE 11.19.2-2)

Table 11.19.2-2 (English Units). EMISSION FACTORS FOR CRUSHED STONE PROCESSING OPERATIONS (lb/Ton)[a]

Source[b]	Total Particulate Matter[c,d]	EMISSION FACTOR RATING	Total PM-10	EMISSION FACTOR RATING	Total PM-2.5	EMISSION FACTOR RATING
Primary Crushing (SCC 3-05-020-01)	ND		ND[e]		ND[e]	
Primary Crushing (controlled) (SCC 3-05-020-01)	ND		ND[e]		ND[e]	
Secondary Crushing (SCC 3-05-020-02)	ND		ND[e]		ND[e]	
Secondary Crushing (controlled) (SCC 3-05-020-02)	ND		ND[e]		ND[e]	
Tertiary Crushing (SCC 3-050030-03)	0.0054[e]	E	0.0024[e]	C	ND[e]	
Tertiary Crushing (controlled) (SCC 3-05-020-03)	0.0012[e]	E	0.00054[e]	C	0.00010[e]	E
Fines Crushing (SCC 3-05-020-05)	0.0390[e]	E	0.0150[e]	E	ND	
Fines Crushing (controlled) (SCC 3-05-020-05)	0.0030[e]	E	0.0012[e]	E	0.000870[e]	E
Screening (SCC 3-05-020-02, 03)	0.025[e]	E	0.0087[e]	C	ND	
Screening (controlled) (SCC 3-05-020-02, 03)	0.0022[e]	E	0.00074[e]	C	0.000056[e]	E
Fines Screening (SCC 3-05-020-21)	0.30[e]	E	0.072[e]	E	ND	
Fines Screening (controlled) (SCC 3-05-020-21)	0.0036[e]	E	0.0022[e]	E	ND	
Conveyor Transfer Point (SCC 3-05-020-06)	0.0030[e]	E	0.00110[e]	D	ND	
Conveyor Transfer Point (controlled) (SCC 3-05-020-06)	0.00014[e]	E	4.6×10^{-5}[e]	D	1.3×10^{-5}[e]	E
Wet Drilling - Unfragmented Stone (SCC 3-05-020-10)	ND		8.8×10^{-4}[d]	E	ND	
Truck Unloading - Fragmented Stone (SCC 3-05-020-31)	ND		1.6×10^{-4}[d]	E	ND	
Truck Unloading - Conveyor, crushed stone (SCC 3-05-020-32)	ND		0.00010[d]	E	ND	

a. Emission factors represent uncontrolled emissions unless noted. Emission factors in lb/Ton of material of throughput. SCC = Source Classification Code. ND = No data.

b. Controlled sources (with wet suppression) are those that are part of the processing plant that employs current wet suppression technology similar to the study group. The moisture content of the study group without wet suppression systems operating (uncontrolled) ranged from 0.21 to 1.3 percent, and the same facilities operating wet suppression systems (controlled) ranged from 0.55 to 2.88 percent. Due to carry over of the small amount of moisture required, it has been shown that each source, with the exception of crushers, does not need to employ direct water sprays. Although the moisture content was the only variable measured, other process features may have as much influence on emissions from a given source. Visual observations from each source under normal operating conditions are probably the best indicator of which emission factor is most appropriate. Plants that employ substandard control measures as indicated by visual observations should use the uncontrolled factor with an appropriate control efficiency that best reflects the effectiveness of the controls employed.

c. References 1, 3, 7, and 8

d. References 3, 7, and 8

ALTA ENVIRONMENTAL

ATTACHMENT "B"

AP-42 EMISSION FACTORS (HOT MIX ASPHALT PLANTS 11.1)

Table 11.1-3. PARTICULATE MATTER EMISSION FACTORS FOR DRUM MIX HOT MIX ASPHALT PLANTS[a]

Process	Filterable PM				Condensable PM[b]				Total PM			
	PM[c]	EMISSION FACTOR RATING	PM-10[d]	EMISSION FACTOR RATING	Inorganic	EMISSION FACTOR RATING	Organic	EMISSION FACTOR RATING	PM[e]	EMISSION FACTOR RATING	PM-10[f]	EMISSION FACTOR RATING
Dryer[g] (SCC 3-05-002-05,-55 to -63)												
Uncontrolled	28[h]	D	6.4	D	0.007[i]	E	0.058[k]	E	28	D	6.5	D
Venturi or wet scrubber	0.026[m]	A	ND	NA	0.007[n]	A	0.012[p]	A	0.045	A	ND	NA
Fabric filter	0.014[q]	A	0.0039	C	0.007[n]	A	0.012[p]	A	0.033	A	0.023	C

[a] Factors are lb/ton of product. SCC = Source Classification Code. ND = no data. NA = not applicable. To convert from lb/ton to kg/Mg, multiply by 0.5.

[b] Condensable PM is that PM collected using an EPA Method 202, Method 5 (analysis of "back-half" or impingers), or equivalent sampling train.

[c] Filterable PM is that PM collected on or before the filter of an EPA Method 5 (or equivalent) sampling train.

[d] Particle size data from Reference 23 were used in conjunction with the filterable PM emission factors shown.

[e] Total PM is the sum of filterable PM, condensable inorganic PM, and condensable organic PM.

[f] Total PM-10 is the sum of filterable PM-10, condensable inorganic PM, and condensable organic PM.

[g] Drum mix dryer fired with natural gas, propane, fuel oil, and waste oil. The data indicate that fuel type does not significantly effect PM emissions.

[h] References 31, 36-38, 340.

[i] Because no data are available for uncontrolled condensable inorganic PM, the emission factor is assumed to be equal to the maximum controlled condensable inorganic PM emission factor.

[k] References 36-37.

[m] Reference 1, Table 4-14. Average of data from 36 facilities. Range: 0.0036 to 0.097 lb/ton. Median: 0.020 lb/ton. Standard deviation: 0.022 lb/ton.

[n] Reference 1, Table 4-14. Average of data from 30 facilities. Range: 0.0012 to 0.027 lb/ton. Median: 0.0051 lb/ton. Standard deviation: 0.0063 lb/ton.

[p] Reference 1, Table 4-14. Average of data from 41 facilities. Range: 0.00035 to 0.074 lb/ton. Median: 0.0046 lb/ton. Standard deviation: 0.016 lb/ton.

[q] Reference 1, Table 4-14. Average of data from 155 facilities. Range: 0.00089 to 0.14 lb/ton. Median: 0.010 lb/ton. Standard deviation: 0.017 lb/ton.

Table 11.1-8. EMISSION FACTORS FOR TOC, METHANE, VOC, AND HCl FROM DRUM MIX HOT MIX ASPHALT PLANTS[a]

Process	TOC[b]	EMISSION FACTOR RATING	CH_4[c]	EMISSION FACTOR RATING	VOC[d]	EMISSION FACTOR RATING	HCl[e]	EMISSION FACTOR RATING
Natural gas-fired dryer (SCC 3-05-002-55, -56,-57)	0.044[f]	B	0.012	C	0.032	C	ND	NA
No. 2 fuel oil-fired dryer (SCC 3-05-002-58, -59,-60)	0.044[f]	B	0.012	C	0.032	C	ND	NA
Waste oil-fired dryer (SCC 3-05-002-61, -62,-63)	0.044[f]	E	0.012	C	0.032	E	0.00021	D

[a] Emission factor units are lb per ton of HMA produced. SCC = Source Classification Code. ND = no data available. NA = not applicable. To convert from lb/ton to kg/Mg, multiply by 0.5.

[b] TOC equals total hydrocarbons as propane as measured with an EPA Method 25A or equivalent sampling train plus formaldehyde.

[c] References 25, 44-45, 48, 50, 339-340, 355. Factor includes data from natural gas-, No. 2 fuel oil, and waste oil-fired dryers. Methane measured with an EPA Method 18 or equivalent sampling train.

[d] The VOC emission factors are equal to the TOC factors minus the sum of the methane emission factors and the emission factors for compounds with negligible photochemical reactivity shown in Table 11.1-10; differences in values reported are due to rounding.

[e] References 348, 374, 376, 379, 380.

[f] References 25, 44-45, 48, 50, 149, 153-154, 209-212, 214, 241, 242, 339-340, 355.

Table 11.1-14. PREDICTIVE EMISSION FACTOR EQUATIONS FOR LOAD-OUT AND SILO FILLING OPERATIONS[a]

EMISSION FACTOR RATING: C

Source	Pollutant	Equation
Drum mix or batch mix plant load-out (SCC 3-05-002-14)	Total PM[b]	$EF = 0.000181 + 0.00141(-V)e^{((0.0251)(T + 460) - 20.43)}$
	Organic PM[c]	$EF = 0.00141(-V)e^{((0.0251)(T + 460) - 20.43)}$
	TOC[d]	$EF = 0.0172(-V)e^{((0.0251)(T + 460) - 20.43)}$
	CO	$EF = 0.00558(-V)e^{((0.0251)(T + 460) - 20.43)}$
Silo filling (SCC 3-05-002-13)	Total PM[b]	$EF = 0.000332 + 0.00105(-V)e^{((0.0251)(T + 460) - 20.43)}$
	Organic PM[c]	$EF = 0.00105(-V)e^{((0.0251)(T + 460) - 20.43)}$
	TOC[d]	$EF = 0.0504(-V)e^{((0.0251)(T + 460) - 20.43)}$
	CO	$EF = 0.00488(-V)e^{((0.0251)(T + 460) - 20.43)}$

[a] Emission factor units are lb/ton of HMA produced. SCC = Source Classification Code. To convert from lb/ton to kg/Mg, multiply by 0.5. EF = emission factor; V = asphalt volatility, as determined by ASTM Method D2872-88 "Effects of Heat and Air on a Moving Film of Asphalt (Rolling Thin Film Oven Test - RTFOT)," where a 0.5 percent loss-on-heating is expressed as "-0.5." Regional- or site-specific data for asphalt volatility should be used, whenever possible; otherwise, a default value of -0.5 should be used for V in these equations. T = HMA mix temperature in °F. Site-specific temperature data should be used, whenever possible; otherwise a default temperature of 325°F can be used. Reference 1, Tables 4-27 through 4-31, 4-34 through 4-36, and 4-38 through 4-41.

[b] Total PM, as measured by EPA Method 315 (EPA Method 5 plus the extractable organic particulate from the impingers). Total PM is assumed to be predominantly PM-2.5 since emissions consist of condensed vapors.

[c] Extractable organic PM, as measured by EPA Method 315 (methylene chloride extract of EPA Method 5 particulate plus methylene chloride extract of impinger particulate).

[d] TOC as propane, as measured with an EPA Method 25A sampling train or equivalent sampling train.

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ATTACHMENT "C"

TABLE 3-D, RULE 2012, EMISSION FACTORS AND HEAT VALUE FOR VARIOUS FUELS

Table 3-D

EMISSION FEE BILLING NOx FACTORS

BASIC EQUIPMENT	TYPE OF FUEL	EMISSION FACTOR	HIGHER HEATING VALUE OF FUEL
Boilers,	Natural Gas	130 lb/mmscf	1050 mmBtu/mmscf
Ovens,	Refinery Gas	161 lb/mmscf	1150 mmBtu/mmscf
Heaters,	LPG, Propane, Butane	12.8 lb/mgal	94 mmBtu/mgal
Furnaces,	Diesel Light Dist. (0.05% S)	19 lb/mgal	137 mmBtu/mgal
Kilns,	Fuel Oil (0.1% S)	20 lb/mgal	150 mmBtu/mgal
Calciners,	Fuel Oil (0.25% S)	60 lb/mgal	150 mmBtu/mgal
Dryers	Fuel Oil (0.5% S)	55 lb/mgal	150 mmBtu/mgal
Internal	Natural Gas	3400 lb/mmscf	1050 mmBtu/mmscf
Combustion	LPG, Propane, Butane	139 lb/mgal	94 mmBtu/mgal
Engines	Gasoline	102 lb/mgal	130 mmBtu/mgal
	Diesel Oil	469 lb/mgal	137 mmBtu/mgal
Gas Turbines	Natural Gas	413 lb/mmscf	1050 mmBtu/mmscf
	Diesel Oil	67.8 lb/mgal	137 mmBtu/mgal

ALTA ENVIRONMENTAL

ATTACHMENT "D"

ANNUAL EMISSIONS INVENTORY REPORT
FORM B-1 EMISSIONS FACTORS

APPENDIX A - DEFAULT EMISSION FACTORS FOR COMBUSTION EQUIPMENT (CRITERIA AND TOXICS)

Table 1
Default Emission Factors for External Combustion Equipment for Forms B1 and B1U (for all sizes)

Fuel Type (fuel unit)	Organic Gases (lb/unit)	Methane (lb/unit)	Nitrogen Oxides (lb/unit)	Sulfur Oxides (lb/unit)	Carbon Monoxide (lb/unit)	Particulate Matter (lb/unit)
Natural Gas (mmscf) / Boilers Only	5.50	2.30	100.00	0.60	84.00	7.60
Natural Gas (mmscf) / Other Equipment	7.00	2.30	130.00	0.60	35.00	7.50
LPG, Propane, Butane (1000 gal.)	0.26	0.28	12.80	4.60	3.20	0.28
Diesel/Distillate Oil (1000 gal.)	1.32	0.05	20.00	7.10	5.00	2.00

Table 2
Default Emission Factors for Internal Combustion Engines (ICE) for Forms B2 and B2U

Fuel Type (fuel unit)/Engine Type	Organic Gases (lb/unit)	Methane (lb/unit)	Nitrogen Oxides (lb/unit)	Sulfur Oxides (lb/unit)	Carbon Monoxide (lb/unit)	Particulate Matter (lb/unit)
Natural gas (mmscf)/2 Stroke (Lean-Burn) ICE	122.00	1,479.00	3233.00	0.60	394.00	39.00
Natural gas(mmscf)/4 Stroke (Lean-Burn) ICE*	120.00	1,275.00	4162.00	0.60	323.00	----
Natural gas(mmscf)/4 Stroke (Rich-Burn) ICE	30.00	235.00	2254.00	0.60	3794.00	10.00
LPG, Propane, Butane (1000 gal.)/All ICEs	83.00	----	139.00	0.35	129.00	5.00
Diesel/Distillate Oil (1000 gal.)/All ICEs	37.50	----	469.00	7.10	102.00	33.50
Gasoline (1000 gal.)/All ICEs	206.00	----	102.00	5.30	3,940.00	6.50

* If engine specification is not available, assume 4 Stroke (Lean-Burn) ICE.

Table 3
Rule-Based Emission Factors for Combustion Equipment for Forms B1 and B2
(For Equipment in Compliance with Rule Limits)

Fuel Type (fuel unit)	Nitrogen Oxides (lb/fuel unit)
A) E.F. based on Rule 1146 for Form B1	
Natural Gas (mmscf)	49.80
LPG, Propane, Butane (1000 gal.)	4.50
B) E.F. based on Rule 1146.1/1146.2 for Form B1	
Natural Gas (mmscf)	37.40
LPG, Propane, Butane (1000 gal.)	3.40
C) E.F. based on Rule 1110.2 for Form B2 (Stationary ICEs only)	
Natural gas (mmscf)	238.70
LPG, Propane, Butane (1000 gallons)	15.30
Diesel/Distillate Oil (1000 gallons)	33.40
Gasoline (1000 gallons)	21.50

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ATTACHMENT "E"

CARB EMFAC2011 EMISSIONS DATA

Alta Vulcan Hot Mix Asphalt Plant
Truck Idling On-Site 5 minutes Emission Factors
ARB EMFAC2011 web-based emissions database

Emissions Summary

Additional Trucks (trucks/yr)	Additional Trucks (trucks/day)	Idling Locations On-Site (location)	Idling Time per Location (min/location)	PM10 (g/min-veh)	Total PM10 (lb/yr)	NOx (g/min-veh)	Total NOx (lb/yr)	ROG g/min-veh	Total ROG (lb/yr)
39,926	109	5	5	0.012165403	26.7	1.385336833	3045.8	0.133644	293.8

Calendar Year	EMFAC2007 Vehicle Category	Fuel_Type	Air Basin	Season	PM10 (g/hr-veh)	NOx (g/hr-veh)	ROG (g/hr-veh)
2012	HHDT	Diesel	SJV	annual	0.729924198	83.12021	8.01861

Conversions

1 lb = 454	g
1 yr = 365	days
1 hr = 60	min

Alta Vulcan Hot Mix Asphalt Plant
Truck Traveling On-Site 15 mph Emission Factor
ARB EMFAC 2011 web-based emission database

Emissions Summary

Additional Trucks (trucks/yr)	Round Trip Distance (miles/truck)	PM10 (lb/mile)	Total PM10 (lb/yr)	NOx (lb/mile)	NOx (lb/yr)	ROG (lb/mile)	ROG (lb/yr)
39,926	0.3	1.45E-03	17.39	3.91E-02	468.52	4.04E-03	48.40

EMFAC2011 Outputs

Area	Calendar Year	Season	Vehicle Type	Fuel	Model Year	Speed (Miles/hr)	Pop (Vehicles)	VMT (miles/day)	ROG_RUNEX (g/mile)	NOX_RUNEX (g/mile)	PM10_RUNEX (g/mile)
Fresno (SJV)	2012	Annual	T7 single construction	Diesel	All	15	0	400.86904	1.834515511	17.75839	0.6590412

Conversions:

1 lb = 454 g

Vulcan Hot Mix Asphalt Plant
Worker Vehicles Traveling to the Site
ARB EMFAC 2011 web-based emission database

EMFAC 2011 Outputs

Area	Calendar Year	Season	Vehicle	Fuel Type	Model Year of Trucks	Speed of Trucks (Miles/hr)	Population (Vehicles)	VMT (Miles/day)	Trips (Trips/day)	TOG_TOTAL (Tons/day)	NOX_TOTEX (Tons/day)	PM10_TOTAL (Tons/day)
San Joaquin (SJV)	2012	Annual	LDA	GAS	All Model Years	All Speeds	211028.88	7771158.2	1323994.349	2.62924835	1.92581817	0.40909732S

Parameters and Emissions Summary

Population (Vehicles)	TOG_TOTAL (lbs of pollutant/Vehicle)	NOX_TOTEX (lbs of pollutant/Vehicle	PM10_TOTAL (lbs of pollutant/Vehicle)
211028.884	0.024918374	0.018251702	0.003877169

Conversions:

1 ton = 2000 lbs

ALTA ENVIRONMENTAL

ATTACHMENT "F"

TANKS

TANKS 4.0.9d
Emissions Report - Detail Format
Tank Indentification and Physical Characteristics

Identification

User Identification:	Vulcan Fresno 30k
City:	Fresno
State:	california
Company:	Vulcan Materials, Western Division
Type of Tank:	Vertical Fixed Roof Tank
Description:	30,000 gallon asphalt tank

Tank Dimensions

Shell Height (ft):	48.20
Diameter (ft):	10.60
Liquid Height (ft) :	48.20
Avg. Liquid Height (ft):	41.50
Volume (gallons):	30,000.00
Turnovers:	79.28
Net Throughput(gal/yr):	2,378,262.68
Is Tank Heated (y/n):	Y

Paint Characteristics

Shell Color/Shade:	White/White
Shell Condition	Good
Roof Color/Shade:	White/White
Roof Condition:	Good

Roof Characteristics

Type:	Dome
Height (ft)	0.00
Radius (ft) (Dome Roof)	10.50

Breather Vent Settings

Vacuum Settings (psig):	0.00
Pressure Settings (psig)	0.00

Meterological Data used in Emissions Calculations: Bakersfield, California (Avg Atmospheric Pressure = 14.47 psia)

TANKS 4.0.9d
Emissions Report - Detail Format
Liquid Contents of Storage Tank

Vulcan Fresno 30k - Vertical Fixed Roof Tank
Fresno, california

Mixture/Component	Month	Daily Liquid Surf. Temperature (deg F) Avg.	Min.	Max.	Liquid Bulk Temp (deg F)	Vapor Pressure (psia) Avg.	Min.	Max.	Vapor Mol. Weight	Liquid Mass Fract.	Vapor Mass Fract.	Mol. Weight	Basis for Vapor Pressure Calculations
Asphalt Oil	All	265.00	80.00	450.00	450.90	0.0500	0.0001	1.9560	84.0000			1,000.00	

TANKS 4.0.9d
Emissions Report - Detail Format
Detail Calculations (AP-42)

Vulcan Fresno 30k - Vertical Fixed Roof Tank
Fresno, california

Annual Emission Calculations

Standing Losses (lb):	72.5186
Vapor Space Volume (cu ft):	842.5162
Vapor Density (lb/cu ft):	0.0005
Vapor Space Expansion Factor:	0.5836
Vented Vapor Saturation Factor:	0.9897
Tank Vapor Space Volume:	
Vapor Space Volume (cu ft):	842.5162
Tank Diameter (ft):	10.5000
Vapor Space Outage (ft):	7.4202
Tank Shell Height (ft):	48.3600
Average Liquid Height (ft):	41.5000
Roof Outage (ft):	0.7282
Roof Outage (Dome Roof)	
Roof Outage (ft):	0.7282
Dome Radius (ft):	10.5000
Shell Radius (ft):	0.2500
Vapor Density	
Vapor Density (lb/cu ft):	0.0005
Vapor Molecular Weight (lb/lb-mole):	64.0000
Vapor Pressure at Daily Average Liquid Surface Temperature (psia):	0.0009
Daily Avg. Liquid Surface Temp. (deg. R):	724.6760
Daily Average Ambient Temp. (deg. F):	65.4900
Ideal Gas Constant R (psia cuft / (lb-mol-deg R)):	10.731
Liquid Bulk Temperature (deg. R):	909.8709
Tank Paint Solar Absorptance (Shell):	0.1700
Tank Paint Solar Absorptance (Roof):	0.1700
Daily Total Solar Insolation Factor (Btu/sqft day):	1,848.9051
Vapor Space Expansion Factor	
Vapor Space Expansion Factor:	0.5836
Daily Vapor Temperature Range (deg. R):	370.0000
Daily Vapor Pressure Range (psia):	1.0868
Breather Vent Press. Setting Range(psia):	0.0060
Vapor Pressure at Daily Average Liquid Surface Temperature (psia):	0.0009
Vapor Pressure at Daily Minimum Liquid Surface Temperature (psia):	0.0001
Vapor Pressure at Daily Maximum Liquid Surface Temperature (psia):	1.0868
Daily Avg. Liquid Surface Temp. (deg R):	724.6760
Daily Min. Liquid Surface Temp. (deg R):	539.6700
Daily Max. Liquid Surface Temp. (deg R):	909.8700
Daily Ambient Temp. Range (deg. R):	24.8900
Vented Vapor Saturation Factor	
Vented Vapor Saturation Factor:	0.9897
Vapor Pressure at Daily Average Liquid Surface Temperature (psia):	0.0009
Vapor Space Outage (ft):	7.4202

Working Losses (lb):	129.8377
Vapor Molecular Weight (lb/lb-mole):	84.0800
Vapor Pressure at Daily Average Liquid Surface Temperature (psia):	6.0809
Annual Net Throughput (gal/yr.):	2,378,282.6800
Annual Turnovers:	79.2754
Turnover Factor:	0.5451
Maximum Liquid Volume (gal):	30,000.0000
Maximum Liquid Height (ft):	48.2000
Tank Diameter (ft):	10.5000
Working Loss Product Factor:	1.0000
Total Losses (lb):	202.1585

TANKS 4.0.9d
Emissions Report - Detail Format
Individual Tank Emission Totals

Emissions Report for: Annual

Vulcan Fresno 30k - Vertical Fixed Roof Tank
Fresno, california

	Losses(lbs)		
Components	Working Loss	Breathing Loss	Total Emissions
Asphalt Oil	129.64	72.52	202.16

TANKS 4.0.9d
Emissions Report - Detail Format
Tank Indentification and Physical Characteristics

Identification		
User Identification:	Vulcan Materials-Fresno 20K	
City:	Fresno	
State:	California	
Company:	Vulcan Materials	
Type of Tank:	Vertical Fixed Roof Tank	
Description:	20,000 gallon tank	
Tank Dimensions		
Shell Height (ft):		28.50
Diameter (ft):		11.50
Liquid Height (ft) :		28.50
Avg. Liquid Height (ft):		23.00
Volume (gallons):		20,000.00
Turnovers:		79.28
Net Throughput(gal/yr):		1,585,508.45
Is Tank Heated (y/n):	Y	
Paint Characteristics		
Shell Color/Shade:	White/White	
Shell Condition	Good	
Roof Color/Shade:	White/White	
Roof Condition:	Good	
Roof Characteristics		
Type:	Dome	
Height (ft)		0.00
Radius (ft) (Dome Roof)		11.50
Breather Vent Settings		
Vacuum Settings (psig):		0.00
Pressure Settings (psig)		0.00

Meteorological Data used in Emissions Calculations: Bakersfield, California (Avg Atmospheric Pressure = 14.47 psia)

TANKS 4.0.9d
Emissions Report - Detail Format
Liquid Contents of Storage Tank

Vulcan Materials-Fresno 20K - Vertical Fixed Roof Tank
Fresno, California

Mixture/Component	Month	Daily Liquid Surf. Temperature (deg F) Avg.	Min.	Max.	Liquid Bulk Temp (deg F)	Vapor Pressure (psia) Avg.	Min.	Max.	Vapor Mol. Weight	Liquid Mass Fract.	Vapor Mass Fract.	Mol. Weight	Basis for Vapor Pressure Calculations
Asphalt oils	All	350.00	300.00	400.00	400.00	0.0800	0.0001	1.0580	84.0000			1.00	

TANKS 4.0.9d
Emissions Report - Detail Format
Detail Calculations (AP-42)

Vulcan Materials-Fresno 20K - Vertical Fixed Roof Tank
Fresno, California

Annual Emission Calculations

Standing Losses (lb):	22.3014
Vapor Space Volume (cu ft):	653.2088
Vapor Density (lb/cu ft):	0.0005
Vapor Space Expansion Factor:	0.1567
Vented Vapor Saturation Factor:	0.9636
Tank Vapor Space Volume:	
Vapor Space Volume (cu ft):	653.2088
Tank Diameter (ft):	11.5000
Vapor Space Outage (ft):	8.2988
Tank Shell Height (ft):	30.5000
Average Liquid Height (ft):	23.0000
Roof Outage (ft):	0.7988
Roof Outage (Dome Roof)	
Roof Outage (ft):	0.7988
Dome Radius (ft):	11.5000
Shell Radius (ft)	5.7500
Vapor Density	
Vapor Density (lb/cu ft):	0.0005
Vapor Molecular Weight (lb/lb-mole):	94.0000
Vapor Pressure at Daily Average Liquid Surface Temperature (psia):	0.0500
Daily Avg. Liquid Surface Temp. (deg. R):	609.6788
Daily Average Ambient Temp. (deg. F):	65.4000
Ideal Gas Constant R (psia cuft / (lb-mol-deg R)):	10.731
Liquid Bulk Temperature (deg. R):	559.5700
Tank Paint Solar Absorptance (Shell):	0.1700
Tank Paint Solar Absorptance (Roof):	0.1700
Daily Total Solar Insolation Factor (Btu/sqft day):	1,848.9051
Vapor Space Expansion Factor	
Vapor Space Expansion Factor:	0.1567
Daily Vapor Temperature Range (deg. R):	100.6000
Daily Vapor Pressure Range (psia):	1.0350
Breather Vent Press. Setting Range(psia):	0.0000
Vapor Pressure at Daily Average Liquid Surface Temperature (psia)	0.0500
Vapor Pressure at Daily Minimum Liquid Surface Temperature (psia):	0.0001
Vapor Pressure at Daily Maximum Liquid Surface Temperature (psia):	1.0850
Daily Avg. Liquid Surface Temp. (deg R):	609.6788
Daily Min. Liquid Surface Temp. (deg R):	709.5700
Daily Max. Liquid Surface Temp. (deg R):	809.5788
Daily Ambient Temp. Range (deg. R):	24.5000
Vented Vapor Saturation Factor	
Vented Vapor Saturation Factor:	0.9636
Vapor Pressure at Daily Average Liquid Surface Temperature (psia):	0.0500
Vapor Space Outage (ft):	8.2988

Working Losses (lb):	
Vapor Molecular Weight (lb/lb-mole):	88.4252
Vapor Pressure at Daily Average Liquid Surface Temperature (psia):	84.8000
Annual Net Throughput (gal/yr.):	0.0808
Annual Turnovers:	1,388,588.4508
Turnover Factor:	79.2754
Maximum Liquid Volume (gal):	0.5451
Maximum Liquid Height (ft):	29,060.0000
Tank Diameter (ft):	28.5000
Working Loss Product Factor:	11.5000
	1.0000
Total Losses (lb):	108.7286

TANKS 4.0.9d
Emissions Report - Detail Format
Individual Tank Emission Totals

Emissions Report for: Annual

Vulcan Materials-Fresno 20K - Vertical Fixed Roof Tank
Fresno, California

	Losses(lbs)		
Components	Working Loss	Breathing Loss	Total Emissions
Asphalt oils	86.43	22.30	108.73

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EXHIBIT 2

OPERATIONAL STATEMENT

Operational Statement

Vulcan
Materials Company

Fresno HMA
Fresno, California

May 23, 2012

CalMat Co., dba Vulcan Materials Company
Fresno, California

OPERATIONAL STATEMENT
Fresno HMA

1.0 PROJECT INFORMATION

1.1 Project Overview

CalMat Co., dba Vulcan Materials Company (Vulcan) is proposing a Hot Mix Asphalt (HMA) processing facility in the City of Fresno.

The 17.89 acre Fresno HMA property ("Property") is composed of the processing facility including recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scale/scale house, off-loading facility including embankment fill haul truck ramp, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities, and the existing landscape area.

Vulcan is requesting a Conditional Use Permit (CUP) to allow for the production and sale of HMA at a maximum sales rate of 500,000 tons per year. The CUP will also allow for the acceptance and processing of recycled asphalt for use in Recycled Asphalt Pavement (RAP).

The Property frontage is adjacent to W. Ashlan Avenue, a designated truck route, with direct access to Ashlan via the signalized intersection at N. Marty Avenue.

The proposed Fresno HMA facility is intended to replace Vulcan's current River Rock HMA facility located in Fresno County off Old Friant Road.

1.2 General Information

Project Site Address:	3570 W. Ashlan Avenue Fresno, CA 93722 APN 424-040-85s
Owner:	River Bend Corp. P.O. Box 2950 Los Angeles, CA 90051
Applicant:	Vulcan Materials Company 11599 Old Friant Road Fresno, CA 93730

2.0 LAND USE & ZONING

2.1 Existing Land Use

The Property is currently vacant. It is important to note however, that an operational HMA facility previously existed on this Property.

2.2 Surrounding Land Uses

Surrounding land uses include a ready-mix concrete facility to the west, metal fabrication shop to the east, an industrial park to the north, and office warehouse/industrial park to the south. A vacant property to the northwest was, until recently, used for the manufacturing of concrete pipe.

The proposed project has been discussed with the neighbor adjacent to the western boundary of the property and the one having the greatest potential for a direct impact.

The existing uses in the general vicinity of the proposed HMA plan are consistent with heavy industrial.

2.3 Zoning & General Plan

General Plan Designation – Industrial, Light

Current Zoning – M-3 (Heavy Industrial)

Community Plan – Bullard Community Plan

Specific Plan – N/A

Redevelopment Area – Adjacent to but outside the FWY-99 Golden State Corridor

Incentive Zones – City of Fresno Enterprise Zone

As indicated above, the site is zoned "M-3" Heavy Industrial. Asphaltic and asphaltic concrete, mixing or batching plants are permitted in this district subject to a Conditional Use Permit (CUP). The site is currently vacant and the approval of the CUP would allow for the re-use and development of the site consistent with the existing heavy industrial uses adjacent to the site.

2.4 2025 General Plan

The proposed project helps to directly implement the 2025 General Plan by providing for the re-use of vacant, underutilized, property within an existing and thriving industrial area. In addition, the proposed project provides for an industrial use important to the community's economic base.

The Urban Form Element of the General Plan specifically states that "To develop and sustain an economically viable community the industrial sector must be provided with a healthy environment conducive to economic growth."

To be consistent with general plan goals industrial areas/firms must meet the following criteria:

1. Industrial areas must be accessible to a convenient transportation network;

2. Industrial firms must be located on suitable sites which enhance their competitive position;

3. And, industrial firms should not create adverse effects on neighboring uses.

The proposed project is consistent with general plan goals by first, being on a property currently zoned M-3 Heavy Industrial which has direct access to an existing transportation network – W. Ashlan Avenue and SR-99 via Ashlan Avenue. Second, the site of the proposed project enhances its competitive position by being centrally located to the primary market it serves. Lastly, the project is proposed on a property surrounded by compatible heavy industrial uses and is thus suitable for the intended use.

Last but not least, the proposed project will add to the economic base of the City of Fresno by providing new jobs and providing a local source of material critical to the City's infrastructure.

3.0 SITE PLAN

3.1 Project Access and Internal Circulation

The project has direct access to W. Ashlan Avenue, an arterial and designated truck route via a signalized intersection at N. Marty Avenue.

Project access off W. Ashlan Avenue, paved entrance and exit roads, and internal circulation routes, including haul truck ramp, are shown on the Site Plan.

3.2 Processing and Storage Areas

Proposed processing and storage areas including, but not limited to, location of equipment, structures, facilities, and stockpiles are shown on the Site Plan.

3.3 Screening, Landscaping, Fencing, Gates, Parking, Signs, and Lighting

a. Screening

The site currently has significant landscaping along the W. Ashlan Avenue frontage. The Applicant proposes to maintain the existing landscape along the property frontage to provide a natural visual screen from Ashlan Avenue.

b. Landscaping

As previously indicated, the site currently has significant landscaping along the southern portion of the property (see Site Plan). The landscaped area, as it exists, exceeds current City of Fresno landscape requirements. The Applicant proposes to maintain the existing landscape along the property frontage to provide a natural screen from Ashlan Avenue.

c. Fencing and Gates

The property is currently fenced with 8 feet high chain link fence including separately gated entrance and exit approximately 24 feet wide. Although each gated entrance is designated as a separate entrance and exit, they may individually accommodate inbound and outbound traffic.

The gated entrance and exit are located off a private paved road. As previously indicated, access to the project site is via the existing signalized intersection of W. Ashlan Avenue and N. Marty Avenue.

The gates will remain open during hours of operation or scheduled deliveries (refer to Section 4.3 – Hours and Days of Operation). The gates will be locked during hours of non-operation.

d. Parking

Parking will be provided to accommodate the proposed facilities including, but not limited to, offices, lab, shop, and scale house.

e. Signage

An existing sign located along the property frontage near the western gated exit will be modified to reflect the proposed operation.

f. Lighting

Proposed project lighting is shown on the Site Plan. Site lighting will be directed downward and away from adjacent properties.

4.0 OPERATIONS

4.1 Site Construction

Development of the site will include site grading including the re-grading of an existing embankment fill haul truck ramp and demolition of existing structures. Structures to remain are noted on the Site Plan.

Construction of the HMA plant and recycled asphalt pavement system, including all appurtenant and ancillary equipment and facilities, will be completed in accordance with applicable codes and regulations. Locations of proposed structures, facilities, and equipment are shown on the Site Plan.

4.2 Product and Estimated Sales

This facility will manufacture and sell Hot Mix Asphalt (HMA) including Recycled Asphalt Pavement (RAP). Sales from this facility are estimated at a maximum of 500,000 tons per year at peak demand.

4.3 Hours and Days of Operation

The project proposes operations to take place 24 hours a day seven days a week. A 24 hour-a-day seven day-a-week operation will allow, but not be limited to the following:

1. Flexible operating hours, including nighttime hours, to meet fluctuating and seasonal market demand.
2. Serving the needs of major public works that are often required to be completed during nighttime hours or on weekends to avoid traffic conflicts.
3. Responding to public emergencies affecting the health and safety of the community that require continuous 24 hour-a-day operations.

Maintenance of mobile plant equipment, loading operations, and materials deliveries including but not limited to aggregate (e.g. rock, sand, and gravel), liquid asphalt, recycled asphalt, and miscellaneous deliveries will occur both day and night.

Although the proposed project provides for a 24-hour 7-day per week operation (i.e., the ability to manufacture and sell HMA at any time Monday through Sunday) to meet customer demand or respond to public emergencies, typical hours of operation would generally consist of 5 A.M. to 4 P.M. Monday through Friday.

4.4 Project Access and Traffic

The proposed project has immediate access to State Route 99 via W. Ashlan Avenue, an arterial and a designated truck route. It is anticipated that most of the project trips will generally occur along the W. Ashlan Avenue segment between N. Marty Avenue and SR-99 North/South on and off ramps and continuing north or south along SR-99. Ultimately, the occurrence of project trips along roadways will vary depending on the final destination of the shipped material.

Project traffic (e.g. haul trucks, supply delivery trucks, employee vehicles, etc.) will enter and exit the project site at the signalized intersection of Ashlan and N. Marty Avenues.

Project traffic will generally enter the facility via an eastern entrance gate and exit via the western gate. A private paved frontage road provides access to both the entrance and exit gates.

At an annual maximum sales of 500,000 tons per year, the project projected average daily trips are 342, with a "trip" being defined as a "one-way" trip (e.g., a truck entering the site empty constitutes one (1) trip, then leaving the site loaded with materials constitutes one (1) trip, or vice-versa in the case of material deliveries, for a total of two (2) trips). Generally speaking one load of material typically constitutes two (2) trips.

Of the 342 average daily trips mentioned above, 160 are associated with the sales of hot mix asphalt, 164 with imported support material (e.g., imported aggregate, liquid asphalt, recycled asphalt, and miscellaneous deliveries) and 18 with employee trips.

4.5 Number of Employees

It is anticipated that nine (9) employees will be required for this operation.

As previously mentioned, typical hours of operations would generally consist of 5 A.M. to 4 P.M. Monday through Friday. On days that the HMA plant is in operation, there would be about 9 employees on site. Of the 9 employees, 4 would be associated with the HMA plant operations from the hours of 5 A.M. to 3 P.M. and 5 would be associated with the on-site Lab from the hours of 6 A.M. to 4 P.M. Actual hours of operation and number of actual employees on site at any one time, including numbers of shifts, will vary.

On days where the HMA plant is planned to operate continuously beyond its typical hours of operation or is planned to operate during nighttime hours, multiple shifts as required will be utilized.

4.6 Processing

a. Asphalt Plant

Crushed rock and sand are screened, dried, and heated in a natural gas fired dryer/burner and mixed with liquid asphaltic cement to produce asphalt, or HMA. Liquid asphaltic cement is imported by tanker truck and stored in above ground tanks. The emissions from the dryer/burner are ducted to a baghouse. The asphalt may be discharged directly into trucks from the mixer or conveyed to storage silos for discharge into trucks at a later time.

b. Recycled Asphalt Pavement (RAP) System

Imported recycled asphalt is crushed, screened, and sorted for use in Recycled Asphalt pavement. Material is loaded into crusher with a loader.

4.7 Equipment

a. Asphalt Plant

Equipment and supporting facilities for the asphalt plant include, but are not limited to, front end loaders, aggregate storage bunkers, conveyors, elevators, burner/dryer, storage silos, dust silo, pollution control equipment, storage tanks, control tower, shop, and other accessory equipment.

b. Recycled Asphalt Pavement System

Equipment and supporting facilities for the recycled asphalt pavement system include but are not limited to front end loaders, crushers, screens, and conveyors.

4.8 Import/Export Trucking

Independent trucking firms typically haul asphalt products (e.g. HMA, RAP, etc.) off-site and import aggregate (e.g. rock, sand, and gravel) and liquid asphaltic cement to the site. Recycled asphalt from construction demolition or road rebuilding sites may also be imported to the site by independent trucking firms.

4.9 Operating Practices Proposed to Minimize Noise and Fugitive Dust/Particulate Matter

a. Noise

Operations will be conducted consistent with the "Noise Ordinance of the City of Fresno."

b. Fugitive Dust and Particulate Matter

Permits to Construct and Permits to Operate will be obtained from the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the asphalt plant which will be equipped with a baghouse for the asphalt dryer and fiberbed filter for the storage silos and truck loadout. In addition, a Fugitive Emission Control Plan will be implemented to comply with SJVAPCD Regulation VIII (Fugitive PM_{10} Prohibition).

4.10 Methods Employed to Prevent Pollution of Surface and/or Groundwater

Pollution Control Programs will include the following:

1. Storm Water Pollution Prevention Plan (SWPPP)
2. Hazardous Material Business Plan
3. Spill Prevention Control and Countermeasure Plan
4. Employee Training
5. Record Keeping
6. Preventative Maintenance and Best Management Practices

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EXHIBIT 3

HRA REPORT

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3777 LONG BEACH BLVD, ANNEX BUILDING. LONG BEACH CA 90807
altaenviron.com o.562.495.5777 f.562.495.5877

1. INTRODUCTION

A Health Risk Assessment (HRA) was prepared for the operation phase of the Hot Mix Asphalt plant (plant). The analysis evaluates potential public health effects from Toxic Air Contaminant (TAC) emissions from facility operations. The emission sources include the drum dryer unit vented to a baghouse, natural gas combustion from the hot oil heater, filling and loadout of the silos each vented to a blue smoke control filter, trucks traveling on-site and trucks idling on-site.

The HRA was prepared in accordance with the *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments* (OEHHA, 2003) and *Guidance for Air Dispersion Modeling* (SJVAPCD, 01/07 Rev 2.0). Air dispersion modeling was prepared using U.S. EPA Gaussian Plume Air Dispersion Model AERMOD version 12060. Dispersion data was processed through HARP On-Ramp version 1, and emissions data was incorporated into *Hotspots Analysis and Reporting Program* (HARP) version 1.4f.

The results demonstrate that the emissions from plant operations do not exceed the cancer exposure threshold for residents and workers of ten in a million ($10E10^{-6}$). The non-cancer chronic hazard index was also below the threshold of 1.0.

2. METHODOLOGY

Air dispersion modeling was prepared using U.S. EPA AERMOD version 12060. All coordinates were referenced to UTM North American Datum 1983 (NAD83) Zone 11. Modeling was completed using a five-year meteorological data set from 2005-2009 for Fresno, obtained from the San Joaquin Valley Air Pollution Control District (SJVAPCD or APCD). To identify maximum receptor locations, a coarse Cartesian receptor grid with 250 meter (m) spacing out to a distance of 1 km and a fine Cartesian receptor grid with 50 m spacing out to a distance of 250 m were placed around the project area. Receptors were also placed around the project fenceline at 25 m intervals. Further refinements were made with receptors spaced 25 m apart to capture the maximum impact location.

Building downwash from the hot oil tanks and silos were modeled as shown in Table 2.1 below.

Table 2.1 – Building Downwash Parameters

Building	Length (ft)	Width (ft)	Height (ft)
Tanks	30	32	45
Silos	55	35	85

The HARP model was used to calculate residential cancer, worker cancer and non-cancer chronic hazard index values from dispersion values generated by AERMOD and TAC emissions. The residential cancer risk analysis method used was the Derived Adjusted Method, the worker cancer risk analysis method used was the Point Estimate Default and the non-cancer chronic hazard index analysis method used was the Derived (OEHHA) Method.

3. MODELING PARAMETERS

The emission sources from the Hot Mix Asphalt plant were represented by point sources and volume line sources. The following outlines the emission rates and assumptions used in the AERMOD and HARP models.

3.1 Dryer (Device 1)

The emissions from the drum are vented to a baghouse and were modeled as a point source. These emissions factors were obtained from AP-42 Table 11.1-10 and AP-42 Table 11.1-12 for organics and metals, respectively, source test data and default District emission factors. Table 3.1 below lists the modeling parameters. A summary of the annual emissions from this point source, which was modeled in HARP, can be found in Attachment "A".

Table 3.1 – Dryer Device 1

Stack Height	40	Feet
Stack Diameter	4	Feet
Stack Temperature	312.01	F
Stack Velocity	112.73	Feet/Second
UTM NAD83 Zone 11	245110.0	East (m)
UTM NAD83 Zone 11	4075998.5	North (m)

3.2 Hot Oil Heater (Device 2)

The emissions from the combustion of natural gas in the hot oil heater were modeled as a point source. The emission factors were based on District default values. Table 3.2 below presents modeling parameters for the hot oil heater. The summary of the emission factors and the annual emissions from the point source modeling is available in Attachment "A".

Table 3.2 – Hot Oil Heater Device 2

Stack Height	45	Feet
Stack Diameter	3	Feet
Stack Temperature	300	F
Stack Velocity	0.5	Feet/Second
UTM NAD83 Zone 11	245160.3	East (m)
UTM NAD83 Zone 11	4075961.3	North (m)

3.3 Silo Filling (Device 3)

The emissions from the silo filling are vented to a blue smoke control device and were modeled as a point source. The emission factors were found in AP-42 Table 11.1-14 and speciation profiles were found in AP-42 Table 11.1-15 for silo filling. Table 3.3 details modeling parameters for the point source. A summary of the supporting emission factors and the annual emissions from the point source modeling is presented in Attachment "A".

Table 3.3 – Silo Filling Device 3

Stack Height	65	Feet
Stack Diameter	4	Feet
Stack Temperature	312.01	F
Stack Velocity	112.73	Feet/Second
UTM NAD83 Zone 11	245132.0	East (m)
UTM NAD83 Zone 11	4075967.0	North (m)

3.4 Silo Loadout (Device 4)

The emissions from the silo loadout are vented to a blue smoke control device and were modeled as a point source. The emission factors were found in AP-42 Table 11.1-14 and speciation profiles were found in AP-42 Table 11.1-15 for silo loadout. Table 3.4 details modeling parameters for the point source. A summary of the emission factors and annual emissions data from the point source modeling can be found in Attachment "A".

Table 3.4 – Silo Loadout Device 4

Stack Height	65	Feet
Stack Diameter	4	Feet
Stack Temperature	312.01	F
Stack Velocity	112.73	Feet/Second
UTM NAD83 Zone 11	245132	East (m)
UTM NAD83 Zone 11	4075967	North (m)

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3.5 On-Site Traveling Diesel Trucks (Device 5)

In accordance with SJVAPCD modeling guidance, a line of volume sources was used to model trucks traveling on paved roads at less than 15 mph on-site. The truck diesel particulate (DPM) emission rate was obtained through the EMFAC2011 Emission Rates web-based data tool on the ARB website, for a T7 single construction truck traveling 15 mph, modeled as a 0.3 mile line of volume sources. Table 3.5 below outlines the modeling parameters for the trucks traveling on-site. A summary of the emission factors and the annual emissions from volume line source modeling are accessible in Attachment "A".

Table 3.5 – Vehicle Travel Device 5

Truck Height	6	Feet
Truck Width	12	Meter
Plume Height	10.2	Feet
Plume Width	31.69	Feet
Total Distance Traveled	0.3	Miles
Additional Trucks	39,926	Trucks/Year

3.6 On-Site Idling Diesel Trucks (Device 6)

Idling trucks were modeled at five point source locations; the locations include the truck staging area near the entrance of the site, before the truck silo loadout, at the silo loadout and after the truck silo loadout. The modeling parameters for each truck idling location are presented in tables 3.6 through 3.10 below. The truck DPM idling emission rate was obtained through the EMFAC2011 Idling Emission Rates for heavy-heavy duty idling diesel truck. Following the SJVAPCD modeling guidance, idling time was limited to 5 minutes. The summary of annual emissions from the point source modeling is available in Attachment A.

Table 3.6 – Idling Truck Emissions Device 6 – Location 1

Stack Height	12.6	Feet
Stack Diameter	0.328	Feet
Stack Temperature	366	K
Stack Velocity	169.65	Feet/Second
UTM NAD83 Zone 11	245148.88	East (m)
UTM NAD83 Zone 11	4075973.4	North (m)

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Table 3.7 – Idling Truck Emissions Device 6 – Location 2

Stack Height	12.6	Feet
Stack Diameter	0.328	Feet
Stack Temperature	366	K
Stack Velocity	169.65	Feet/Second
UTM NAD83 Zone 11	245148.92	East (m)
UTM NAD83 Zone 11	4075935.04	North (m)

Table 3.8 – Idling Truck Emissions Device 6 – Location 3

Stack Height	12.6	Feet
Stack Diameter	0.328	Feet
Stack Temperature	366	K
Stack Velocity	169.65	Feet/Second
UTM NAD83 Zone 11	245148.92	East (m)
UTM NAD83 Zone 11	4075896.17	North (m)

Table 3.9 – Idling Truck Emissions Device 6 – Location 4

Stack Height	12.6	Feet
Stack Diameter	0.328	Feet
Stack Temperature	366	K
Stack Velocity	169.65	Feet/Second
UTM NAD83 Zone 11	245094.43	East (m)
UTM NAD83 Zone 11	4075977.69	North (m)

Table 3.10 – Idling Truck Emissions Device 6 – Location 5

Stack Height	12.6	Feet
Stack Diameter	0.328	Feet
Stack Temperature	366	K
Stack Velocity	169.65	Feet/Second
UTM NAD83 Zone 11	245129.41	East (m)
UTM NAD83 Zone 11	4075977.27	North (m)

4. AIR TOXICS EMISSION SUMMARY

The following table contains total maximum annual emission rates for cancer risk and chronic hazard index. Each emission rate represents the summed emissions for all the sources.

Table 4.1 – Toxic Air Contaminant Emissions

Pollutant	Total Annual Emissions (lbs/year)
DPM	44.1
Arsenic	2.80E-01
Cadmium	2.05E-01
Copper	1.55
Lead	3.10E-01
Manganese	3.85
Mercury	1.20E-01
Nickel	4.7
Phosphorus	14.0
Selenium	1.75E-01
1,1,1-Trichloro-ethane	24.0
2-Methyl-naphthalene	38.09
Acenapthene	8.03E-01
Acenapthylene	4.31
Ammonia	53.44
Anthracene	1.38E-01
Benzene	12.72
Benzo(a) antrhacene	1.16E-01
Benzo(b) flouranthene	5.10E-02
Benzo(k) flouranthene	2.13E-02
Benzo(a) pyrene	5.30E-03
Benzo(e) pyrene	5.74E-02
Benzo(g,h,i) perylene	2.02E-02
Chromium (VI)	5.05E-02
Chrysene	1.34E-01
Dibenz(a,h)anthracene	4.80E-05
Ethyl-benzene	128.14
Fluoranthene	3.34E-01
Flourene	2.15

Pollutant	Total Annual Emissions (lbs/year)
Formaldehyde	306.16
Indeno (1,2,3-cd) pyrene	4.06E-03
Xylenes	108.53
Methyl chloride	1.65E-02
Naphthalene	45.44
n-Hexane	463.12
o-Xylene	5.14
PAH	1.67E-03
Perylene	1.13E-02
Phenan-threne	4.17
Pyrene	3.54E-01
Styrene	4.81E-01
Toluene	83.14
Trichloro-fluro-methane	2.70E-02

5. RESULTS

The SJVAPCD has adopted "thresholds of significance" to identify the environmental impact of a project. The "thresholds of significance" are outlined in the *Guide for Assessing and Mitigating Air Quality Impacts* (January 19, 2002 Revision). The specific threshold limit for the Maximum Individual Cancer Risk (MICR) is 10 in a million and the limit for Chronic Hazard Index (HI) is 1.0.

5.1 Maximum Individual Cancer Risk (MICR)

The cancer risk at each of the sensitive and off-site worker and residential receptors were evaluated against the CEQA Significance criteria. The maximum health impact for worker cancer and residential cancer risk are listed in Table 5.1.

Table 5.1 – Cancer Risk Assessment

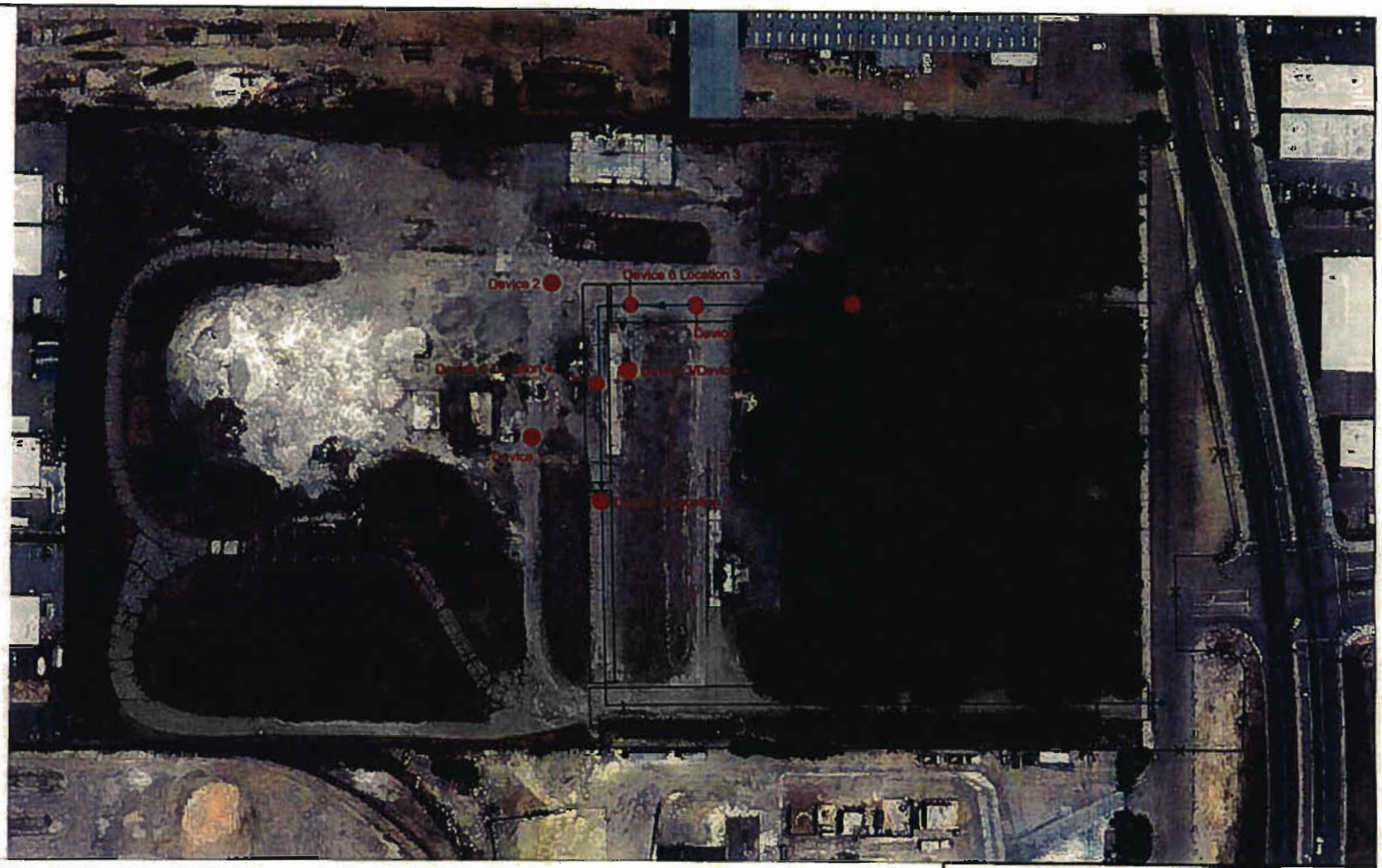
Risk Scenario	Worker Cancer Exposure	Residential Cancer Exposure
UTM NAD83 E (m)	245202.52	245600.00
UTM NAD83 N (m)	4075912.02	4075800.00
Location	On Eastern Fenceline	400 m East of Fencline
Modeled Risk	3.72E-06	1.61E-06
Threshold	10E-06	10E-06
Exceed? (Y/N)	No	No

5.2 Chronic Hazard Index (HI)

The chronic HI shall not exceed 1.0 at any receptor location, as established by the SJVAPCD *Guide for Assessing and Mitigating Air Quality Impacts* (January 19, 2002 Revision). Table 5.2 below summarizes the maximum chronic HI.

Table 5.2 – Chronic HI Assessment

Risk Scenario	Chronic Hazard Index
UTM NAD83 E (m)	245202.94
UTM NAD83 N (m)	4075935.39
Location	On Eastern Fenceline
Modeled HI	1.45E-01
Threshold	1.0
Exceed? (Y/N)	No



VEHICLE AREA SOURCES					
DESCRIPTION	COORDINATES - EASTING	COORDINATES - NORTHING	DESCRIPTION	COORDINATES - EASTING	COORDINATES - NORTHING
Device 1 (Dryer)	245.1166	4075.9886	Device 6 (On-Site Idling Truck) Location 1	245.1488	4075.9734
Device 2 (Hot Oil Heater)	245.1663	4075.9913	Device 6 Location 2	245.1488	4075.9350
Device 3 (Silo Filling)	245.1329	4075.9870	Device 6 Location3	245.1488	4075.8982
Device 4 (Silo Loadout)	245.1329	4075.9870	Device 6 Location 4	245.0944	4075.9777
Device 5 (Truck Traffic Flow)	→	→	Device 6 Location 5	245.1284	4075.9773

ALTA ENVIRONMENTAL

DESCRIPTION	VULCAN MATERIALS ASPHALT PLANT
LOCATION	3570 WEST ASHLAN AVE. FRESNO, CA

JOB NO.	DATE	FIGURE NO.
VLCN-12-9156	08/14/12	1-1

ALTA ENVIRONMENTAL

ATTACHMENT "A"

HEALTH RISK ASSESSMENT EMISSION ESTIMATES

ALTA ENVIRONMENTAL

DEVICE 1 – DRYER BAGHOUSE EMISSION ESTIMATES

ALTA ENVIRONMENTAL

Asphalt Plant Baghouse Emissions: Device 1

	Asphaltic Concrete Manufactured (tons/year)	×	Metals E.F. (lbs/ton)	=	Toxic Emissions (lbs/year)
Arsenic*	500,000		5.60E-07		0.28
Beryllium*	500,000		0.0000E+00		0.000000
Cadmium*	500,000		4.1000E-07		0.205
Copper*	500,000		3.1000E-06		1.55
Lead*	500,000		6.2000E-07		0.31
Manganese*	500,000		7.7000E-06		3.85
Mercury*	500,000		2.4000E-07		0.12
Nickel**	500,000		9.4000E-06		4.7
Phosporus*	500,000		2.8000E-05		14
Selenium*	500,000		3.5000E-07		0.175
Hexavalent Chromium***	500,000		1.01E-7		0.0505

* Emission Factors from AP-42 Table 11.1-12.
** Central Valley Roc, Sand & Gravel Association, Pooled Source Test Data.
*** Irwindale HMA Source Test.

	Asphaltic Concrete Manufactured (tons/year)	×	AP-42 Emission Factor (lbs/ton)	=	Toxic Emissions (lbs/year)
Benzene*	500,000		2.100E-05		10.50
Ethylbenzene	500,000		2.400E-04		120.00
Formaldehyde**	500,000		5.240E-04		262.00
Hexane	500,000		9.200E-04		460.00
Toluene	500,000		1.500E-04		75.00
xylene	500,000		2.000E-04		100.00
methyl chloroform	500,000		4.800E-05		24.00
Napthalene	500,000		9.00E-05		45.00

* Used Emission Factor from the CVRSGA pooled source test results.
** San Diego APCD Emission Factors.

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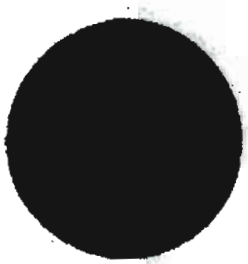
	Asphaltic Concrete Manufactured (tons/year)	×	Table 11.1-10 AP-42 Emission Factor (lbs/ton)	=	Toxic Emissions (lbs/year)
2-Methylnaphthalene	450,000		7.400E-05		37.00
Acenapthene	450,000		1.400E-06		0.700
Acenapthylene	450,000		8.600E-06		4.30
Antrhacene	450,000		2.200E-07		0.110
Benzo(a)antrhacene	450,000		2.100E-07		0.105
Benzo(a)pyrene	450,000		9.800E-09		0.005
benzon(b)flouranthene	450,000		1.000E-07		0.050
benzo(e)pyrene	450,000		1.100E-07		0.055
benzo(g,h,i)perylene	450,000		4.000E-08		0.020
benzo(k)flournathene	450,000		4.100E-08		0.021
chrysene	450,000		1.800E-07		0.090
fluouranthene	450,000		6.100E-07		0.305
flourene	450,000		3.800E-06		1.900
indeno(1,2,3-cd)pyrene	450,000		7.000E-09		0.004
perylene	450,000		8.80E-09		0.004
phenanthrene	450,000		7.60E-06		3.800
pyrene	450,000		5.40E-07		0.270
total PAH	450,000		1.90E-04		95.00

Almega *Environmental & Technical Services, Inc.*

24412 South Main Street, Suite 106 • Carson, California 90745
Phone: 310-834-8996 *Fax: 310-834-8997*



Source Test Report

Emissions of Hexavalent Chromium Emissions from a Hot Mix Asphalt Plant

Vulcan Materials
16005 Foothill Blvd.
Irwindale CA

Prepared for:

Justice and Associates
4155 Outer Traffic Circle
Long Beach CA 90804-2111

Test Date: 18 October 2001

Report Date: 13 November 2001

Report No.: c7728-2

Tested by:

Almega Environmental and Technical Services, Inc.
24412 South Main Street, Suite 106
Carson, California 90745

Prepared By: _____
Mike Fukuda, Director of Technical Services

Reviewed By: _____
Mike Fukuda, Director of Technical Services

TABLE 2-1. SUMMARY OF RESULTS

TEST DATA	units	Emission Factors
Run Number	-	AVG
Process Data		
Production Rate	tons/hr	358.0
Heat Input Rate**	MMBtu/hr	5.8
Fuel Rate**	Mdscfh	5.6
Fuel HHV	Btu/scf	1,050
Sampling Data		
Stack Temperature	°F	167
Stack Flow Rate	dscfm	55,398
Oxygen	% v/v	20.2
Carbon Dioxide	% v/v	1.3
Moisture Content	%	11.4
Hexavalent Chromium		
Mass Concentration	mg/dscm	1.75E-4
Mass Emission Rate	lb/ton	1.01E-7
Mass Emission Rate	lb/hr	3.62E-5
Total Chromium		
Mass Concentration	mg/dscm	9.83E-4
Mass Emission Rate	lb/ton	5.70E-7
Mass Emission Rate	lb/hr	2.04E-4
PROCESS SAMPLES		
Hexavalent Chromium		
Aggregate	ug/kg	TBD
Baghouse Dust	ug/kg	TBD
Oil	ug/kg	TBD
Total Chromium		
Aggregate	mg/kg	TBD
Baghouse Dust	mg/kg	TBD
Oil	mg/kg	TBD

* See Calculation Spreadsheet for detailed data and calculations

** Fuel meter units reported as ccf, may be 10-times lower than actual (i.e. Mcf)

TABLE 6

TOXIC EMISSION FACTORS FOR CAPCOA TABLE III-6 LISTED SUBSTANCES RISK ASSESSMENT GUIDELINES (7/90), SAMPLED & REPORTED UNDER THIS STUDY.

PLANT # / 53
PLANT TYPE: DRUM
FUEL TYPE: NATURAL GAS
COLLECTOR TYPE: BAGHOUSE

CVRS&GA ENDORSEMENT #:_____

SUBSTANCE	AVERAGE DETECTABLE EMISSION FACTOR IN LBS/TON ASPHALT CONCRETE PRODUCED
ARSENIC	NOT DETECTED
BERYLLIUM	NOT DETECTED
CADMIUM	NOT DETECTED
COPPER	3.4E-06
MERCURY	4.8E-07
NICKEL	9.4E-06
LEAD	NOT DETECTED
SELENIUM	NOT DETECTED
ZINC	3.9E-05
MANGANESE	1.5E-05
TOTAL CHROMIUM	4.5E-06
CHROMIUM VI	6.7E-07
TOTAL PAHs with Napthalene	2.7E-04
PAHs without Napthalene	6.3E-06
BENZENE	2.1E-05

Table 11.1-12. EMISSION FACTORS FOR METAL EMISSIONS FROM DRUM MIX HOT MIX ASPHALT PLANTS[a]

Process	Pollutant	Emission Factor, lb/ton	Emission Factor Rating	Reference Numbers
Fuel oil-fired dryer, uncontrolled (SCC 3-05-002-58, -59,-60)	Arsenic[b]	1.3×10^{-4}	E	340
	Barium	0.00025	E	340
	Beryllium[b]	0.0	E	340
	Cadmium[b]	4.2×10^{-4}	E	340
	Chromium[b]	2.4×10^{-5}	E	340
	Cobalt[b]	1.5×10^{-3}	E	340
	Copper	0.00017	E	340
	Lead[b]	0.00054	E	340
	Manganese[b]	0.00065	E	340
	Nickel[b]	0.0013	E	340
	Phosphorus[b]	0.0012	E	340
	Selenium[b]	2.4×10^{-4}	E	340
	Thallium	2.2×10^{-4}	E	340
	Zinc	0.00018	E	340
Natural gas- or propane-fired dryer, with fabric filter (SCC 3-05-002-55, -56,-57))	Antimony	1.8×10^{-7}	E	339
	Arsenic[b]	5.6×10^{-7}	D	25, 35, 339-340
	Barium	5.8×10^{-4}	E	25, 339-340
	Beryllium[b]	0.0	E	339-340
	Cadmium[b]	4.1×10^{-7}	D	25, 35, 162, 301, 339-340
	Chromium[b]	5.5×10^{-4}	C	25, 162-164, 301, 339-340
	Cobalt[b]	2.6×10^{-5}	E	339-340
	Copper	3.1×10^{-4}	D	25, 162-164, 339-340
	Hexavalent chromium[b]	4.5×10^{-7}	E	163
	Lead[b]	6.2×10^{-7}	E	35
	Manganese[b]	7.7×10^{-4}	D	25, 162-164, 339-340
	Mercury[b]	2.4×10^{-7}	E	35, 163
	Nickel[b]	6.3×10^{-5}	D	25, 163-164, 339-340
	Phosphorus[b]	2.8×10^{-5}	E	25, 339-340
	Silver	4.8×10^{-7}	E	25, 339-340
	Selenium[b]	3.5×10^{-7}	E	339-340
	Thallium	4.1×10^{-9}	E	339-340
	Zinc	6.1×10^{-5}	C	25, 35, 162-164, 339-340

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DEVICE 2 – HOT OIL HEATER EMISSION ESTIMATES

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Heater: Device 2

Natural Gas Usage 16.7 mmcf/year

Toxic	Usage (mmcf/year)	×	Emission Factor* (lbs/mmcf)	=	Emissions (lbs/year)
Benzene	16.7		0.0080		0.1336
Formaldehyde	16.7		0.0170		0.2839
PAHs	16.7		0.0001		0.00167
Naphthalene	16.7		0.0003		0.0050
Ammonia	16.7		3.2000		53.44

* SCAQMD District Default Value.

Table 4: DEFAULT TOXIC EMISSION FACTORS FOR NATURAL GAS COMBUSTION (LB / MMSCF)

SOURCE: External Combustion Equipment (Boiler, Oven, Dryer, Furnace, Heater, Afterburner)

TAC Code	POLLUTANT	CAS NO.	<10 MMBTU/HR	10-100 MMBTU/HR	>100 MMBTU/HR
2	Benzene	71432	0.0080	0.0058	0.0017
12	Formaldehyde	50000	0.0170	0.0123	0.0036
19	PAHs*	1151	0.0004	0.0004	0.0004
32	Ammonia**	7664417	18.000	18.000	18.000

SOURCE: Flare, Non-Refinery

TAC Code	POLLUTANT	CAS NO.	ALL SIZES
2	Benzene	71432	0.159
12	Formaldehyde	50000	1.169
19	PAHs *	1151	0.014

SOURCE: Turbine

TAC Code	POLLUTANT	CAS NO.	ALL SIZES
2	Benzene	71432	0.0122
4	1,3-Butadiene	106990	0.000439
12	Formaldehyde	50000	0.724
19	PAHs *	1151	0.00225
32	Ammonia**	7664417	18.000

SOURCE: Stationary and Portable Internal Combustion Engines (ICE)

TAC Code	POLLUTANT	CAS NO.	2 Stroke-Lean Burn	4 Stroke-Lean Burn	4 Stroke-Rich Burn
2	Benzene	71432	1.98	0.449	1.61
4	1,3-Butadiene	106990	0.836	0.272	0.676
6	Carbon Tetrachloride	56235	0.0619	0.0374	0.0181
9	Ethylene Dibromide	106934	0.0749	0.0452	0.0217
10	1,2-Dichloroethane	107062	0.0430	0.0241	0.0115
12	Formaldehyde	50000	56.3	53.9	20.9
16	Methylene Chloride	75092	0.150	0.0204	0.0420
19	PAHs *	1151	0.133	0.137	0.0990
21	Vinyl Chloride	75014	0.0252	0.0152	0.00732
32	Ammonia**	7664417	18.000	18.000	18.000

*This value represents a combined default emission factor for toxic compounds within the PAH family. Speciated (by CAS#) default emission factors are listed in the software. Non-AB2588 facilities may use either method to report PAH emission.

**This value corresponds to equipment with Selective Non Catalytic Reduction (SNCR), for equipment with Selective Catalytic Reduction (SCR) substitute listed value by 9.1lbs/mmscf, and for equipment without SNCR or SCR by 3.2 lbs/mmscf.

Table 5: DEFAULT TOXIC EMISSION FACTORS FOR GASOLINE COMBUSTION (LB / 1000 GAL)

SOURCE: Stationary and Portable Internal Combustion Engines (ICE)

TAC Code	POLLUTANT	CAS NO.	Non-catalyst (Portable and Stationary)	Catalyst, Portable	Catalyst, Stationary
2	Benzene	71432	3.8061	1.5726	0.1564
4	1,3-Butadiene	106990	0.9183	0.3240	0.0322
12	Formaldehyde	50000	3.4520	1.0131	0.1007
17	Nickel	7440020	0.0033	0.0033	0.0033
19	PAHs*	1151	0.1438	0.0295	0.0029

Table 6: DEFAULT TOXIC EMISSION FACTORS FOR JET FUEL COMBUSTION (LB / 1000 GAL)

SOURCE: Turbine

TAC Code	POLLUTANT	CAS NO.	ALL SIZES
2	Benzene	71432	0.9377
4	1,3-Butadiene	106990	0.8563
5	Cadmium	7440439	0.0168
12	Formaldehyde	50000	7.2700
14	Arsenic	7440382	0.1776
15	Lead	7439921	0.1843
17	Nickel	7440020	0.0168
19	PAHs*	1151	0.2740

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DEVICE 3 – SILO FILLING
EMISSONS ESTIMATES

ALTA ENVIRONMENTAL

Asphalt Filling Emissions: Device 3

	AP-42[1] Emission Factor (%)	×	95% Eff Blue Smoke	×	Organic PM Emission Factor (lbs/ton)	×	Asphaltic Concrete Manufactured (tons/year)	=	Toxic Emissions (lbs/year)	Toxic Emission Factor (lbs/ton)
Acenapthene	0.47000%		0.05		5.90E-04		500,000		0.069325	1.39E-07
Acenaphthylene	0.01400%		0.05		5.90E-04		500,000		0.002065	4.13E-09
Anthracene	0.13000%		0.05		5.90E-04		500,000		0.019175	3.84E-08
Benzo(a) anthracene	0.05600%		0.05		5.90E-04		500,000		0.008260	1.65E-08
Benzo(b) fluoranthene	0.00000%		0.05		5.90E-04		500,000		0.000000	0.00E+00
Benzo(k) fluoranthene	0.00000%		0.05		5.90E-04		500,000		0.000000	0.00E+00
Benzo(g,h,i) perylene	0.00000%		0.05		5.90E-04		500,000		0.000000	0.00E+00
Benzo(a) pyrene	0.00000%		0.05		5.90E-04		500,000		0.000000	0.00E+00
Benzo(e) pyrene	0.00950%		0.05		5.90E-04		500,000		0.001401	2.80E-09
Chrysene	0.21000%		0.05		5.90E-04		500,000		0.030975	6.20E-08
Dibenz(a,h) anthracene	0.00000%		0.05		5.90E-04		500,000		0.000000	0.00E+00
Fluoranthene	0.15000%		0.05		5.90E-04		500,000		0.022125	4.43E-08
Fluorene	1.01000%		0.05		5.90E-04		500,000		0.148975	2.98E-07
Indeno(1,2,3-cd)pyrene	0.00000%		0.05		5.90E-04		500,000		0.000000	0.00E+00
2-Methylnaphthalene	5.27000%		0.05		5.90E-04		500,000		0.777325	1.55E-06
Naphthalene	1.82000%		0.05		5.90E-04		500,000		0.268450	5.37E-07
Perylene	0.03000%		0.05		5.90E-04		500,000		0.004425	8.85E-09
Phenanthrene	1.80000%		0.05		5.90E-04		500,000		0.265500	5.31E-07
Pyrene	0.44000%		0.05		5.90E-04		500,000		0.064900	1.30E-07
Benzene	0.03200%				1.22E-02		500,000		1.949760	3.90E-06
Ethylbenzene	0.03800%				1.22E-02		500,000		2.315340	4.63E-06
Formaldehyde	0.69000%				1.22E-02		500,000		42.041700	8.41E-05
Styrene	0.00540%				1.22E-02		500,000		0.329022	6.58E-07
Toluene	0.06200%				1.22E-02		500,000		3.777660	7.56E-06
Trichlorofluromethane**	0.00000%				1.22E-02		500,000		0.000000	0.00E+00
o-Xylene	0.05700%				1.22E-02		500,000		3.473010	6.95E-06
Methylene Chloride	0.00027%				1.22E-02		500,000		0.016451	3.29E-08

** Ozone Depleting Compound.

[1] Emission Factors Based on AP-42 Table 11.1-15.

Table 11.1-15. SPECIATION PROFILES FOR LOAD-OUT, SILO FILLING, AND ASPHALT STORAGE EMISSIONS–ORGANIC PARTICULATE-BASED COMPOUNDS

EMISSION FACTOR RATING: C

Pollutant	CASRN[a]	Speciation Profile for Load-out and Yard Emissions[b] Compound/Organic PM[c]	Speciation Profile for Silo Filling and Asphalt Storage Tank Emissions Compound/Organic PM[c]
PAH HAPs			
Acenaphthene	83-32-9	0.26%	0.47%
Acenaphthylene	208-96-8	0.028%	0.014%
Anthracene	120-1207	0.070%	0.13%
Benzo(a)anthracene	56-55-3	0.019%	0.056%
Benzo(b)fluoranthene	205-99-2	0.0076%	ND[d]
Benzo(k)fluoranthene	207-08-9	0.0022%	ND[d]
Benzo(g,h,i)perylene	191-24-2	0.0019%	ND[d]
Benzo(a)pyrene	50-32-8	0.0023%	ND[d]
Benzo(e)pyrene	192-97-2	0.0078%	0.0095%
Chrysene	218-01-9	0.103%	0.21%
Dibenz(a,h)anthracene	53-70-3	0.00037%	ND[d]
Fluoranthene	206-44-0	0.050%	0.15%
Fluorene	86-73-7	0.77%	1.01%
Indeno(1,2,3-cd)pyrene	193-39-5	0.00047%	ND[d]
2-Methylnaphthalene	91-57-6	2.38%	5.27%
Naphthalene	91-20-3	1.25%	1.82%
Perylene	198-55-0	0.022%	0.030%
Phenanthrene	85-01-8	0.81%	1.80%
Pyrene	129-00-0	0.15%	0.44%
Total PAH HAPs		5.93%	11.40%
Other semi-volatile HAPs			
Phenol		1.18%	ND[d]

[a] Chemical Abstract Service Registry Number.

[b] Emissions from loaded trucks during the period between load-out and the time the truck departs the plant.

[c] Emission factor for compound is determined by multiplying the percentage presented for the compound by the emission factor for extractable organic particulate (organic PM) as determined from Table 11.1-14.

[d] ND = Measured data below detection limits.

ALTA ENVIRONMENTAL

DEVICE 4 – SILO LOADOUT EMISSION ESTIMATES

ALTA ENVIRONMENTAL

Asphalt Loadout Vented to Blue Smoke: Device 4

	AP-42[1] Emission Factor (%)	×	95% Eff Blue Smoke	×	Organic PM Emission Factor (lbs/ton)	×	Asphaltic Concrete Manufactured (tons/year)	=	Toxic Emissions (lbs/year)	Toxic Emission Factor (lbs/ton)
Acenapthene	0.26000%		0.05		5.20E-04		500,000		0.033800	6.76E-08
Acenaphthylene	0.02800%		0.05		5.20E-04		500,000		0.003640	7.28E-09
Anthracene	0.07000%		0.05		5.20E-04		500,000		0.009100	1.82E-08
Benzo(a) anthracene	0.01900%		0.05		5.20E-04		500,000		0.002470	4.94E-09
Benzo(b) fluoranthene	0.00760%		0.05		5.20E-04		500,000		0.000988	1.98E-09
Benzo(k) fluoranthene	0.00220%		0.05		5.20E-04		500,000		0.000286	5.72E-10
Benzo(g,h,i) perylene	0.00190%		0.05		5.20E-04		500,000		0.000247	4.94E-10
Benzo(a) pyrene	0.00230%		0.05		5.20E-04		500,000		0.000299	5.98E-10
Benzo(e) pyrene	0.00780%		0.05		5.20E-04		500,000		0.001014	2.03E-09
Chrysene	0.10300%		0.05		5.20E-04		500,000		0.013390	2.68E-08
Dibenz(a,h) anthracene	0.00037%		0.05		5.20E-04		500,000		0.000048	9.62E-11
Fluoranthene	0.05000%		0.05		5.20E-04		500,000		0.006500	1.30E-08
Fluorene	0.77000%		0.05		5.20E-04		500,000		0.100100	2.00E-07
Indeno(1,2,3-cd)pyrene	0.00047%		0.05		5.20E-04		500,000		0.000061	1.22E-10
2-Methylnaphthalene	2.38000%		0.05		5.20E-04		500,000		0.309400	6.19E-07
Naphthalene	1.25000%		0.05		5.20E-04		500,000		0.162500	3.25E-07
Perylene	0.02200%		0.05		5.20E-04		500,000		0.002860	5.72E-09
Phenanthrene	0.81000%		0.05		5.20E-04		500,000		0.105300	2.11E-07
Pyrene	0.15000%		0.05		5.20E-04		500,000		0.019500	3.90E-08
Benzene	0.05200%				5.20E-04		500,000		0.135200	2.70E-07
Ethylbenzene	0.28000%				4.16E-03		500,000		5.822516	1.16E-05
Formaldehyde	0.08800%				4.16E-03		500,000		1.829934	3.66E-06
n-hexane	0.15000%				4.16E-03		500,000		3.119205	6.24E-06
Styrene	0.00730%				4.16E-03		500,000		0.151801	3.04E-07
Toluene	0.21000%				4.16E-03		500,000		4.366887	8.73E-06
Trichlorofluromethane**	0.00130%				4.16E-03		500,000		0.027033	5.41E-08
m-,p-Xylene	0.41000%				4.16E-03		500,000		8.525827	1.71E-05
o-Xylene	0.08000%				4.16E-03		500,000		1.663576	3.33E-06

** Ozone Depleting Compound.

1 Emission Factors Based on AP-42 Table 11.1-15.

Table 11.1-15. SPECIATION PROFILES FOR LOAD-OUT, SILO FILLING, AND ASPHALT STORAGE EMISSIONS–ORGANIC PARTICULATE-BASED COMPOUNDS

EMISSION FACTOR RATING: C

Pollutant	CASRN[a]	Speciation Profile for Load-out and Yard Emissions[b]	Speciation Profile for Silo Filling and Asphalt Storage Tank Emissions
		Compound/Organic PM[c]	Compound/Organic PM[c]
PAH HAPs			
Acenaphthene	83-32-9	0.26%	0.47%
Acenaphthylene	208-96-8	0.028%	0.014%
Anthracene	120-1207	0.070%	0.13%
Benzo(a)anthracene	56-55-3	0.019%	0.056%
Benzo(b)fluoranthene	205-99-2	0.0076%	ND[d]
Benzo(k)fluoranthene	207-08-9	0.0022%	ND[d]
Benzo(g,h,i)perylene	191-24-2	0.0019%	ND[d]
Benzo(a)pyrene	50-32-8	0.0023%	ND[d]
Benzo(e)pyrene	192-97-2	0.0078%	0.0095%
Chrysene	218-01-9	0.103%	0.21%
Dibenz(a,h)anthracene	53-70-3	0.00037%	ND[d]
Fluoranthene	206-44-0	0.050%	0.15%
Fluorene	86-73-7	0.77%	1.01%
Indeno(1,2,3-cd)pyrene	193-39-5	0.00047%	ND[d]
2-Methylnaphthalene	91-57-6	2.38%	5.27%
Naphthalene	91-20-3	1.25%	1.82%
Perylene	198-55-0	0.022%	0.030%
Phenanthrene	85-01-8	0.81%	1.80%
Pyrene	129-00-0	0.15%	0.44%
Total PAH HAPs		5.93%	11.40%
Other semi-volatile HAPs			
Phenol		1.18%	ND[d]

[a] Chemical Abstract Service Registry Number.

[b] Emissions from loaded trucks during the period between load-out and the time the truck departs the plant.

[c] Emission factor for compound is determined by multiplying the percentage presented for the compound by the emission factor for extractable organic particulate (organic PM) as determined from Table 11.1-14.

[d] ND = Measured data below detection limits.

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DEVICE 5 – ON-SITE TRAVELING DIESEL

ALTA ENVIRONMENTAL

On-Site Traveling Diesel: Device 5

Alta Vulcan Hot Mix Asphalt Plant
Truck Traveling On-Site 15 mph Emission Factor
ARB EMFAC 2011 Web-Based Emission Database

Emissions Summary

Additional Trucks (trucks/year)	Round Trip Distance (miles/truck)	PM_{10} (lbs/mile)	Total PM_{10} (lbs/year)
39,926	0.3	1.45E-03	17.39

EMFAC2011 Outputs

Area	Calendar Year	Season	Vehicle Type	Fuel	Model Year	Speed (miles/hour)	Pop (Vehicles)	VMT (miles/day)	PM_{10}_RUNEX (g/mile)
Fresno (SJV)	2012	Annual	T7 Single Construction	Diesel	All	15	0	400.86904	0.6590412

Conversions:
1 lb = 454 g

DEVICE 6 – ON-SITE IDLING DIESEL TRUCKS

ALTA ENVIRONMENTAL

On-Site Idling Diesel Trucks: Device 6

Alta Vulcan Hot Mix Asphalt Plant
Truck Idling On-Site 5 minutes Emission Factors
ARB EMFAC2011 Web-Based Emissions Database

Emissions Summary

Additional Trucks (trucks/year)	Additional Trucks (trucks/day)	Idling Locations On-Site (location)	Idling Time per Location (min/location)	PM_{10} (g/min-veh)	Total PM_{10} (lbs/year)	NO_x (g/min-veh)	Total NO_x (lbs/year)	ROG (g/min-veh)	Total ROG (lbs/year)
39,926	109	5	5	0.012165403	26.7	1.385336833	3045.8	0.133644	293.8

Calendar Year	EMFAC2007 Vehicle Category	Fuel Type	Air Basin	Season	PM_{10} (g/hr-veh)	NO_x (g/hr-veh)	ROG (g/hr-veh)
2012	HHDT	Diesel	SJV	Annual	0.729924198	83.12021	8.01861

Conversions

1 lb = 454 g
1 yr = 365 days
1 hr = 60 minutes

ALTA ENVIRONMENTAL

EXHIBIT 4

MODELING FILES

ALTA
ENVIRONMENTAL

3777 LONG BEACH BLVD. ANNEX BUILDING. LONG BEACH CA 90807
altaenviron.com o.562.495.5777 f.562.495.5877

SUBMITTAL DISK

- Provided to AP CD

ALTA ENVIRONMENTAL

EXHIBIT 5

Date: August 13, 2012

Facility Name: Vulcan Materials Company, Ashland HMA

Applicant's Name: Vulcan Materials Company, Western Division.

Mailing Address:

San Joaquin Valley Air Pollution Control District
1990 E Gettysburg Ave
Fresno, CA 93726-0244

Attention: To Whom it May Concern

Subject: Reimbursable Overtime For Authority to Construct Permit

Project # (If Known) District CEQA Referral No: 20120140

I, (Applicant's Name) Cesar Aranda from: (Facility Name) Vulcan Materials Company would like to request the above project be processed on a reimbursable overtime basis. I understand I will be billed at the current rate of $138.00 per hour (or billable rate at the time of invoice issuance), and will receive an invoice for the processing time spent on this project. I agree to provide payment within 60 days for this out-of-turn processing upon receipt of the invoice. This expedited processing is necessary because (e.g., explanation of economic hardship):

Vulcan Materials Company is under a MOU to close their existing facility in Fresno. With this mandate, Vulcan Materials Company requires the opening of the Ashland HMA facility as soon as possible.

If this request is approved, the available weekend contact is: (Name, Phone#)

Scott Taylor,
Alta Environmental
(562) 495-5777

Thank you for your consideration,

Applicant's Signature_____

Printed Name: Cesar Aranda

ATTACHMENT 5

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

August 23, 2012

Sandra Brock
City of Fresno
Development & Resource Management Dept.
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

Project: CUP No. C-12-015 (Vulcan Materials Company)
District CEQA Reference No: 20120140

Dear Ms. Brock:

The San Joaquin Valley Unified Air Pollution Control District (District) has received responses to District comments and a revised air quality analysis (including a revised Health Risk Assessment) dated August 14, 2012. After reviewing the responses to District comments and the revised analyses and other information provided by the City of Fresno, the District offers the following comments:

1. Project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 ton/year ROG, and 15 tons/year PM10. Therefore, the District concludes that project specific criteria pollutant emissions would not have a significant adverse impact on air quality.

2. The following comments are for the Health Risk Assessment (HRA):

    - The revised HRA used a 5-minute idling time for each idling point based upon the Air Resource Board's Airborne Toxic Control Measure (ATCM). The ATCM contains numerous exemptions to its 5-minute idling limitation. Therefore, the District requires that enforceable conditions be included in the land use permit before a 5-minute idling limit can be used in a HRA. Per correspondence, Vulcan agreed to include such a condition in the land use permit. Thus, the District requests that a 5-minute idling limit be made a condition in the land use permit.

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

www.valleyair.org www.healthyairliving.com

- Based upon the revised HRA and subsequent analyses by the District to correct minor deficiencies, the cancer, chronic non-cancer, and acute risks were evaluated to determine if the risk from the facility would be significant. All estimated risks are below the District's significance thresholds of 10 in a million for cancer and a hazard index of 1.0 for acute and chronic non-cancer risks. Therefore, the risks from this project's emissions will not be significant. This conclusion is contingent upon an idling time limit of 5 minutes per truck per idling point being included in the land use permit and a commitment from the company to post signs identifying the idling time limit on-site.

If you have any questions or require further information, please call David McDonough, at (559) 230-5920.

Sincerely,

David Warner
Director of Permit Services

for Arnaud Marjollet
Permit Services Manager

DW: dm

Cc: File

ATTACHMENT 6

City of FRESNO

2600 Fresno Street, Third Floor
Fresno, California 93721-3604
(559) 621-8277 FAX (559) 498-1012

Development and Resource Management Department
Mark Scott, Interim Director

PROPOSED CONDITIONS OF APPROVAL

CONDITIONAL USE PERMIT NO. C-12-015
3570 WEST ASHLAN AVENUE, APN 424-042-05S

The Development and Resource Management Director, on September 28, 2012, approved Conditional Use Permit Application No. C-12-015 which proposed the production and sale of hot mix asphalt (HMA) at a maximum sales rate of 500,000 tons per year, and the Finding of Conformity for this project (EA No. C-12-015). The approval of this project will be subject to compliance the following Conditions of Approval:

CONDITIONS OF APPROVAL

PART A – ITEMS TO BE COMPLETED most are required prior to issuance of building permits:

1. Development shall take place in accordance with final corrected versions of redlined Exhibits A and E, dated February 6, 2012. Transfer all comments and conditions on Exhibits to the corrected exhibit(s) and **submit to the assigned planner *at least* 15 days prior to issuance of building permits. (NOTE:** a signature is required from the Traffic Engineering staff of the Public Works Department; therefore, the corrected exhibit is to be submitted to Public Works Traffic Engineering Division for their review and approval prior to submitting the final corrected exhibit to the planner. Contact Louise Gilio at 559-621-8678.) Development and use of the property shall also take place in accordance with the revised Operational Statement, Exhibit O, dated May 23, 2012.
2. A flood control fee of $43.486.00 is due **prior to issuance of building permits**. This fee remains valid through (at least) December 31, 2012, as confirmed by Keith Radford of Fresno Metropolitan Flood Control District.
3. No bicycle parking is depicted on the site plan. Two (2) bicycle parking spaces are required, meeting the standards of Fresno Municipal Code §§12-306-I-5.d
4. Required landscaping must be in place **before issuance of the certificate of occupancy**. A Hold on Occupancy shall be placed on project until such time that proper installation of landscaping and irrigation has been verified by the Development Services Division. **Prior to final inspection**, a written certification, signed by a landscape professional approved by the Director, shall be submitted stating that the required landscaping and irrigation system along the property's North Ashlan Avenue and its required shaded parking has been installed in accordance with the landscaping and irrigation plans approved by the Development Services Division, Development and Resource Management Department (a copy of the certification form is attached).

   For all new proposed landscaping and irrigation equipment, submit three copies of detailed landscaping and irrigation plans prepared by a landscape professional, to the Development Services Division and obtain all plumbing plan checks and permits required to install irrigation equipment.

5. The San Joaquin Valley Air Pollution Control District (APCD) must issue various approvals and permits for development of this project.

   Prior to obtaining demolition permits from the City for removal of any buildings or equipment, comply with APCD demolition rules and submit verification when obtaining demolition permits.

   Prior to commencing grading of the project site, comply with APCD Regulation VIII for control of fugitive dust. Due to the acreage of this project, a Dust Control Plan will be required.

   APCD rules also require an Authority to Construct process equipment, and an ongoing permit to operate this facility. Prior to occupancy, submit verification that these processes were completed with the APCD.

   The APCD's approval of the project's air quality impact assessment (documented in the APCD letter of August 23, 2012) is also predicated upon **truck idling being limited to five (5) minutes and other operating parameters specified by applicant in the approved version of the project's Air Quality Impact Assessment,** dated August 14, 2012**; these operating parameters are also conditions of the project**.

PART B – OTHER REQUIREMENTS

1) Planning, Zoning, and Environmental Compliance Requirements

   a) Property development standards and the complete list of planning requirements/conditions for this project are contained in the attached Preliminary Project Comments from Planning, dated August 25, 2012.

   b) Appended to the Final Project Comments from Planning are documents titled "General Notes and Requirements for Entitlement Applications," and General Plan Design Guidelines," and "Performance Standards for Parking Lot Shading;" development shall take place in accordance with those attachments as applicable.

   c) Development shall take place in accordance with the policies of the 2025 Fresno General Plan and the Bullard Community Plan. This project is considered consistent with the site's Light Industrial planned land use designation via the Local Planning and Procedures Ordinance, which allows findings of conformity for zoning designations made prior to June of 1986. This property's M-3 (*Heavy Manufacturing District*) zoning was assigned prior to June of 1986.

   d) Development shall take place in accordance with the M-3, Heavy Manufacturing zone district and all other applicable sections of the Fresno Municipal Code.

   e) Comply with the operational statement submitted for the proposed project dated February 3, 2012, as modified in the project analyzed in the revised Air Quality Impact Assessment dated

   f) Comply with all applicable mitigation measures detailed in the attached Master Environmental Impact Report MEIR Mitigation Monitoring Checklist for the 2025 Fresno General Plan.

2) City and Other Services

Development shall take place in accordance with the attached memoranda and letters from City of Fresno Departments and partner agencies:

a. Public Works Department, Traffic Engineering Division redlined Exhibit A and memorandum of requirements dated June 5, 2012;

b. Public Works Department, Traffic Engineering Division letter of requirements dated June 19, 2012. These requirements were established pursuant to review of the revised Traffic Impact Study done for this project;

c. Caltrans District 6 letter, dated March 2, 2012, which references a requirement to pay Regional Traffic Mitigation fees to offset project impacts to freeway interchanges in the vicinity. This fee program is administered by the Fresno County Council of Governments (this agency may be contacted at 559-233-4148).

d. Fresno Fire Department memorandum of requirements and relined Exhibit A (depicting locations of two required fire hydrant locations), dated February 28, 2012;

e. Department of Public Utilities memoranda for water and sewer service, dated February 21, 2012 and memorandum relating to solid waste disposal requirements, dated February 22, 2012;

f. Fresno Metropolitan Flood Control District Notice of Requirements, dated February 23, 2012;

g. Fresno County Environmental Health letter of project requirements, dated February 21, 2012;

h. Fresno Unified School District letter relating to school construction fees, dated February 14, 2012. It is noted that the District may give fee credit for square footage of demolished buildings for which fees were previously paid, Contact the District for details.

i. Fresno Irrigation District letter dated February 21`, 2012

It is noted that no project requirements were submitted by Fresno Area Express or the Public Utilities Commission Rail Crossing program.

3) Discretionary Condition of Approval

Pursuant to the attached February 27, 2012 email from Public Works Street Maintenance Division (Hilary Kimber), submit a plan to the Public Works Department and Development and Resource Management Department within three months of project approval to resolve the appearance and un-permitted uses on the former median islands along the West Ashlan Avenue frontage of the property;

4) Miscellaneous Requirements

a) Approval of this special permit shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development including, but not limited to, the following:

i) All existing and proposed improvements including but not limited to buildings and structures, signs and their uses, trees, walls, driveways, outdoor storage, and open land use areas on the subject property and all of the preceding which are located on adjoining property and may encroach on the subject property;

ii) All public and private easements, rights-of-way and any actual or potential prescriptive easements or uses of the subject property; and,

iii) Existing and proposed grade differentials between the subject property and adjoining property zoned or planned for residential use.

b) Approval of this special permit may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this special permit, the Zoning Ordinance, and all Public Works Standards and Specifications. The Development and Resource Management Department shall not assume responsibility for any deletions or omissions resulting from the special permit review process or for additions or alterations to construction plans not specifically submitted and reviewed and approved pursuant to this special permit or subsequent amendments or revisions.

APPEALS

A notice indicating the Development and Resource Management Department Director's approval of this project will be mailed to nearby property owners (owners of property within 350 feet of the subject property), which will commence a 15 day comment/appeal period. Should an appeal be received, it shall be scheduled to be heard before the Planning Commission.

Please be advised that this project may be subject to a variety of discretionary conditions of approval. These conditions based on adopted City plans and policies, those determined through conditional use permit review and environmental assessment essential to mitigate adverse effects on the health, safety and welfare of the community, and recommend conditions for development that would on the whole enhance the project and its relationship to the neighborhood and environment.
Discretionary conditions of approval may be appealed by the applicant. All code requirements, however, are mandatory and may only be modified by variance, provided the findings pursuant to Section 12-405 can be made. Discretionary conditions of approval will ultimately be deemed mandatory unless appealed in writing to the Director within 15 days. In the event you wish to appeal the Director's decision, you may do so by filing a written appeal with the Director. The appeal shall include the appellant's interest in or relationship to the subject property, the decision or action appealed and specific reasons why the applicant believes the decision or action appealed should not be upheld.

If you wish to appeal the decision, a written request must be received at the Development and Resource Management Department within 15 days of the mailing of a Notice of Granting for the project. The written request should be addressed to Mark Scott, Interim Director, and include the application number referenced above.

BACKCHECK PROCESS

To complete the backcheck process for building permits relative to planning and zoning, you will need to submit four copies of the final corrected, final site plan, together with three copies of the elevations, landscape, and irrigation plans, any fees and title reports for required covenants, and any required studies or analyses to Sandra Brock in the Development Services Division for final review and approval, at least 15 days before applying for building permits.

It may be necessary to resubmit these "corrected exhibits" again if not all the conditions have been complied with or are not shown on the exhibits. (Please be advised that, should more than three submittals be necessary, an additional review fee may be charged by the Development and Resource Management Department.)
Once the final corrected exhibits are approved by the Development Services Division, please place the four copies of the exhibits in the plan check set and contact the Development Services Division, along with Traffic Planning, to set up an appointment for final sign-off of the exhibits. Please bring one additional copy of the site plan exhibit(s) to this appointment to provide the record copy for the Development Services Division. Copies of the final approved site plan, elevations, landscaping, and irrigation plans stamped by the Development Services Division must be submitted for unstamped copies of the same in each of the sets of construction plans submitted for plan check prior to the issuance of building permits. All public improvements must be installed prior to the operation of the proposed use.

The exercise of rights granted by this special permit must be commenced within four years from the date of approval (Granting) of the conditional use permit. There is no extension.

Enclosures: Exhibits A and E, redlined site plan and elevation exhibits; Exhibit O, Revised Operational Statement

Landscape Certification Form

Preliminary Planning Comments, dated August 25, 2012, including General Notes and Requirements for Entitlement Applications, General Plan Design Guidelines, and Performance Standards for Parking Lot Shading

Letters and memoranda relating conditions from other departments and agencies

City of FRESNO

CERTIFICATION OF THE INSTALLATION OF REQUIRED LANDSCAPING AND LANDSCAPE IRRIGATION SYSTEM

City of Fresno Planning and Development Department
2600 Fresno Street Room 3043
Fresno, California 93721-3604

ATTN: _____
[printed name of planner who processed the project listed below]

REGARDING: _____
[Conditional Use Permit No. / Site Plan Review No./ Variance No. / Tract No.]

I, _____, hereby certify, under penalty of perjury, that all
[printed name of landscape professional]

landscaping and related irrigation system improvements have been installed as required pursuant to the final corrected landscape plans/exhibits approved by the City of Fresno for the above development project. These landscape exhibits, numbered _____,
[numbers from entitlement file]

were submitted on _____ and were approved on _____
[date] [date]

by the above-named planner.

Certified by: **X**_____
[signature of landscape professional]

Certified on: _____ _____
[date signed] [type of license, and license number of the signer]

Telephone (with area code): (_____)_____

Business Address: _____

_____

SITE INFORMATION

1. APN: 474-040-65S
2. SITE ADDRESS: 3370 WEST ASHLAN AVENUE, FRESNO, CA
3. EXISTING GENERAL PLAN LAND USE DESIGNATION: LIGHT INDUSTRIAL
4. EXISTING ZONE DISTRICT: M-3
5. PROPOSED ZONE DISTRICT: N/A
6. PROJECT SITE AREA: 17.96 ACRES (782,371 SF)
7. PAVED AREA:

TOTAL EXISTING:	177,300 SF
EXISTING TO BE REMOVED:	47,500 SF
PROPOSED:	27,250 SF
NET PAVED AREA:	157,050 SF

8. BUILDING AREA:

EXISTING SCALE HOUSE TO REMAIN	385 SF
EXISTING STRUCTURE TO REMAIN	1,228 SF
PROPOSED CONTROL ROOM	240 SF
PROPOSED POWER ROOM	400 SF
PROPOSED SHOP/LAB ROOM	3,200 SF
PROPOSED LAB	5000 SF
TOTAL BUILDING AREA:	10,513 SF
BUILDING COVERAGE:	1.3%

GENERAL NOTES

1. APPROVAL OF THIS SPECIAL PERMIT MAY BECOME NULL AND VOID IN THE EVENT THAT DEVELOPMENT IS NOT COMPLETED IN ACCORDANCE WITH ALL THE CONDITIONS AND REQUIREMENTS IMPOSED ON THIS SPECIAL PERMIT, THE ZONING ORDINANCE, AND ALL PUBLIC WORKS STANDARDS AND SPECIFICATIONS. THE DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT SHALL NOT ASSUME RESPONSIBILITY FOR ANY DELETIONS OR OMISSIONS RESULTING FROM THE SPECIAL PERMIT REVIEW PROCESS OR FOR ADDITIONS OR ALTERATIONS TO CONSTRUCTION PLANS NOT SPECIFICALLY SUBMITTED AND REVIEWED AND APPROVED PURSUANT TO THIS SPECIAL PERMIT OR SUBSEQUENT AMENDMENTS OR REVISIONS.
2. NO USES OF LAND, BUILDINGS, OR STRUCTURES OTHER THAN THOSE SPECIFICALLY APPROVED PURSUANT TO THIS SITE PLAN SHALL BE PERMITTED.
3. FUTURE FENCES SHALL BE REVIEWED AND APPROVED BY THE DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT PRIOR TO INSTALLATION.
4. ALL TRANSFORMERS, ETC., SHALL BE SHOWN ON THE SITE PLAN. THE BACKFLOW DEVICE SHALL BE SCREENED BY LANDSCAPING OR SUCH OTHER MEANS AS MAY BE APPROVED.
5. TREES SHALL BE MAINTAINED IN GOOD HEALTH. HOWEVER, TREES MAY NOT BE TRIMMED OR PRUNED TO REDUCE THE NATURAL HEIGHT OR OVERALL CANOPY OF THE TREE, EXCEPT AS NECESSARY FOR THE HEALTH OF THE TREE AND PUBLIC SAFETY OR AS MAY OTHERWISE BE APPROVED BY THE PLANNING AND DEVELOPMENT DEPARTMENT.
6. ALL HANDICAPPED STALLS SHALL BE MARKED WITH THE INTERNATIONAL SYMBOL OF SPACES AND A WARNING THAT VEHICLES IN VIOLATION OF SECTION 10-1017 OF THE MUNICIPAL CODE SHALL BE TOWED AWAY. THE INTERNATIONAL SYMBOL AND TOW-AWAY WARNING SHALL BE POSTED CONSPICUOUSLY ON SEVEN-FOOT POLES.
7. ALL HANDICAPPED PARKING STALLS SHALL BE PLACED ADJACENT TO FACILITY ACCESS RAMPS OR IN STRATEGIC AREAS WHERE THE HANDICAPPED SHALL NOT HAVE TO WHEEL OR WALK BEHIND PARKED VEHICLES WHILE TRAVELING TO OR FROM HANDICAPPED PARKING STALLS AND RAMPS.
8. SIGNS, OTHER THAN DIRECTIONAL SIGNS, IF APPLICABLE, ARE NOT APPROVED FOR INSTALLATION AS PART OF THIS SPECIAL PERMIT.
9. IF ARCHAEOLOGICAL AND/OR ANIMAL FOSSIL MATERIAL IS ENCOUNTERED DURING PROJECT SURVEYING, GRADING, EXCAVATING, OR CONSTRUCTION, WORK SHALL STOP IMMEDIATELY.
10. IF THERE ARE SUSPECTED HUMAN REMAINS, THE FRESNO COUNTY CORONER SHALL BE IMMEDIATELY CONTACTED. IF THE REMAINS OR OTHER ARCHAEOLOGICAL MATERIAL IS POSSIBLY NATIVE AMERICAN IN ORIGIN, THE NATIVE AMERICAN HERITAGE COMMISSION (PHONE: (916) 653-4082) SHALL BE IMMEDIATELY CONTACTED, AND THE CALIFORNIA ARCHAEOLOGICAL INVENTORY/SOUTHERN SAN JOAQUIN VALLEY INFORMATION CENTER (PHONE: (805) 644-2289) SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED ARCHAEOLOGISTS. AN ARCHAEOLOGICAL ASSESSMENT SHALL BE CONDUCTED FOR THE PROJECT. THE SITE SHALL BE FORMALLY RECORDED, AND RECOMMENDATIONS MADE TO THE CITY AS TO ANY FURTHER SITE INVESTIGATION OR SITE AVOIDANCE/PRESERVATION.
11. IF ANIMAL FOSSILS ARE UNCOVERED, THE MUSEUM OF PALEONTOLOGY, U.C. BERKELEY SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED PALEONTOLOGISTS. AN ASSESSMENT SHALL BE CONDUCTED BY A PALEONTOLOGIST AND, IF THE PALEONTOLOGIST DETERMINES THE MATERIAL TO BE SIGNIFICANT, IT SHALL BE PRESERVED.

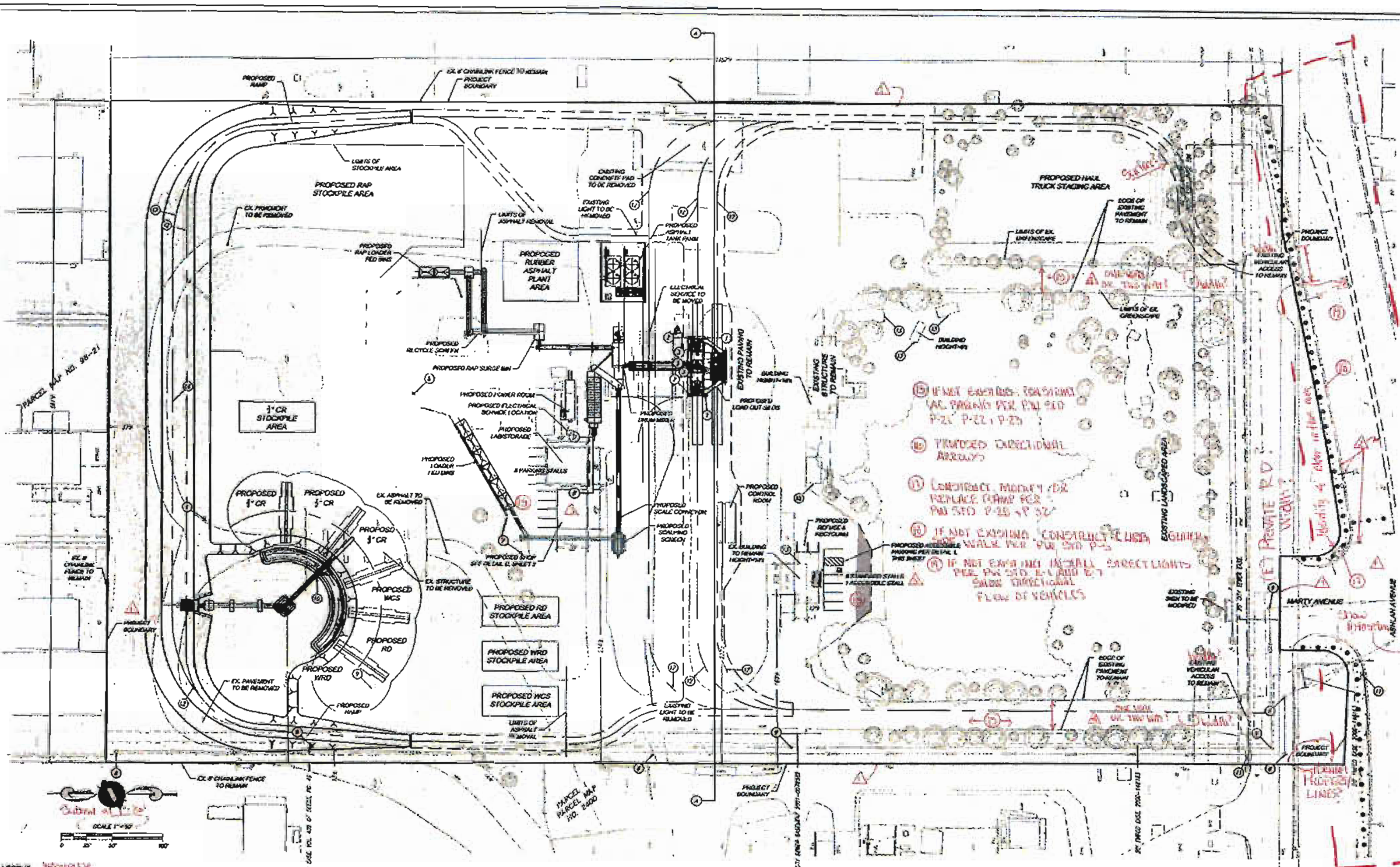
Add Notes:

12. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.

13. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER PRIOR TO OCCUPANCY.

14. 2 WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA). CALL [illegible] 811

15. UNDERGROUND ALL EXISTING OFFSITE OVERHEAD UTILITIES WITHIN THE LIMITS OF THIS SITE MAP AS PER FMC SECTION 12-1011, [redacted] AND RES. NO. [illegible]



KEY NOTES

① PROPOSED SITE LIGHT [illegible] (1000W) FACING SOUTH
② PROPOSED SITE LIGHT [illegible] (1000W) FACING NORTH
③ PROPOSED SITE LIGHT [illegible] (750W) TO LIGHT UP TOP OF SILO
④ PROPOSED SITE LIGHT 40' POLE 30' ABOVE THE GROUND WITH [illegible] (1000W) FACING SOUTH & [illegible] (400W) FACING DOWN
⑤ PROPOSED SITE LIGHT 40' POLE 30' ABOVE THE GROUND WITH [illegible] (1000W) FACING SOUTHWEST & [illegible] (400W) FACING NORTH
⑥ PROPOSED SITE LIGHT [illegible] (1000W) ON BUILDING CORNER
⑦ PROPOSED SITE LIGHT 40' POLE WITH 2 [illegible] (1000W); 1 FACING NORTHEAST OVER COLD BINS, 1 FACING SOUTHEAST OVER SCREEN
⑧ EXISTING STORM DRAIN MANHOLE TO REMAIN
⑨ EXISTING SEWER MANHOLE TO REMAIN
⑩ PROPOSED SITE LIGHT [illegible] (250W) ON CONVEYOR POLE
⑪ EXISTING STORM DRAIN INLET TO REMAIN
⑫ PROPOSED TRACK PATH OF TRAVEL
⑬ EXISTING STRUCTURE TO REMAIN
⑭ EXISTING BUMP TO BE REMOVED

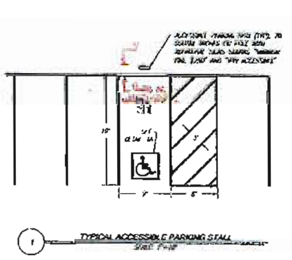
LEGEND INFORMATION

ASPH.	ASPHALT
CONC.	CONCRETE
CR	PROPOSED LOCATION OF CRUSHED ROCK
RAP	PROPOSED LOCATION OF RECYCLED ASPHALT PAVEMENT
RD	PROPOSED LOCATION OF ROCK DUST
WRD	PROPOSED LOCATION OF WASHED ROCK DUST
WCS	PROPOSED LOCATION OF WASHED CONCRETE SAND
→	DIRECTION OF TRAFFIC FLOW
—	EXISTING FENCE TO REMAIN UNLESS NOTED
●	EXISTING TREE TO REMAIN UNLESS NOTED OTHERWISE
•	EXISTING LIGHT TO REMAIN UNLESS OTHERWISE NOTED
✕	EXISTING POWER POLE TO REMAIN UNLESS OTHERWISE NOTED
⊙	EXISTING STORM DRAIN MANHOLE TO REMAIN UNLESS OTHERWISE NOTED
⊙	EXISTING SANITARY SEWER MANHOLE TO REMAIN UNLESS OTHERWISE NOTED
· ◆ · ◆ ·	AN PATH OF TRAVEL

On what? Not in a well? Sidewalk, drive? Provide off-site detail showing street lights etc.

SITE PLAN NOTES

1. ALL ONSITE AND OFFSITE IMPROVEMENTS SHALL CONFORM WITH THE DESIGN STANDARDS IN ACCORDANCE WITH THE CITY OF FRESNO STANDARDS & SPECIFICATIONS.
2. ALL BUILDING SETBACKS SHALL BE IN ACCORDANCE WITH THE CITY ZONING CODES.
3. ALL PROPOSED UTILITIES SHALL BE UNDERGROUND.
4. PROPOSED SITE IMPROVEMENTS SHALL INCLUDE SITE GRADING AND DRAINAGE, UTILITY SERVICE AS REQUIRED BY THE UTILITY AGENCIES, DRAINAGE AND SEWAGE FACILITIES AS REQUIRED.
5. ANY GRADE DIFFERENCES OF 6" OR MORE, CURB ADJACENT TO THE PROPERTY.
6. ALL DIMENSIONS SHOWN ARE APPROXIMATE AND ROUNDED TO THE NEAREST FOOT.



1 TYPICAL ACCESSIBLE PARKING STALL

1A INTERNATIONAL SYMBOL OF ACCESSIBILITY

⚠ IDENTIFY IN DIMENSION ALL PROPERTY LINES AND EASEMENTS. IDENTIFY ALL SECTION AND CENTER LINES. PROVIDE DIMENSIONS FROM SECTION LINE AND CENTER LINE TO EXISTING AND PROPOSED RIGHT OF WAY.

⚠ DETAIL ALL EXISTING OFF-SITE CONCRETE IMPROVEMENTS (CURB, GUTTER, SIDEWALK, DRIVEWAY APPROACHES, MEDIAN ISLANDS AND THEIR OPENINGS).

⚠ DETAIL (E) 4% PARKING LOT

⚠ Show Directional Flow of Vehicles

VICINITY MAP

Provide Gate Operational Statement

PLANNING & SURVEYING ● CIVIL ENGINEERING
7440 N. PALM AVE., #101, FRESNO, CALIFORNIA 93711
TEL 559-449-4500 FAX 559-449-4515
WWW.PRECISIONENG.NET

PRECISION
CIVIL ENGINEERING, INC.

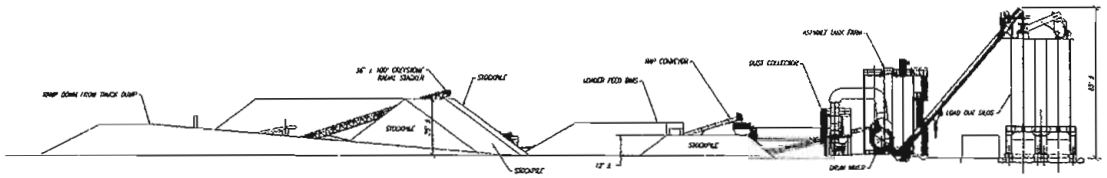
PROJECT TITLE	~~FRESNO HMA~~
SHEET DESCRIPTION	SITE PLAN
CITY OF: FRESNO	COUNTY OF: FRESNO

PREPARED FOR:
VULCAN MATERIALS
11599 OLD FRIANT ROAD
FRESNO, CA 93730
(559) 434-1202

REVISIONS

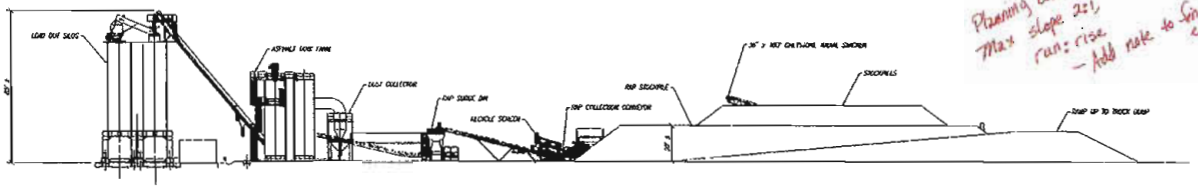
DRAWN BY: DSY
CHECKED BY: TM
DATE: 10-4-11

SHEET NUMBER: 1 OF 2
JOB NUMBER: 11-071



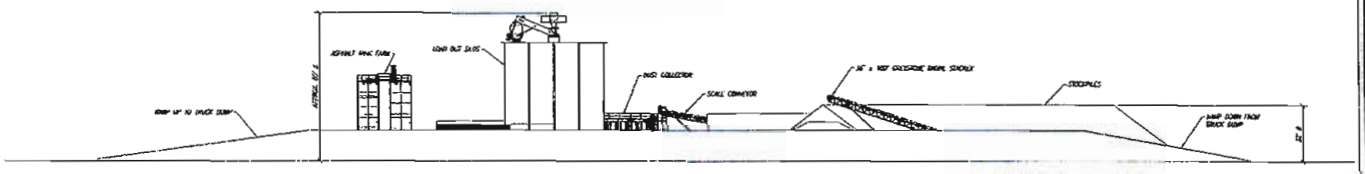
EAST ELEVATION
(VIEW OF PLANT LOOKING EAST)
NOT TO SCALE

B PROPOSED LAB/STORAGE (SECTION B-B)
(VIEW OF PROPOSED LAB LOOKING NORTH)
NOT TO SCALE



WEST ELEVATION
(VIEW OF PLANT LOOKING WEST)
NOT TO SCALE

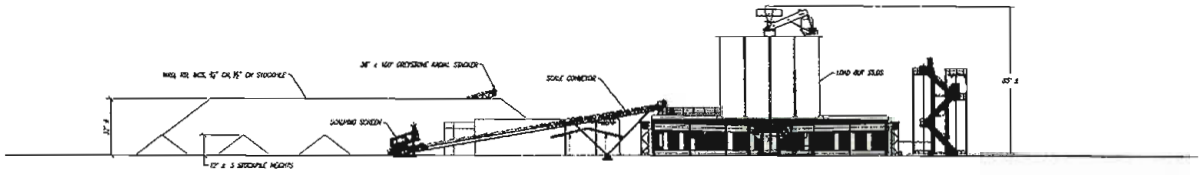
Planning comment
Max slope 2:1,
run: rise
- Add note to final exhibit



SOUTH ELEVATION
(VIEW OF PLANT LOOKING SOUTH)
NOT TO SCALE

Planning Comment
Provide Building Height Dimensions on final exhibits

C PROPOSED SHOP
(VIEW LOOKING NORTHEAST)
NOT TO SCALE



A NORTH ELEVATION (SECTION A-A)
(VIEW OF PLANT LOOKING NORTH)
NOT TO SCALE

PLANNING ■ SURVEYING ■ CIVIL ENGINEERING
7445 N. PALM AVE., #101, FRESNO, CALIFORNIA 93711
TEL: 559-449-2700 FAX: 559-449-2715
WWW.PRECISIONCIVIL.COM

PRECISION CIVIL ENGINEERING, INC.

PROJECT TITLE: FRESNO MIX
SHEET DESCRIPTION: SITE PLAN
CITY OF: FRESNO
COUNTY OF: FRESNO

PREPARED FOR:
VULCAN MATERIALS
11699 OLD FRIANT ROAD
FRESNO, CA 93730
(559) 434-1202

REVISIONS

DRAWN BY: DSY
CHECKED BY: TBI
DATE: 10-4-11

SHEET NUMBER: 1 OF 2
JOB NUMBER: 11-071

Operational Statement

Vulcan
Materials Company

Fresno HMA
Fresno, California

May 23, 2012

CalMat Co., dba Vulcan Materials Company
Fresno, California

OPERATIONAL STATEMENT
Fresno HMA

1.0 PROJECT INFORMATION

1.1 Project Overview

CalMat Co., dba Vulcan Materials Company (Vulcan) is proposing a Hot Mix Asphalt (HMA) processing facility in the City of Fresno.

The 17.89 acre Fresno HMA property ("Property") is composed of the processing facility including recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scale/scale house, off-loading facility including embankment fill haul truck ramp, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities, and the existing landscape area.

Vulcan is requesting a Conditional Use Permit (CUP) to allow for the production and sale of HMA at a maximum sales rate of 500,000 tons per year. The CUP will also allow for the acceptance and processing of recycled asphalt for use in Recycled Asphalt Pavement (RAP).

The Property frontage is adjacent to W. Ashlan Ave, a designated truck route, with direct access to Ashlan via the signalized intersection at N. Marty Ave.

The proposed Fresno HMA facility is intended to replace Vulcan's current River Rock HMA facility located in Fresno County off Old Friant Road.

1.2 General Information

Project Site Address:	3570 West Ashlan Ave Fresno, CA 93722 APN 424-040-85s
Owner:	River Bend Corp. PO Box 2950 Los Angeles, CA 90051
Applicant:	Vulcan Materials Company 11599 Old Friant Road Fresno, CA 93730

2.0 LAND USE & ZONING

2.1 Existing Land Use

The Property is currently vacant. It is important to note however, that an operational HMA facility previously existed on this Property.

2.2 Surrounding Land Uses

Surrounding land uses include a ready-mix concrete facility to the west, metal fabrication shop to the east, an industrial park to the north, and office warehouse/industrial park to the south. A vacant property to the northwest was, until recently, used for the manufacturing of concrete pipe.

The proposed project has been discussed with the neighbor adjacent to the western boundary of the property and the one having the greatest potential for a direct impact.

The existing uses in the general vicinity of the proposed HMA plan are consistent with heavy industrial.

2.3 Zoning & General Plan

General Plan Designation – Industrial, Light

Current Zoning – M-3 (Heavy Industrial)

Community Plan – Bullard Community Plan

Specific Plan – N/A

Redevelopment Area – Adjacent to but outside the FWY-99 Golden State Corridor

Incentive Zones – City of Fresno Enterprise Zone

As indicated above, the site is zoned "M-3" Heavy Industrial. Asphaltic and asphaltic concrete, mixing or batching plants are permitted in this district subject to a Conditional Use Permit (CUP). The site is currently vacant and the approval of the CUP would allow for the re-use and development of the site consistent with the existing heavy industrial uses adjacent to the site.

2.4 2025 General Plan

The proposed project helps to directly implement the 2025 General Plan by providing for the re-use of vacant, underutilized, property within an existing and thriving industrial area. In addition, the proposed project provides for an industrial use important to the community's economic base.

The Urban Form Element of the General Plan specifically states that "To develop and sustain an economically viable community the industrial sector must be provided with a healthy environment conducive to economic growth."

To be consistent with general plan goals industrial areas/firms must meet the following criteria:

1. Industrial areas must be accessible to a convenient transportation network;

2. Industrial firms must be located on suitable sites which enhance their competitive position;

3. And, industrial firms should not create adverse effects on neighboring uses.

The proposed project is consistent with general plan goals by first, being on a property currently zoned M-3 Heavy Industrial which has direct access to an existing transportation network – W. Ashlan Ave and SR-99 via Ashlan Ave. Second, the site of the proposed project enhances its competitive position by being centrally located to the primary market it serves. Lastly, the project is proposed on a property surrounded by compatible heavy industrial uses and is thus suitable for the intended use.

Last but not least, the proposed project will add to the economic base of the City of Fresno by providing new jobs and providing a local source of material critical to the City's infrastructure.

3.0 SITE PLAN

3.1 Project Access and Internal Circulation

The project has direct access to West Ashlan Ave, an arterial and designated truck route via a signalized intersection at N. Marty Ave.

Project access off W Ashlan Ave, paved entrance and exit roads, and internal circulation routes, including haul truck ramp, are shown on the Site Plan.

3.2 Processing and Storage Areas

Proposed processing and storage areas including, but not limited to, location of equipment, structures, facilities, and stockpiles are shown on the Site Plan.

3.3 Screening, Landscaping, Fencing, Gates, Parking, Signs, and Lighting

a. Screening

The site currently has significant landscaping along the W. Ashlan Ave frontage. The Applicant proposes to maintain the existing landscape along the property frontage to provide a natural visual screen from Ashlan Ave.

b. Landscaping

As previously indicated, the site currently has significant landscaping along the southern portion of the property (see Site Plan). The landscaped area, as it exists, exceeds current City of Fresno landscape requirements. The Applicant proposes to maintain the existing landscape along the property frontage to provide a natural screen from Ashlan Ave.

c. Fencing and Gates

The property is currently fenced with 8 feet high chain link fence including separately gated entrance and exit approximately 24 feet wide. ~~Although~~ each gated entrance is designated as a separate entrance and exit, ~~they may~~ to individually accommodate inbound and outbound traffic, respectively.

The gated entrance and exit are located off a private paved road. As previously indicated, access to the project site is via the existing signalized intersection of West Ashlan Ave and N Marty Ave.

The gates will remain open during hours of operation or scheduled deliveries (refer to Section 4.3 – Hours and Days of Operation). The gates will be locked during hours of non-operation.

d. Parking

Parking will be provided to accommodate the proposed facilities including, but not limited to, offices, lab, shop, and scale house.

e. Signage

An existing sign located along the property frontage near the western gated exit will be modified to reflect the proposed operation.

f. Lighting

Proposed project lighting is shown on the Site Plan. Site lighting will be directed downward and away from adjacent properties.

4.0 OPERATIONS

4.1 Site Construction

Development of the site will include site grading including the re-grading of an existing embankment fill haul truck ramp and demolition of existing structures. Structures to remain are noted on the Site Plan.

Construction of the HMA plant and recycled asphalt pavement system, including all appurtenant and ancillary equipment and facilities, will be completed in accordance with applicable codes and regulations. Locations of proposed structures, facilities, and equipment are shown on the Site Plan.

4.2 Product and Estimated Sales

This facility will manufacture and sell Hot Mix Asphalt (HMA) including Recycled Asphalt Pavement (RAP). Sales from this facility are estimated at a maximum of 500,000 tons per year at peak demand.

4.3 Hours and Days of Operation

The project proposes operations to take place 24 hours a day seven days a week. A 24 hour-a-day seven day-a-week operation will allow, but not be limited to the following:

1. Flexible operating hours, including nighttime hours, to meet fluctuating and seasonal market demand.
2. Serving the needs of major public works that are often required to be completed during nighttime hours or on weekends to avoid traffic conflicts.
3. Responding to public emergencies affecting the health and safety of the community that require continuous 24 hour-a-day operations.

Maintenance of mobile plant equipment, loading operations, and materials deliveries including but not limited to aggregate (e.g. rock, sand, and gravel), liquid asphalt, recycled asphalt, and miscellaneous deliveries will occur both day and night.

Although the proposed project provides for a 24-hour 7-day per week operation (i.e., the ability to manufacture and sell HMA at any time

Monday through Sunday) to meet customer demand or respond to public emergencies, typical hours of operation would generally consist of 5 A.M. to 4 P.M. Monday through Friday.

4.4 Project Access and Traffic

The proposed project has immediate access to State Route 99 via W. Ashlan Ave, an arterial and a designated truck route. It is anticipated that most of the project trips will generally occur along the W. Ashlan Ave segment between N. Marty Ave and SR-99 North/South on and off ramps and continuing north or south along SR-99. Ultimately, the occurrence of project trips along roadways will vary depending on the final destination of the shipped material.

Project traffic (e.g. haul trucks, supply delivery trucks, employee vehicles, etc.) will enter and exit the project site at the signalized intersection of Ashlan and N. Marty Avenues.

Project traffic will generally enter the facility via an eastern entrance gate and exit via the western gate. A private paved frontage road provides access to both the entrance and exit gates.

At an annual maximum sales of 500,000 tons per year, the project projected average daily trips are 342, with a "trip" being defined as a "one-way" trip (e.g., a truck entering the site empty constitutes one (1) trip, then leaving the site loaded with materials constitutes one (1) trip, or vice-versa in the case of material deliveries, for a total of two (2) trips). Generally speaking one load of material typically constitutes two (2) trips.

Of the 342 average daily trips mentioned above, 160 are associated with the sales of hot mix asphalt, 164 with imported support material (e.g., imported aggregate, liquid asphalt, recycled asphalt, and miscellaneous deliveries) and 18 with employee trips.

4.5 Number of Employees

It is anticipated that nine (9) employees will be required for this operation.

As previously mentioned, typical hours of operations would generally consist of 5 A.M. to 4 P.M. Monday through Friday. On days that the HMA

plant is in operation, there would be about 9 employees on site. Of the 9 employees, 4 would be associated with the HMA plant operations from the hours of 5 A.M. to 3 P.M. and 5 would be associated with the on site Lab from the hours of 6 A.M. to 4 P.M. Actual hours of operation and number of actual employees on site at any one time, including numbers of shifts, will vary.

On days where the HMA plant is planned to operate continuously beyond its typical hours of operation or is planned to operate during nighttime hours, multiple shifts as required will be utilized.

4.6 Processing

Asphalt Plant
Crushed rock and sand are screened, dried, and heated in a natural gas fired dryer/burner and mixed with liquid asphaltic cement to produce asphalt, or HMA. Liquid asphaltic cement is imported by tanker truck and stored in above ground tanks. The emissions from the dryer/burner are ducted to a baghouse. The asphalt may be discharged directly into trucks from the mixer or conveyed to storage silos for discharge into trucks at a later time.

Recycled Asphalt Pavement (RAP) System
Imported recycled asphalt is crushed, screened, and sorted for use in Recycled Asphalt pavement. Material is loaded into crusher with a loader.

4.7 Equipment

Asphalt Plant
Equipment and supporting facilities for the asphalt plant include, but are not limited to, front end loaders, aggregate storage bunkers, conveyors, elevators, burner/dryer, storage silos, dust silo, pollution control equipment, storage tanks, control tower, shop, and other accessory equipment.

Recycled Asphalt Pavement System
Equipment and supporting facilities for the recycled asphalt pavement system include but are not limited to front end loaders, crushers, screens, and conveyors.

4.8 Import/Export Trucking

Independent trucking firms typically haul asphalt products (e.g. HMA, RAP, etc.) offsite and import aggregate (e.g. rock, sand, and gravel) and liquid asphaltic cement to the site. Recycled asphalt from construction demolition or road rebuilding sites may also be imported to the site by independent trucking firms.

4.9 Operating Practices Proposed to Minimize Noise and Fugitive Dust/Particulate Matter

Noise

Operations will be conducted consistent with the "Noise Ordinance of the City of Fresno"

Fugitive Dust and Particulate Matter

Permits to Construct and Permits to Operate will be obtained from the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the asphalt plant which will be equipped with a baghouse for the asphalt dryer and fiberbed filter for the storage silos and truck loadout. In addition, a Fugitive Emission Control Plan will be implemented to comply with SJVAPCD Regulation VIII (Fugitive PM10 Prohibition).

4.10 Methods Employed to Prevent Pollution of Surface and/or Groundwater

Pollution Control Programs will include the following:

1. Storm Water Pollution Prevention Plan (SWPPP)
2. Hazardous Material Business Plan
3. Spill Prevention Control and Countermeasure Plan
4. Employee Training
5. Record Keeping
6. Preventative Maintenance and Best Management Practices

City of
FRESNO

2600 Fresno Street-Third Floor
Fresno, California 93721-3604
(559) 621-8277 FAX (559) 488-1020

Development and Resource Management Department
Mark Scott, Interim Director

Preliminary Project Comments from Planning
August 25, 2012

PROJECT DESCRIPTION

Conditional Use Permit Application No. C-12-15 was filed by Cesar Aranda of Vulcan Materials and pertains to 17.89 acres of property located on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues. The applicant proposes to utilize a former concrete plant for a hot mix asphalt production and sales facility to recycle asphalt paving and produce asphalt (at a maximum rate of 500,000 tons per year), with a recycled asphalt pavement system, material stockpile areas, haul truck staging including embankment fill and haul truck ramp, shop, lab, offices, scale house, parking, and ancillary internal circulation and facilities.

APN: 424-042-05S **ADDRESS: 3570 WEST ASHLAN AVE**

GENERAL INFORMATION

ZONING	
Existing	M-3, Heavy Manufacturing District
Requested	N/A
Pending	N/A
PREVIOUS ACTIONS	
Applications	Site Plan Reviews Nos. 6031 and 6713 (facilities for manufacturing, storage, maintenance and management of concrete, aggregate and asphalt products, issued to River Rock and Builder's Concrete); also Site Plan Review No. S-99-011 (1,693 square foot caretaker's residence ancillary to truck yard, issued to CalMat Industrial Asphalt)
Covenants/ Easements	N/A
Development Agreements	N/A
TRACT MAP or LOT SPLIT	iView shows "Tentative Tract 109" but no tract map is provided; deed for the parcel describes it by surveying terms for point locations and distances.

PROPERTY DEVELOPMENT STANDARDS

Use the website below to access the Zoning Ordinance, Fresno Municipal Code (FMC) Chapter 12 Articles 2 and 3, to find more information on zoning/property development standard requirements:

http://library.municode.com/index.aspx?clientId=14478&stateId=5&stateName=California

USE PERMITED

An asphalt plant is allowed by conditional use permit M-3 zone district pursuant to Section 12-228.3-B-10 of the FMC. The related ancillary haul truck staging, shop, lab, offices, and scale houses are allowed by right in this zone district pursuant to FMC Section 12-228.X, referencing FMC subsections 12-226.1-B-22 and 12-226.1-26, C-20.f and g .

LOT AREA	
Permitted	No requirements for the M-3 zone district
Proposed	17.89 acres
LOT DIMENSIONS	
Permitted	Minimum 75 feet width; minimum 120 feet depth
Proposed	650± feet wide; 1,125 to 1,210 feet deep (parcel is deeper on its western side)
DWELLING UNIT DENSITY	N/A; a caretaker residence is not used for density calculation purposes
BUILDING HEIGHT	
Permitted	No height limit for industrial structures. For ancillary facilities, 60 feet
Proposed	85 feet to top of industrial equipment; 15.6 feet for office/lab/scale house buildings.

YARDS

Required Building Setback		**Proposed Building Setback**	
Front	10 feet	Front	530 feet from Ashlan Avenue property line to the nearest new structure (the proposed control room)
Interior Side	None required for zoning purposes	Interior Side	East property line: 130 feet to nearest industrial facilities; 10 feet to base of truck ramp toward rear of property. West property line: 80 feet to nearest industrial facilities; 15 feet to base of truck ramp toward rear of property.
Rear	None required for zoning purposes	Rear	65 feet to nearest industrial facilities; 40 feet to base of truck ramp.
Required Landscaping Setback		**Proposed Landscaping Setback**	
Front	10 feet	Front	300- to 390-foot deep greenscape area in front area of property, to remain
Interior Side	None required for zoning purposes	Interior Side	North side, 15 feet along front 300± feet of site. South side, 25 feet along front 300± feet of site.
Rear	None required for zoning purposes	Rear	None proposed

SPACE BETWEEN BUILDINGS	
Main Buildings	None required for zoning purposes
Accessory Buildings	None required for zoning purposes
LOT COVERAGE	
Required	No requirements
Proposed	1.3% building coverage

FENCES, HEDGES, WALLS	
Required	None required for zoning purposes
Proposed	Existing 8-foot tall chain link fencing to remain
OFF-STREET PARKING	
Required	One parking space required for each two permanent employees (per shift)
Proposed	14 parking stalls (sufficient to meet requirements)
BICYCLE PARKING	
Required	**2 bicycle parking spaces required to be added to Exhibit A** (site plan exhibit), per FMC §§12-306-I-2.1.c (number of bicycle parking spaces to be 10% of the automobile parking spaces required, not to exceed 10 bicycle stalls) to be located on the site according to the standards in FMC §§12-306-I-5.d
Proposed	None; to be remedied in final corrected exhibit
ACCESS	
Required	To an improved public street or alley, and to meet standards for heavy commercial trucks
Proposed	Two driveways to West Ashlan Avenue, an arterial street and a designated truck route.
OUTDOOR ADVERTISING	
Required	No requirements, except conformance to the Sign Ordinance
Proposed	**All signage locations and types shall be identified on final corrected Exhibit A**, including on-site directional signs. New signage (other than on-site directional signs) requires a sign review application to be submitted to the Development and Resource Management Department Permit Counter. The copy on any pre-existing properly permitted signage may be changed without subsequent sign review, but reconstruction of existing signage or change in size or style of an existing sign requires sign review.
LOADING SPACES	
Required	At least one spaces for heavy commercial trucks, at least 12 feet wide x 40 feet long
Proposed	Numerous designated spaces for unloading and loading of the commercial trucks associated with the operation.
TREES (On-Site)	
Required	Seven for parking area shading, plus one street tree for every 60 lineal feet of street frontage.
Proposed	Street trees may be incorporated into on-site greenscaped area, provided that sidewalk and street receives some shade. (See attached email from Public Works Street Maintenance division regarding treatment of unpaved area along street frontage.) Because this project is located on a major street, its required automobile parking spaces should be located so as to be shaded by trees or canopies. Provide shade calculations on the landscape plan for parking lot shading in accordance with the attached *Performance Standards for Parking Lot Shading*, including tree species and tree counts. Please list the tree species for each tree depicted on the site plan on the final corrected landscape plan.

SUMMARY AND OTHER COMMENTS /REQUIREMENTS

A. Miscellaneous

(1) See the attached *General Notes and Requirements for Entitlement Applications* for additional general notes and requirements.

B. Local Plans and Policies

(1) 2025 Fresno General Plan

- Subject to General Plan Design Guidelines (attached).

Attachments: General Notes and Requirements for Entitlement Applications
General Plan Design Guidelines
Performance Standards for Parking Lot Shading

City of
FRESNO

DATE: June 5, 2012

TO: Sandra Brock
Development and Resource Management Department

FROM: Louise Gilio, Supervising Engineering Technician
Public Works Department, Traffic and Engineering Services Division

SUBJECT: Conditions of Approval for **C-12-015**
APN: **424-040-35S**
ADDRESS: **3570 West Ashlan Avenue**

SITE PLAN REQUIREMENTS: Please provide the following information prior to Building Permits:

A. **General Requirements**
   1. **Legend:** Provide line type and utility symbols
   2. **Scale: Site plan must be drawn to scale. Use 1"= 30' or larger.**
   3. **Property Lines:** Identify and dimension.
   4. **Easements:** Identify and dimension all existing and proposed easements.
   5. **Scope of work:** All items shall be listed as existing or proposed.

B. **Offsite Information:**
   1. **Section and Center Lines:** Identify section and center line.
   2. **Right of Way:** Identify and dimension all existing. Provide a dimension from the section and center lines.
   3. **Street Improvements:** Identify existing and proposed curb, gutter, sidewalks (provide width), driveway approaches (provide width), ADA ramps (provide radius), street lights (specify if wood or metal pole), traffic signals.
   4. **Street furniture:** Identify utility poles, boxes, guy wires, signs, fire hydrants, bus stop benches, trash receptacles, tree wells, etc.
   5. **ADA: Identify the required 4' minimum path of travel along the public sidewalk** adjacent to property. **A pedestrian easement may be required if Title 24 requirements cannot be met.**
   6. **Median Islands:** Identify and specify if existing to remain, proposed or to be modified.
   7. **Intersections:** Provide the entire intersection on the site plan. If located on a major intersection also provide existing striping. Marty/Ashlan

C. **Onsite Information:**
   1. **Access:** Provide pedestrian, vehicular and service access. Identify in the operational statement the maximum size of vehicle to enter and exit the site. Provide turning templates on the site plan for all large vehicles.
   2. **Parking Lots:** (existing and proposed)
      a. **Stalls:** Provide length and width. **No obstructions shall be within the 3' overhang.** (ground cover is allowable.)
      b. **Curbs: 6" high**
      c. **Wheel Stops: 6" high**
      d. **Circulation Aisles: provide widths**
      e. **Directional flow of traffic:** Identify existing and proposed directional arrows

f. **Disability signage:** Not to be within the 3' vehicular overhang. Provide location on site plan.
g. **Paving:** per Public Works Standards **P-21,P-22, P-23**

3. **Walls, Fencing and Gates:** Identify complete with location, height and type of material. Provide an operational statement for all gates **prior** to permits. (remote, manual, rolling, swing, hours to remain open.)

D. **Other Important Information:**

1. **Traffic Impact Studies:** Provide reference number **TIS 12-003**

PUBLIC IMPROVEMENT REQUIREMENTS

The following requirements are based on city records and the accuracy of the existing and proposed on-site and off-site conditions depicted on the exhibits submitted. Requirements not addressed due to omission or misrepresentation of information, on which this review process is dependent, will be imposed whenever such conditions are disclosed.

Questions relative to dedications, street improvements or off-street parking geometrics may be directed to Louise Gilio at (559) 621-8678 / Louise.Gilio@fresno.gov, in the Public Works Department, Traffic and Engineering Services Division.

Submit the following, as applicable, in a single package to the City of Fresno Public Works Department Traffic and Engineering Services Division (559-621-8650), for review and approval, **prior** to issuance of building and street work permits: Street Improvement Plans, Signing and Striping Plans, Street Lighting Plans and Signal Plans.

When preparing Street Plans and/or Traffic Control Plans for projects in the City of Fresno contact the Traffic and Engineering Services Division (Randy Schrey) in advance to make sure that sidewalks or an approved accessible path remain open during construction.

Underground all existing off-site overhead utilities within the limits of this site/map as per FMC Section 12-1011 and Resolution No. 78-522/88-229.

If not existing, street work on major streets shall be designed to include Intelligent Transportation Systems (ITS) conduit in accordance with the Public Works ITS specifications.

Survey Monuments and Parcel Configuration

All survey monuments within the area of construction shall be preserved or reset by a person licensed to practice Land Surveying in the State of California.

Street Dedications, Vacations and Encroachment Permits

Identify all street furniture, e.g.: public utility poles and boxes, guy wires, signs, fire hydrants, bus stop benches, mail boxes, newsstands, trash receptacles, tree wells, etc. within the public right of way. Also, identify the required 4' minimum path of travel along the public sidewalk directly in front of property, as required by the California Administration Code (Title 24). **A pedestrian easement may be required if Title 24 requirements cannot be met.**

Deeds of easement for the required dedications shall be prepared by the owner's engineer and submitted t o the City with verification of ownership prior to the issuance of building permits.

The construction of any overhead, surface or sub-surface structures and appurtenances in the public rights-of-way is prohibited unless an encroachment permit is approved by the City of Fresno Public Works Department, Traffic and Engineering Services Division,(559) 621-8693. Encroachment permits must be approved **prior** to issuance of building permits.

Street Improvements

All improvements shall be constructed in accordance with the Standard Specifications and Standard Drawings of the City of Fresno, Public Works Department. Dedication shall be sufficient to accommodate additional paving and any other grading or transitions as necessary based on a 45 MPH design speed for Collectors and 55 MPH for Arterials. Utility poles, street lights, signals, etc. shall be relocated as determined by the City Engineer. **Street Construction Plans may be required and shall be approved by the City Engineer.** The performance of any work within the public street rights-of-way (including pedestrian and utility easements) requires a **STREET WORK PERMIT** **prior** to commencement of work. Contact the City of Fresno Public Works Department, Traffic and Engineering Services Division at (559) 621-8686 for detailed information. All required street improvements must be completed and accepted by the city **prior** to occupancy.

Repair all damaged and/or off grade off-site concrete street improvements as determined by the City of Fresno Public Works Department, Construction Management Division, (559) 621-5600. Pedestrian paths of travel must also meet current ADA regulations. All existing sidewalks in excess of 2% maximum cross slope must be brought into compliance **prior** to acceptance by Public Works.

Ashlan Avenue: Arterial

1. Construct a standard curb ramp per Public Works Standard **P-28** and **P-32**. Identify the curb radius. **-OR-** Modify or replace the existing ramp to meet current Public Works Standards, as determined by the Construction Management engineer **PRIOR** to occupancy. "Detectable Warning Devices" are required, if not existing. Reference Public Works Standards **P-28** and **P-32**.
2. Where missing, construct concrete curb, gutter and commercial sidewalk to Public Works Standard **P-5**. Planting of street trees shall conform to the minimum spacing guidelines as stated in the Standard Specification, **Section 26-2.11(C)**.
3. Construct a concrete pedestrian walkway behind all driveway approaches as identified on Exhibit "A". Asphalt concrete paving per City of Fresno Public Works Standard Drawing **P-21** may be substituted for concrete. (Refer to City of Fresno Public Works Standard **Drawings P-1 thru P-4** for additional information.)
4. Construct an underground street lighting system to Public Works Standard **E-1** within the limits of this application. Spacing and design shall conform to Public Works Standard **E-7** for Arterial Streets. **-OR-** show the existing street light locations on the plans, **-AND-** that they are constructed per current City of Fresno Public Works Standards.

Off-Street Parking Facilities and Geometrics

1. Off-Street parking facilities and geometrics shall conform to the City of Fresno Public Works Department, Parking Manual and Standard Drawing(s) **P-21, P-22, P-23.**
2. Provide parking space needs, circulation, access, directional signs (e.g. "Entrance," "Exit," "Right Turn Only," "One Way" signs, etc.) as noted on **Exhibit "A".**

Traffic Impact Study

This development will generate a total of **119** a.m. / **32** p.m. peak hour trips and generate a count of **398** Average Daily Trips (A.D.T.) based on the operational information provided by Vulcan Materials Company.

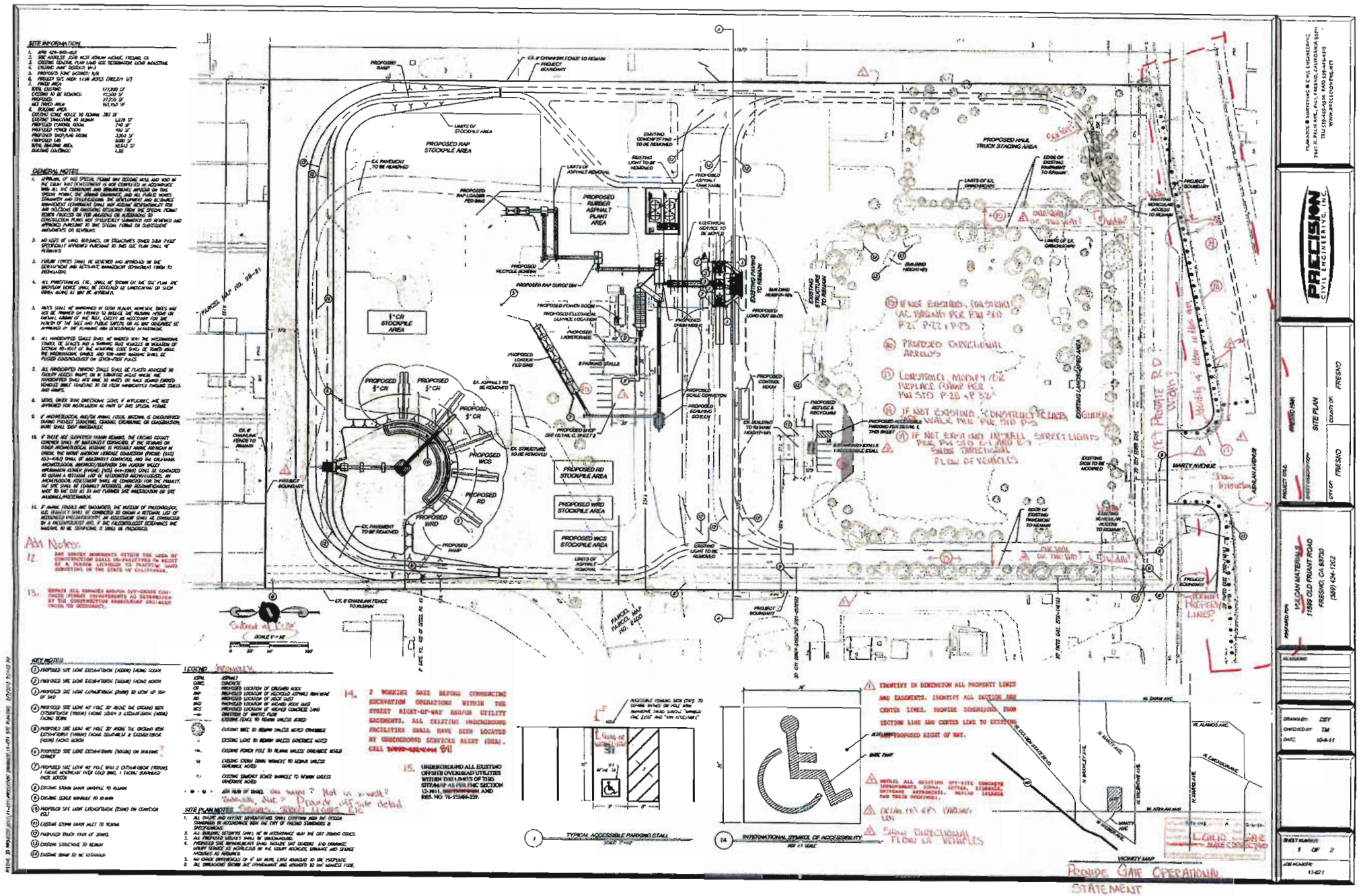
A Traffic Impact Study is required and has been submitted. Comply with the mitigation measures as shown in the attached letter from the Assistant Traffic Engineering Manager.

Landscape and Feature Maintenance: Owner is responsible to maintain all landscape and irrigation improvements within the street right of way along their property frontage.

Traffic Signal Mitigation Impact (TSMI) Fee: This project shall pay all applicable TSMI Fees at the time of building permit based on the trip generation rate(s) as set forth in the latest edition of the ITE Generation Manual. Contact the Planning and Resource Management Department, Frank Saburit at (559)621-8077.

Fresno Major Street Impact (FMSI)Fees: This entitlement is in the **Infill Area**; therefore pay all applicable City-wide regional street impact fees. Contact the Planning and Resource Management Department, Frank Saburit at (559)621-8077.

Regional Transportation Mitigation Fee (RTMF): Pay all applicable **RTMF** fees to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148 ext. 200; www.fresnocog.org. Provide proof of payment or exemption **prior** to issuance of certificate of occupancy.


SITE INFORMATION
GENERAL NOTES
PROPOSED RAP STOCKPILE AREA
PROPOSED RUBBER ASPHALT PLANT AREA
PROPOSED HAUL TRUCK STAGING AREA
PROPOSED RD STOCKPILE AREA
PROPOSED WRD STOCKPILE AREA
PROPOSED WCS STOCKPILE AREA
MARTY AVENUE
PROJECT BOUNDARY
KEY NOTES
LEGEND
SITE PLAN NOTES
TYPICAL ACCESSIBLE PARKING STALL
INTERNATIONAL SYMBOL OF ACCESSIBILITY
VICINITY MAP
PRECISION CIVIL ENGINEERING, INC.
SITE PLAN
FRESNO
VULCAN MATERIALS
11999 OLD FRIANT ROAD
FRESNO, CA 93730
(559) 434-1922
SHEET NUMBER 1 OF 2
JOB NUMBER 11-021

City of FRESNO

City Hall 559-621-8800
2600 Fresno Street, Rm. 4064
Fresno, CA 93721-3623
www.fresno.gov

Public Works Department
Patrick Wiemiller, Director

June 19, 2012

VRPA Technologies
Jason Ellard
4630 West Jennifer Street
Fresno, CA 93722

SUBJECT: REVIEW OF THE TRAFFIC IMPACT STUDY (TIS) FOR THE PROPOSED PINK CITY HMA PLANT C-12-015, LOCATED NORTH OF THE ASHLAN AVENUE AT MARTY AVENUE INTERSECTION
TIS 12-003 DATED June 18, 2012

TRAFFIC IMPACT ANALYSIS APPROVED FOR PLANNING COMMISSION

We have reviewed the Traffic Impact Study prepared by VRPA Technologies for the proposed "project" that is defined as the operation of an asphalt batch plant producing a maximum of 600,000 tons of material per year. The project will be located north of the Ashlan Avenue at Marty Avenue intersection.

GENERAL COMMENTS and CONDITIONS

1. Trip generation for the proposed project was developed based on operational information provided by Vulcan Materials Company. The trip generation includes information relating to the plant hours of operation, shift times and the number of employees per shift, frequency of trucks arriving and departing the site, and deliveries. The proposed project will generate 398 average daily trips (ADT), 119 trips during the AM peak hour and 32 trips during the PM peak hour.

2. This project shall pay its Traffic Signal Mitigation Impact (TSMI) Fee of $47.12 per ADT, per the Master Fee Schedule, at the time of building permit. Based on the reported ADT of 398 for the proposed project, the fee would be $18,753.76 payable at time of building permit.

   The TSMI fee facilitates project impact mitigation to the City of Fresno Traffic Signal infrastructure so that costs are applied to each new project/building based on the generated ADT. The TSMI fee is credited against traffic signal installation/modifications and/or Intelligent Transportation System (ITS) improvements (constructed at their ultimate location) that plan to build out the 2025 General Plan circulation element and are included in the Nexus Study for the TSMI fee. The TSMI fee is regularly updated as new traffic signals are added, new grant funds offsets developer improvement costs, and/or construction costs increase/decrease. If the project is conditioned with traffic signal improvements in excess of their TSMI fee amount, the applicant may apply for fee credits (security/bonding and/or developer agreement required) and/or reimbursement for work in excess of their fee as long as the infrastructure is in place at the ultimate location. The applicant should work with the Public Works Department and identify, with a Professional Engineer's estimate, the costs associated with the improvements prior to paying the TSMI fee to determine any applicable fee credits and/or reimbursements.

Project specific impacts that are not consistent with the 2025 General Plan, Public Works Standards, and/or are not incorporated into the TSMI fees are not eligible for TSMI fee reimbursement unless the City Engineer and City Traffic Engineer include the new traffic signal and/or ITS infrastructure in the next TSMI fee update and the applicant agrees to pay the new TSMI fee that includes the new infrastructure. Failure to pay this fee or construct improvements that are credited/reimbursable with this fee will result in a significant unmitigated impact as this fee is applied to all projects within the City Sphere of Influence.

3. This project shall pay its Fresno Major Street Impact (FMSI) Fee, which will be determined at time of building permit. This FMSI fee is creditable towards major street roadway improvements included in the nexus study for the FMSI fee.

4. The project shall pay the Regional Transportation Mitigation Fee (RTMF). Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment or exemption, based on vesting rights, prior to issuance of building permits.

5. The proposed project shall make necessary improvements and right-of-way and public easement dedications along adjacent public street(s) and within the site boundaries per City of Fresno standards/requirements.

6. The proposed site plan shall be reviewed and approved by the City of Fresno Traffic & Engineering Services Division, Traffic Planning Section.

If you have any further questions regarding this matter, please contact me at (559) 621-8792 or jill.gormley@fresno.gov .

Sincerely,

Jill Gormley

Jill Gormley, TE
Assistant Traffic Engineering Manager
Public Works Department, Traffic & Engineering Services

C: Traffic Engineering Reading File
Copy filed with Traffic Impact Analysis
Scott Tyler, PE, City Traffic Engineer
Mike Sanchez, Planning & Development Dept.
Louise Gilio, Traffic Planning Supervisor
Sandra Brock, Planning & Development Dept.

DEPARTMENT OF TRANSPORTATION
DISTRICT 6
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 488-7307
FAX (559) 488-4088
TTY (559) 488-4066

Flex your power!
Be energy efficient!

March 2, 2012

2131-IGR/CEQA
6-FRE-99-26.554+/-
CUP C-12-015
VULCAN-ASHLAN HMA PLANT

Ms. Sandra Brock
City of Fresno
Development Department
2600 Fresno Street
Fresno, CA 93721

Dear Ms. Brock:

We have completed our review of the Conditional Use Permit C-12-015, of an existing hot-mix asphalt plant that is located at the intersection of Ashlan and Marty Avenues. We have previously reviewed the draft Traffic Impact Study for this project for the consultant on January 13, 2011. Caltrans has the following comments:

The traffic study has not changed since our initial review from the consultant on January 13, 2011. The study's data indicates that the plant would generate 60-exiting and 59-entering trips during the morning peak travel period and 17-exiting and 15-entering trips during the evening peak travel period.

The July 2010 study indicated State Route (SR) 99 southbound exit-ramp intersection to Ashlan Avenue and northbound exit-ramp intersection to Ashlan Avenue do not currently operate satisfactorily during evening peak travel periods. A review of the turning movements would seem to imply the high volume of through movements along Ashlan Avenue seem to be the major cause of the current operational deficiency. However, based on the results of previous traffic studies, it was determined an additional turn lane would be required on the ramp's southbound approach to the intersection and on the ramp's northbound approach to the intersection in order to accommodate future demand.

It is projected the proposed project would impact movement along Ashlan Avenue at the southbound exit-ramp and Ashlan Avenue at the northbound exit-ramp. As such, traffic studies have determined the addition of a turn lane would be required on the exit-ramp's southbound approach to the intersection and the addition of a turn lane on the exit-ramp's northbound approach to the intersection. Based on the study, it is projected this development will contribute two (2) trips to the southbound exit-ramp and thirteen (13) trips to the northbound exit-ramp. Therefore, it is anticipated that the City would require the project to mitigate traffic-related impacts

by paying into the Fresno RTMF program as well as the City's TSMI program.

The current traffic study seems to indicate the need for additional lane capacity along Ashlan Avenue. It appears to recommend this segment of Ashlan Avenue will ultimately need to be 6 lanes, thus requiring the widening of the two structures that cross over the freeway and Golden State Boulevard by two lanes. The study would also seem to suggest one more additional lane of widening would also be required for the western structure in order to accommodate dual left-turn lanes at the exit-ramp intersections. However, due to the existing geometric constraints along this segment of Ashlan Avenue, it appears unlikely this segment of Ashlan Avenue could be widened to by two or three lanes anytime in the foreseeable future. Thus, Caltrans continues to recommend developments impacting the left-turn movement from eastbound Ashlan Avenue to northbound Golden State Boulevard should continue to mitigate their impacts by contributing their proportional share for just the one additional left-turn lane that has been previously identified. It is not believed this improvement would not require widening of the existing structure. This development does not impact this left-turn movement, so no mitigation is recommended.

If you have any questions, please call me at (559) 488-7307.

Sincerely,

JENNIFER BRYAN-SANCHEZ
Office of Transportation Planning
District 06

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

August 23, 2012

Sandra Brock
City of Fresno
Development & Resource Management Dept.
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

Project: CUP No. C-12-015 (Vulcan Materials Company)
District CEQA Reference No: 20120140

Dear Ms. Brock:

The San Joaquin Valley Unified Air Pollution Control District (District) has received responses to District comments and a revised air quality analysis (including a revised Health Risk Assessment) dated August 14, 2012. After reviewing the responses to District comments and the revised analyses and other information provided by the City of Fresno, the District offers the following comments:

1. Project specific emissions of criteria pollutants are not expected to exceed District significance thresholds of 10 tons/year NOX, 10 ton/year ROG, and 15 tons/year PM10. Therefore, the District concludes that project specific criteria pollutant emissions would not have a significant adverse impact on air quality.

2. The following comments are for the Health Risk Assessment (HRA):

    - The revised HRA used a 5-minute idling time for each idling point based upon the Air Resource Board's Airborne Toxic Control Measure (ATCM). The ATCM contains numerous exemptions to its 5-minute idling limitation. Therefore, the District requires that enforceable conditions be included in the land use permit before a 5-minute idling limit can be used in a HRA. Per correspondence, Vulcan agreed to include such a condition in the land use permit. Thus, the District requests that a 5-minute idling limit be made a condition in the land use permit.

Seyed Sadredin
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: 661-392-5500 FAX: 661-392-5585

www.valleyair.org www.healthyairliving.com

- Based upon the revised HRA and subsequent analyses by the District to correct minor deficiencies, the cancer, chronic non-cancer, and acute risks were evaluated to determine if the risk from the facility would be significant. All estimated risks are below the District's significance thresholds of 10 in a million for cancer and a hazard index of 1.0 for acute and chronic non-cancer risks. Therefore, the risks from this project's emissions will not be significant. This conclusion is contingent upon an idling time limit of 5 minutes per truck per idling point being included in the land use permit and a commitment from the company to post signs identifying the idling time limit on-site.

If you have any questions or require further information, please call David McDonough, at (559) 230-5920.

Sincerely,

David Warner
Director of Permit Services

for, Arnaud Marjollet
Permit Services Manager

DW: dm

Cc: File

City of
FRESNO

FIRE DEPARTMENT

DATE: February 28, 2012

TO: Sandra Brock, Planner III
Development and Resource Management Department

FROM: LESLIE FORSHEY, Senior Fire Prevention Inspector
Fire Department, Fire Prevention and Investigation Division

SUBJECT: C-12-015- 3570 West Ashlan Avenue

The Fire Department's conditions of approval include the following:

1. This project was reviewed by the fire department only for requirements related to water supply, fire hydrants, and fire apparatus access to the building(s) on site. Review for compliance with fire and life safety requirements for the building interior and its intended use are reviewed by both the Fire Department and the Building and Safety Section of DARM when a submittal for building plan review is made as required by the California Building Code by the architect or engineer of record for the building.

2. Install on site hydrant(s) with a minimum 8" main and a fire flow of 1500 GPM. See plan for location(s). Residential or commercial.

3. Note on plan: Fire hydrants and access roads shall be installed, tested and approved and shall be maintained serviceable prior to and during all phases of development. The 41/2" outlet shall face the access lane. Additional private hydrants have been noted on the plans.

4. Access roadways shall be constructed within 10' of the fire hydrant.

5. Note on plan: Two means of ingress/egress must be provided. This access must be maintained during all phases of development.

6. Provide note on plan: All construction work on this project is subject to interruption if the road system becomes impassable for fire apparatus due to rain or other obstacles.

7. All required fire access lanes shall be provided and maintained with an approved "all weather" surface capable of supporting 80,000 lb. vehicles (minimum 4" of base

rock over compacted or undisturbed native soil or per approved engineered plans) year-around and with 24 feet minimum width or other approved method that would prevent shoulder degradation.

8. Provide approved emergency vehicle drive access to within 200' of all building openings.

9. Walking access is required to reach building openings within 200' of a paved surface designed for fire apparatus use. Required walking access shall be designed to prevent sharp turns or obstacles that would hinder the carrying of ground ladders and other hand-held equipment. Gates shall be a minimum of 4 feet in width if they are used in the walking access path.

10. Turns in private drives for fire apparatus access shall have minimum 44 foot centerline turn radius.

11. Vertical access is required for aerial truck ladder set up where buildings or portions of buildings are more than 30 feet in height at the eaves, measured from natural grade. 26' (minimum) driveways shall be located adjacent to at least one (long) side of such building. The drive shall extended 45' beyond each end of the building to allow for access to the corners of the building and to accommodate a set up area out of the collapse zone.

12. Access drives shall have their curbs painted red and stenciled FIRE LANE every 50' or approved FIRE LANE signs posted at 50 foot intervals. Driveways shall be in alignment to accommodate the use of Fire Department aerial apparatus. Vertical access driveway's (near edge or back of parking stalls) shall be located at least 15 feet, but not more than 30 feet from the building. If the road wide is 20' or less than 28' than fire lanes shall be painted on one side of the road, if the road width is 20' than fire lanes shall be painted on both sides of the road.

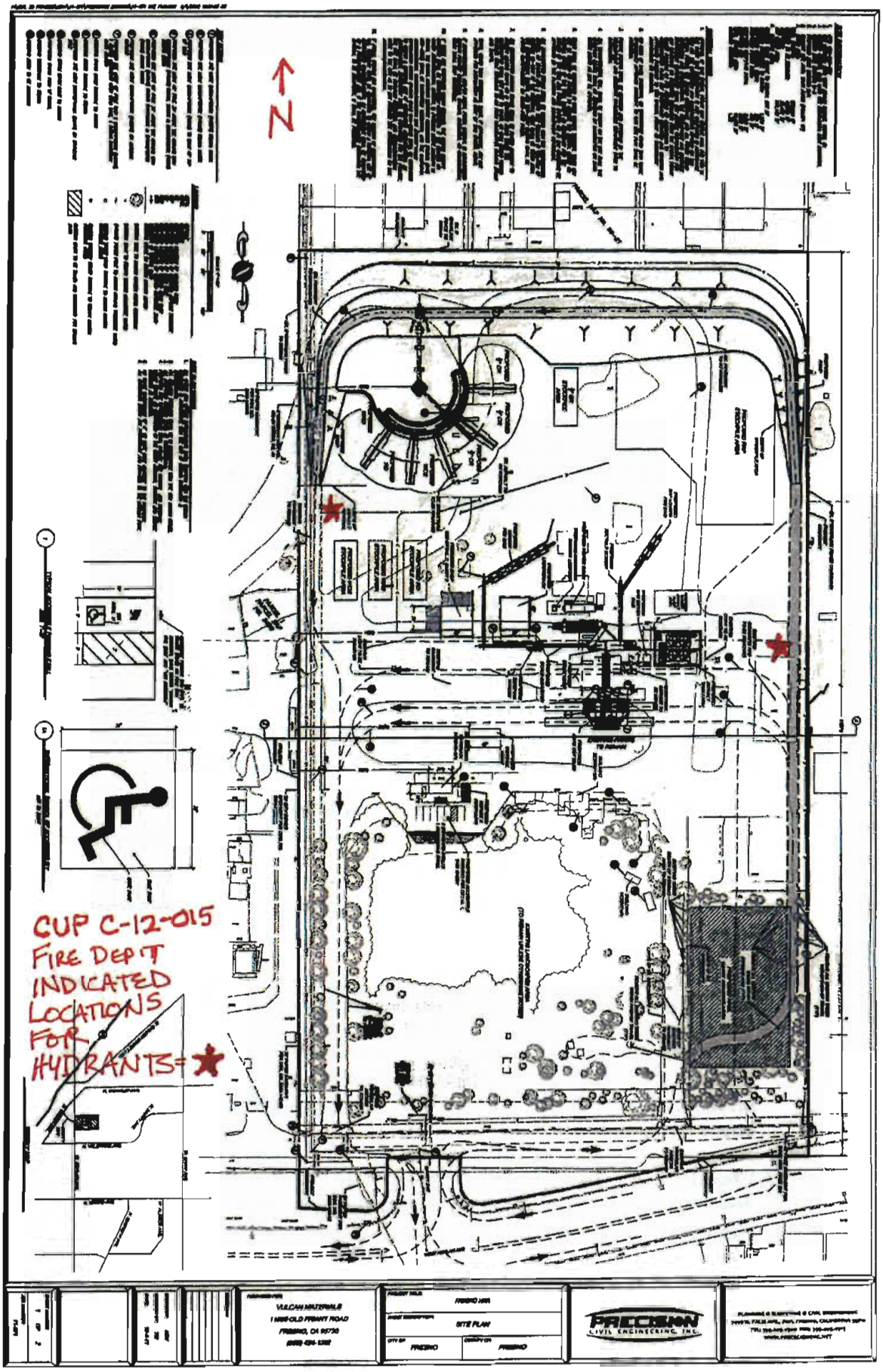
13. The entire width of a required access way shall remain unobstructed to a vertical height of 13 feet, six inches. Coordinate landscape plan to meet this requirement with assumed plant growth.

14. A minimum 20' clear opening in vehicle gates is required for emergency vehicle access.

15. Provide approved police/fire bypass lock ("Best" padlock model 21B700 series or electric cylinder switch model 1W7B2) on drive access gate/s.

16. All private streets and driveways that are provided for common access and are required for Fire Department access shall be constructed to a minimum unobstructed width of 20 feet. For drives separated by a median, 15 foot minimum lanes are required.

17. Provide note on site plan: Provide sign(s) (17 "x22" minimum) at all public entrance drives to the property which state "Warning – Vehicles stopped, parked or left standing in fire lanes will be immediately removed at owner's expense – 22658(a) California Vehicle Code – Fresno Police Department 621-2300."


N
CUP C-12-015
FIRE DEPT
INDICATED
LOCATIONS
FOR
HYDRANTS=
VULCAN MATERIALS
FRESNO HUB
SITE PLAN
PRECISION
CIVIL ENGINEERING, INC.

City of
FRESNO

DEPARTMENT OF PUBLIC UTILITIES

Providing Life's Essential Services

Date: February 21, 2012

To: SANDRA BROCK
Planning and Development

From: GREG CONTRERAS, Senior Engineering Technician
Department of Public Utilities, Planning and Engineering Division

Subject: WATER REQUIREMENTS FOR CONDITIONAL USE PERMIT C-12-015

General

C-12-015 was filed by Cesar Aranda of Vulcan Materials Company and pertains to 17.89 acres of property located on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues, 3570 West Ashlan Avenue, APN 424-040-85S. The applicant proposes the production and sale of hot mix asphalt, HMA, at a maximum sales rate of 600,000 tons per year and the acceptance and processing of recycled asphalt for use in recycled asphalt pavement, RAP. The facility will be comprised of a recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scales-scale house, off-loading facility including embankment fill haul truck ramp, entrance-exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and existing landscape area. The property is zoned M-3, Heavy Industrial.

Water Requirements

The nearest water main to serve the proposed project is a 14-inch main located in West Ashlan Avenue. Water facilities are available to provide service to the site subject to the following requirements:

1. Water service with meter shall be required.

2. Existing water well may continue to be used for dust control and irrigation purposes only.

Water Fees

The following Water Connection Charges are due and shall be paid for the Project:

1. Wet-tie(s), water service(s) and/or meter(s) installation(s)

2. Frontage Charge

City of
FRESNO

DEPARTMENT OF PUBLIC UTILITIES

Providing Life's Essential Services

Date: February 21, 2012

To: SANDRA BROCK
Planning and Development

From: GREG CONTRERAS, Senior Engineering Technician
Department of Public Utilities, Planning and Engineering Division

Subject: SEWER REQUIREMENTS FOR CONDITIONAL USE PERMIT C-12-015

General

C-12-015 was filed by Cesar Aranda of Vulcan Materials Company and pertains to 17.89 acres of property located on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues, 3570 West Ashlan Avenue, APN 424-040-85S. The applicant proposes the production and sale of hot mix asphalt, HMA, at a maximum sales rate of 600,000 tons per year and the acceptance and processing of recycled asphalt for use in recycled asphalt pavement, RAP. The facility will be comprised of a recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scales-scale house, off-loading facility including embankment fill haul truck ramp, entrance-exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and existing landscape area. The property is zoned M-3, Heavy Industrial.

Sewer Requirements

The nearest sewer main to serve the proposed project is an 8-inch main located within a 30-foot wide sewer easement along the west property line. Sewer facilities are available to provide service to the site subject to the following requirements:

1. Installation of house branch shall be required.
2. Abandon any existing on-site private septic systems.
3. All sewer main easements shall be clear and unobstructed by buildings or other structures. No fencing or wall shall either enclose or be located above the sewer main. The planting plan, for any proposed landscape within the easement, shall be approved by the Department of Public Utilities. No Trees shall be located within 8 feet of the sewer main.
4. The Project Developer shall contact Wastewater Management Division/Environmental Services at (559) 621-5100 prior to pulling building permits regarding conditions of service for special users.

Sewer Fees

The following Sewer Connection Charges are due and shall be paid for the Project:

1. Sewer Lateral Charge

2. Oversize Sewer Charge

3. Sewer Facility Charge (Non-Residential)

4. Upon connection of this Project to the City Sewer System the owner shall be subject to payment of Sewer Facility charges per Fresno Municipal Code Section 6-304 and 6-305. Sewer Facility Charges consist of two components, a Wastewater Facilities Charge and Trunk Sewer Charge where applicable.

5. Sewer Facility Charges are collected after occupancy on a monthly basis over time based on metered (water or sewer effluent) usage. The developer may contact the Department of Public Utilities/Wastewater-Environmental Control at (559) 621-5153 to receive an estimated cost of the Sewer Facility Charges applicable to the project (based on a constant sewer discharge and loading (Biochemical Oxygen Demand [BOD] and Total Suspended Solids [TSS] levels anticipated) at the current rates in effect, at that time, per Fresno's Master Fee Resolution. The developer shall provide data regarding estimated sewer discharge rates [flow] and loading [BOD/TSS levels] required for calculating the estimated charges.

City of
FRESNO

DEPARTMENT OF PUBLIC UTILITIES

Providing Life's Essential Services

Date: February 22, 2012

To: SANDRA BROCK, Planner III
Planning and Development Department, Advance Planning

From: CHRIS WEIBERT, Management Analyst II
Public Utilities Department, Administration

Subject: C-12-015 was filed by Cesar Aranda of Vulcan Materials Company and pertains to 17.89 acres of property located on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues, 3570 West Ashlan Avenue, APN 424-040-85S. The applicant proposes the production and sale of hot mix asphalt, HMA, at a maximum sales rate of 600,000 tons per year and the acceptance and processing of recycled asphalt for use in recycled asphalt pavement, RAP. The facility will be comprised of a recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scales-scale house, off-loading facility including embankment fill haul truck ramp, entrance-exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and existing landscape area. The property is zoned M-3, Heavy Industrial.

General

This location is serviced by a Commercial Solid Waste Franchisee. For service information, please contact: Allied Waste at 559-275-1551 or 800-493-4285.

Does Project Affect Your Agency/Jurisdiction

Yes - Project has or will be required to provide a trash enclosure.

Suggestions to Reduce Impacts/Address Concerns

Enclosure shall be constructed on a level surface.

Recommended Conditions of Approval

Enclosure shall be built in accordance with current City of Fresno Standards P-33 and P-34.
Curb only enclosure required.

Additional Information

Location of enclosure is acceptable

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

File No. 210.413

FR CUP No. 2012-015

PUBLIC AGENCY

SANDRA BROCK
DEVELOPMENT SERVICES/PLANNING
CITY OF FRESNO
2600 FRESNO STREET, THIRD FLOOR
FRESNO, CA 93721-3604

DEVELOPER

VULCAN MATERIALS COMPANY
11599 OLD FRIANT RD.
FRESNO, CA 93730

PROJECT NO: **2012-015**
ADDRESS: **3570 W. ASHLAN AVE.**
APN: **424-040-05S**

SENT: 2/23/12

Drainage Area(s)	Preliminary Fee(s)
AG	$37,554.00
AG	$5,932.00
	TOTAL FEE: $43,486.00

The proposed development will generate storm runoff which produces potentially significant environmental impacts and which must be properly discharged and mitigated pursuant to the California Environmental Quality Act and the National Environmental Policy Act. The District in cooperation with the City and County has developed and adopted the Storm Drainage and Flood Control Master Plan. Compliance with and implementation of this Master Plan by this development project will satisfy the drainage related CEQA/NEPA impact of the project mitigation requirements.
The proposed development shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to issuance of a building permit at the rates in effect at the time of such issuance. The fee indicated above is valid through 2/28/12 based on the site plan submitted to the District on 2/13/12 Contact FMFCD for a revised fee in cases where changes are made in the proposed site plan which materially alter the proposed impervious area.

Considerations which may affect the fee obligation(s) or the timing or form of fee payment:

a.) Fees related to undeveloped or phased portions of the project may be deferrable.

b.) Fees may be calculated based on the actual percentage of runoff if different than that typical for the zone district under which the development is being undertaken and if permanent provisions are made to assure that the site remains in that configuration.

c.) Master Plan storm drainage facilities may be constructed, or required to be constructed in lieu of paying fees.

d.) The actual cost incurred in constructing Master Plan drainage system facilities is credited against the drainage fee obligation.

e.) When the actual costs incurred in constructing Master Plan facilities exceeds the drainage fee obligation, reimbursement will be made for the excess costs from future fees collected by the District from other development.

f.) Any request for a drainage fee refund requires the entitlement cancellation and a written request addressed to the General Manager of the District within 60 days from payment of the fee. A non refundable $300 Administration fee or 5% of the refund whichever is less will be retained without fee credit.

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT
NOTICE OF REQUIREMENTS

Approval of this development shall be conditioned upon compliance with these District Requirements.

1. ____ a. Drainage from the site shall BE DIRECTED TO
   X b. Grading and drainage patterns shall be as identified on Exhibit No. 2
   ____ c. The grading and drainage patterns shown on the site plan conform to the adopted Storm Drainage and Flood Control Master Plan.

2. The proposed development shall construct and/or dedicate Storm Drainage and Flood Control Non Master Plan facilities located within the development or necessitated by any off-site improvements required by the approving agency:

   X Developer shall construct facilities as stated on Exhibit No. 2 as "NON MASTER PLAN FACILITIES TO BE CONSTRUCTED BY DEVELOPER".

   ____ None required.

3. The following final improvement plans shall be submitted to the District for review prior to final development approval:

   X Grading Plan
   ____ Street Plan
   ____ Storm Drain Plan
   ____ Water & Sewer Plan
   ____ Final Map
   ____ Other
   ____ None Required

4. Availability of drainage facilities:

   ____ a. Permanent drainage service is available provided the developer can verify to the satisfaction of the City that runoff can be safely conveyed to the Master Plan inlet(s).
   ____ b. The construction of facilities required by Paragraph No. 2 hereof will provide permanent drainage service.
   ____ c. Permanent drainage service will not be available. The District recommends temporary facilities until permanent service is available. TEMPORARY SERVICE IS AVAILABLE THROUGH
   X d. See Exhibit No. 2.

5. The proposed development:

   ____ Appears to be located within 100-year flood prone area as designated on the latest Flood Insurance Rate Maps available to the District, necessitating appropriate floodplain management action. (See attached Floodplain Policy.)
   X Does not appear to be located within a flood prone area.

6. ____ The subject site contains a portion of a canal or pipeline that is used to manage recharge, storm water, and/or flood flows. The existing capacity must be preserved as part of site development. Additionally, site development may not interfere with the ability to operate and maintain the canal or pipeline.

FR CUP No. 2012-015

FR CUP No. 2012-015

7. The Federal Clean Water Act and the State General Permits for Storm Water Discharges Associated with Construction and Industrial Activities (State General Permits) require developers of construction projects disturbing one or more acres, and discharges associated with industrial activity not otherwise exempt from National Pollutant Discharge Elimination System (NPDES) permitting, to implement controls to reduce pollutants, prohibit the discharge of waters other than storm water to the municipal storm drain system, and meet water quality standards. These requirements apply both to pollutants generated during construction, and to those which may be generated by operations at the development after construction.

   a. State General Permit for Storm Water Discharges Associated with Construction Activities, approved August 1999, (modified December 2002) A State General Construction Permit is required for all clearing, grading, and disturbances to the ground that result in soil disturbance of at least one acre (or less than one acre\ if part of a larger common plan of development or sale). Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board (State Board), develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, and complete an annual certification of compliance.

   b. State General Permit for Storm Water Discharges Associated with Industrial Activities, April, 1997 (available at the District Office). A State General Industrial Permit is required for specific types of industries described in the NPDES regulations or by Standard Industrial Classification (SIC) code. The following categories of industries are generally required to secure an industrial permit: manufacturing; trucking; recycling; and waste and hazardous waste management. Specific exemptions exist for manufacturing activities which occur entirely indoors. Permittees are required to: submit a Notice of Intent to be covered and must pay a permit fee to the State Water Resources Control Board, develop and implement a storm water pollution prevention plan, eliminate non-storm water discharges, conduct routine site inspections, train employees in permit compliance, sample storm water runoff and test it for pollutant indicators, and annually submit a report to the State Board.

   c. The proposed development is encouraged to select and implement storm water quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (available at the District Office) to meet the requirements of the State General Permits, eliminate the potential for non-storm water to enter the municipal storm drain system, and where possible minimize contact with materials which may contaminate storm water runoff.

8. A requirement of the District may be appealed by filing a written notice of appeal with the Secretary of the District within ten days of the date of this Notice of Requirements.

9. The District reserves the right to modify, reduce or add to these requirements, or revise fees, as necessary to accommodate changes made in the proposed development by the developer or requirements made by other agencies.

10. X See Exhibit No. 2 for additional comments, recommendations and requirements.

Gerald H. Lahanas
District Engineer

Gary Chapman
Project Engineer

CC:

PRECISION CIVIL ENGINEERING

2409 MERCED ST.

FRESNO, CA 93721

FR CUP No. 2012-015

OTHER REQUIREMENTS
EXHIBIT NO. 2

Based on the District's Master Plan, the northern 500-feet of the parcel shall drain northwesterly and connect to an existing forty-two inch (42") storm drain pipe running ten-feet (10') east of the western property line and located in a previously dedicated twenty-foot (20') easement. The developer shall design a grading and drainage plan that places a private inlet and/or on-site collection system that connects to the existing storm drain pipe. This inlet and/or private pipeline connection would be at the developer's expense, but would give the parcel permanent storm drainage service. The southerly portion of the parcel is Master Planned to drain to Ashlan Avenue where permanent service is available.

No encroachments shall be permitted within the twenty-foot (20') easement including, but not limited to, foundations, roof overhangs, swimming pools, and trees.

In an effort to improve storm water runoff quality, outdoor storage areas shall be constructed and maintained such that material which generates contaminants will not be conveyed by runoff into the storm drain system.

The District encourages, but does not require that roof drains from non-residential development be constructed such that they are directed onto and through a landscaped grassy swale area to filter out pollutants from roof runoff.

Runoff from areas where industrial activities, product, or merchandise come into contact with and may contaminate storm water must be directed through landscaped areas or otherwise treated before discharging it off-site or into a storm drain. Roofs covering such areas are recommended. Cleaning of such areas by sweeping instead of washing is to be required unless such wash water can be directed to the sanitary sewer system. Storm drains receiving untreated runoff from such areas that directly connect to the District's system will not be permitted. Loading docks, depressed areas, and areas servicing or fueling vehicles are specifically subject to these requirements. The District's policy governing said industrial site NPDES program requirements are attached.

County of Fresno
Department of Public Health
Edward L. Moreno, M.D., M.P.H., Director-Health Officer

February 21, 2012

FA0268313
LU0016302
PE 2602

Sandra Brock
City of Fresno
Development Department
2600 Fresno Street
Fresno, CA 93721

Dear Ms. Brock:

PROJECT NUMBER: C-12-015

Conditional Use Permit Application No. C-12-015 was filed by Cesar Aranda of Vulcan Materials Company and pertains to 17.89 acres of property located on the north side of West Ashlan Avenue between North Valentine and North Brawley Avenues. The applicant proposes the production and sale of hot mix asphalt (HMA) at a maximum sales rate of 600,000 tons per year and the acceptance and processing of recycled asphalt for use in recycled asphalt pavement (RAP). The facility will be comprised of a recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scale/scale house, off-loading facility including embankment fill haul truck ramp, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and existing landscape area. The property is zoned M-3 *(Heavy Industrial)*.

APN: 424-040-85S **ZONING: M-3** **SITE ADDRESS: 3570 West Ashlan Avenue**

Recommended Conditions of Approval:

- Prior to occupancy, the applicant shall complete and submit a Hazardous Materials Business Plan form to the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency at (559) 600-3271 for more information.
- All hazardous waste shall be handled in accordance with requirements set forth in the California Health and Safety Code, Chapter 6.5. This chapter discusses proper labeling, storage and handling of hazardous wastes.
- Due to the proximity of existing residential uses to the proposed project, consideration should be given to conformance with the applicable standards of the Noise Element of the City of Fresno General Plan.

Comments:

Section 17381.1 of the California Code of Regulation Title 14 defines "Activities That Are Not Subject to the Construction and Demolition/Inert Debris Regulatory Requirements." The

operational statement provided is consistent with a facility that would not fall under Title 14 requirements and the Environmental Health Division's Local Enforcement Agency purview.

Should facility operations change such that materials received at the facility contain more than ten (10) percent residual by weight, and/or more than one (1) percent putrescible wastes by volume; the operators will be required to submit an application to this Division to operate a solid waste facility.

REVIEWED BY:

Kevin Tsuda

R.E.H.S.
Environmental Health Specialist II

(559) 600-3271

kt

C-12-015 Vulcan Materials

cc: Vince Mendes, Supervising Environmental Health Specialist (CT 4205)

Fresno Unified School District
Preparing Career Ready Graduates

Facilities Management & Planning

February 14, 2012

Sandra Brock
Development and Resource Management
City of Fresno
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

Re: **CONDITIONAL USE PERMIT NO. C-12-015**
3570 W. ASHLAN AVE.

Dear Ms. Brock,

In response to your request for school district information regarding the above conditional use permit for the establishment and production of a Vulcan Materials Hot Mix Asphalt Facility located at 3570 West Ashlan Avenue, Fresno Unified School District submits the following.

Any new commercial/industrial development which occurs, may ultimately affect the District by generating employees. The children of those employees living in the District will need to be housed in District schools.

The Fresno Unified School District levies a commercial/industrial development fee of $0.47 per square foot. Any new development on the property will be subject to the development fee prior to issuance of a building permit.

Thank you for the opportunity to comment. Please contact Deana Clayton at (559) 457-3066, if you have any questions or require additional information regarding our comments.

Sincerely,

Lisa LeBlanc, Executive Director
Facilities Management and Planning

LL:hh
c. Cesar Aranda, Applicant/Agent

YOUR MOST VALUABLE RESOURCE - WATER

OFFICE OF EFILE

FRESNO IRRIGATION DISTRICT

TELEPHONE (559) 233-7161
FAX (559) 233-8227
2907 S. MAPLE AVENUE
FRESNO, CALIFORNIA 93725-2218

February 21, 2012

Mrs. Sandra Brock
City of Fresno
Development and Resource Management
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604

RE: Conditional Use Permit No. C-12-015, N/E Ashlan and Valentine avenues

Dear Mrs. Brock:

The Fresno Irrigation District (FID) has reviewed the Conditional Use Permit No. C-12-015 application pertaining to 17.89 acres of property where the applicant proposes the production and sale of hot mix asphalt (HMA) at a maximum sale rate of 600,000 tons per year and the acceptance and processing of recycled asphalt for use in recycled asphalt pavement (RAP). The facility will be comprised of a recycled asphalt pavement system, material stockpile areas, haul truck staging area, shop, lab, offices, scale/scale house, off-loading facility including embankment fill haul truck ramp, entrance/exit roads, internal circulation roads, parking areas, appurtenant and ancillary facilities and existing landscape are, located northeast of Ashlan and Valentine avenues APN: 424-040-35 and FID has the following comments:

1. FID does not own, operate or maintain any facilities located on the subject property as shown on the attached FID exhibit map.

2. For informational purposes; FID's Victoria Canal No. 42 runs southwesterly and crosses Ashlan Avenue, approximately 700-feet east of the subject property, as shown on the attached FID exhibit map. Should this project expand to include any street improvements along Ashlan Avenue and in the vicinity of the canal crossing, FID requires it review and approval of all plans.

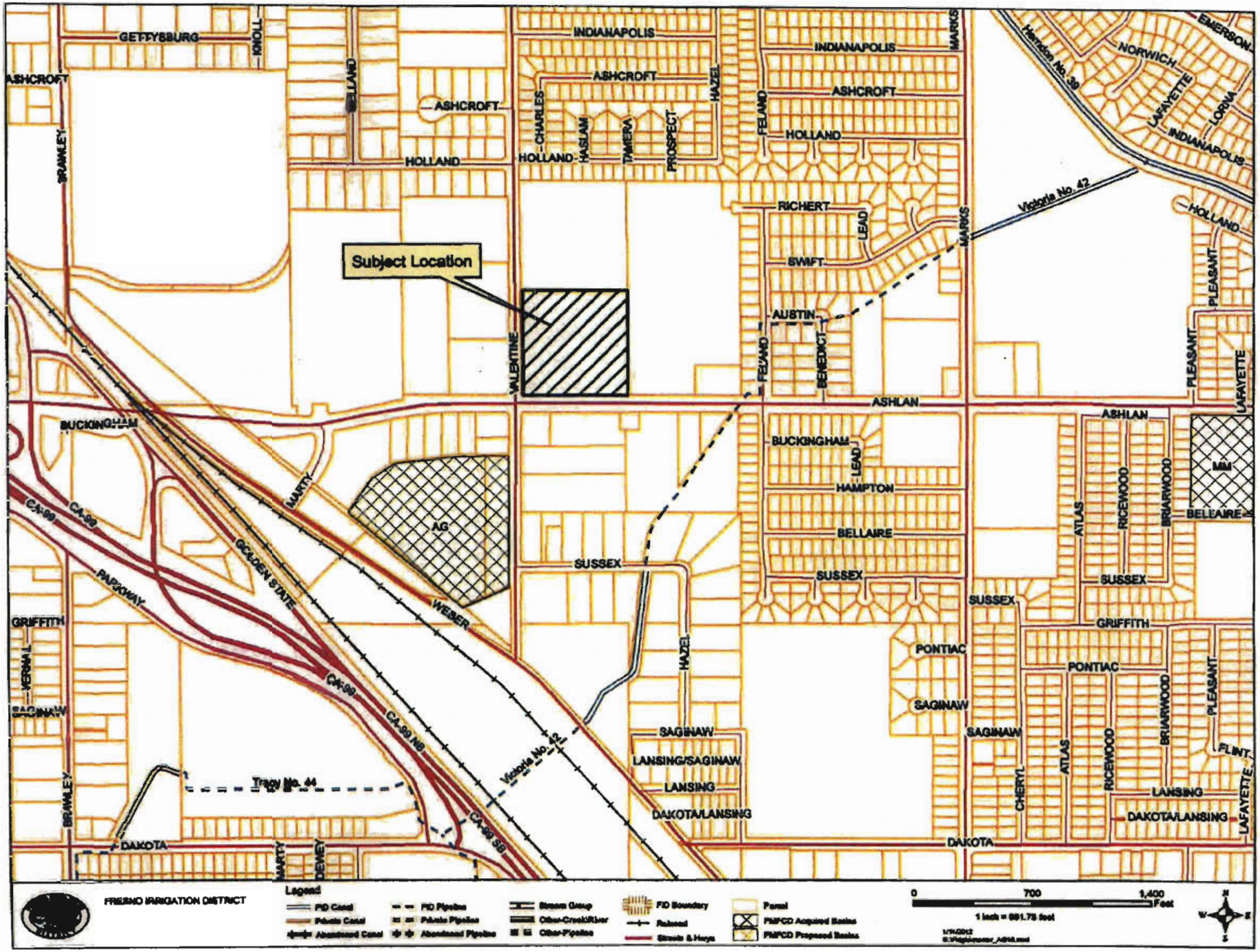
Thank you for submitting this for our review. We appreciate the opportunity to review and comment on the subject documents for the proposed project. If you have any questions please feel free to contact Steve Bloem at 233-7161 extension 321 or sbloem@fresnoirrigation.com.

Sincerely,

William R. Stretch

William R. Stretch, P.E.
Chief Engineer

Attachment


Subject Location
GETTYSBURG
ASHCROFT
HOLLAND
INDIANAPOLIS
RICHERT
SWIFT
AUSTIN
ASHLAN
BUCKINGHAM
HAMPTON
BELLAIRE
SUSSEX
GRIFFITH
PONTIAC
SAGINAW
LANSING/SAGINAW
LANSING
DAKOTA/LANSING
DAKOTA
FLINT
BRAWLEY
TOWNE
ELLAND
CHARLES
HASLAM
TIMERA
PROSPECT
HAZEL
FELAND
MARKS
LEAD
BENEDICT
VALENTINE
Victoria No. 42
Terrace No. 39
NORWICH
EMERSON
LAFAYETTE
LORNA
PLEASANT
MARTY
WEBER
GOLDEN STATE
PARKWAY
CA-99
CA-99 NB
CA-99 SB
AG
M-M
ATLAS
RICEWOOD
BRIARWOOD
CHERYL
VERNAL
DEWEY
Tracy No. 44
FRESNO IRRIGATION DISTRICT
Legend
FID Canal
Private Canal
Abandoned Canal
FID Pipeline
Private Pipeline
Abandoned Pipeline
Stream Group
Other-Creek/River
Other-Pipeline
FID Boundary
Railroad
Streets & Hwys
Parcel
FMFCD Acquired Basins
FMFCD Proposed Basins
0
700
1,400
Feet
1 inch = 991.75 feet
N
W
E
S

Sandra Brock

From: Hilary Kimber
Sent: Monday, February 27, 2012 11:18 AM
To: Sandra Brock
Subject: C-12-015

This is the Vulcan job on Ashlan near Brawley. Louise and I have no requirements. Is there anything you can require on the frontage locations? The old Ashlan is now on private property (since the overpass over Hwy 99 was built) and so are the two frontage islands that just have dirt (no curbing) on them. People use these areas to sell blankets, cars etc. and it's an eyesore. What can we do to beautify this onsite location?

General Notes and Requirements for Entitlement Applications

GENERAL

(Notice: Not all conditions will be applicable to all projects)

1. Approval of this special permit may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this special permit, the Zoning Ordinance, and all Public Works Standards and Specifications. *This special permit is granted, and the conditions imposed, based upon the Operation Statement provided by the applicant. The Operation Statement is material to the issuance of this special permit. Unless the conditions of approval specifically require operation inconsistent with the Operation Statement, a new or revised special permit is required if the operation of this establishment changes or becomes inconsistent with the Operation Statement.* Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the special permit or any other enforcement remedy available under the law. The Development and Resource Management Department shall not assume responsibility for any deletions or omissions resulting from the special permit review process or for additions or alterations to construction plans not specifically submitted and reviewed and approved pursuant to this special permit or subsequent amendments or revisions.

2. No uses of land, buildings, or structures other than those specifically approved pursuant to this site plan shall be permitted.

3. Development shall take place in accordance with the Standards, Specifications, and Standard Drawings of the City of Fresno Public Works Department; http://www.fresno.gov/Government/DepartmentDirectory/PublicWorks/DeveloperDoorway/Technical+Library/StandardSpecificationsandDrawings.htm

4. Development shall take place in accordance with all city, county, state and federal laws and regulations.

5. All proposed building(s) or structure(s) constructed on the property must comply with the prevailing California Building Code Standards.

6. Any building modifications and/or additions not included with this application are not approved with this special permit and would be subject to a new special permit.

7. For projects initiated in response to code enforcement action, the exercise of rights granted by this special permit must be commenced by six months. Completion of the project, including improvements, shall occur by 12 months.

FENCES/WALLS, LANDSCAPING, PARKING

8. Temporary fences to secure projects under construction are allowed. Any temporary fence shall be adequately secured and constructed to prevent overturning due to wind, vandalism, and/or casual contact by the general public. The construction shall be performed in such a manner as to minimize any potential safety hazard, which may occur as a result of improper fence installation or damage to the fence.

9. Future fences shall be reviewed and approved by the Development and Resource Management Department prior to installation.

10. No structures of any kind (*including signs and/or fences*) may be installed or maintained within the required-landscaped areas. No exposed utility boxes, transformers, meters, piping (excepting the

backflow prevention device), etc., are allowed to be located in the landscape areas or setbacks or on the street frontages of the buildings. All transformers, etc., shall be shown on the site plan. The backflow device shall be screened by landscaping or such other means as may be approved.

11. Provide shade calculations on the landscape plan for parking lot shading in accordance with the attached *Development Department, Performance Standards for Parking Lot Shading*, including tree species and tree counts.

12. Disperse trees over the parking lot area to provide 50 percent shading of the parking area surface within 15 years. (This requirement may be reduced to 40 percent for existing development if it is demonstrated that the constraints of an existing site would make it impossible to meet the normal standards.) Trees shall also be planted in the required landscaped area along the periphery of the development in order to shade and enhance adjacent property and public rights-of-way. Refer to the attached "Performance Standards for Parking Lot Shading," for the tree list and further details.

13. Trees shall be maintained in good health. However, trees may not be trimmed or pruned to reduce the natural height or overall crown of the tree, except as necessary for the health of the tree and public safety; or as may otherwise be approved by the Development and Resource Management Department.

14. Landscaping must be in place before issuance of the certificate of occupancy. A Hold on Occupancy shall be placed on the proposed development until such time that landscaping has been approved and verified for proper installation by the Development Services Division. **(Include this note on the site and landscape plans.)**

15. Prior to final inspection, a written certification, signed by a landscape professional approved by the Director, shall be submitted stating that the required landscaping and irrigation system was installed in accordance with the landscaping and irrigation plans approved by the Development Services Division, Development Department.

16. Future tenant improvements shall be reviewed and approved by the Development and Resource Management Department to ensure that adequate off-street parking is provided.

17. The parking lot design must accommodate the provision of trees in accordance with the attached Parking Lot Shading Policy.

18. A minimum number of accessible parking stalls are required for the proposed project per State of California Building Code, "Development Requirements for Handicapped Accessibility."

19. All accessible stalls shall be marked with the international symbol of spaces and a warning that vehicles in violation of Section 10-1017 of the Municipal Code shall be towed away. The international symbol and tow-away warning shall be posted conspicuously on seven-foot poles. **(Include this note on the site plan.)**

20. All accessible parking stalls shall be placed adjacent to facility access ramps or in strategic areas where the handicapped shall not have to wheel or walk behind parked vehicles while traveling to or from accessible parking stalls and ramps. **(Include this note on the site plan.)**

21. Lighting where provided to illuminate parking, sales or display areas shall be hooded and so arranged and controlled so as not to cause a nuisance either to highway traffic or to the living environment. The amount of light shall be provided according to the standards of the Department of Public Works. **Depict all proposed lights on the site plan.**

22. Bicycle parking spaces shall be supplied at a rate of 10% of the automobile spaces provided pursuant to Section 12-306-I-2.1c of the Fresno Municipal Code (FMC). Bicycle parking spaces shall each consist of one slot in a bike rack. They shall be grouped in racks which allow four feet of clearance on all sides. There shall be adequate space between rack slots to park, lock, and remove bicycles. Bicycle parking spaces and the required four-foot clearance shall be protected from motor vehicle encroachment by means of fixed barriers not less than six inches or more than three in height. Bicycle parking spaces shall not encroach into pedestrian ways, landscaped areas, or other required open spaces, and shall be located proximal to structures.

23. All general provisions of Section 12-306-I of the FMC shall apply to all parking areas. http://library.municode.com/HTML/14478/level3/MUCOFR_CH12LAUSPLZO_ART3GECOAPZO.html#MUCOFR_CH12LAUSPLZO_ART3GECOAPZO_S12-306PRDEST

SIGNAGE

24. All future signs shall be architecturally compatible with the proposed building(s). Provide a set of drawings, with descriptive information, including, materials, design and colors to allow for a preliminary assessment of the future signage. It is recommended that you provide a copy of the signage early in the project process to allow for staff comment.

25. Signs, *other than directional signs, if applicable*, are not approved for installation as part of this special permit. **(Include this note on the site plan.)**

26. All proposed signs shall conform to the current sign ordinance. Applications for a sign permit and requirements for submittal are available at the Development and Resource Management Department's Public Front Counter or online at http://www.fresno.gov/Government/DepartmentDirectory/PlanningandDevelopment/Planning/SignsandBanners.htm

27. Window signs are limited to four square feet in area, providing information about hours of operation and emergency, sale or rental information only. Exterior signage such as banners, flags and pennants are prohibited. However, special event banner signs are permitted for 30 days if approved by the Development and Resource Management Department, attached to the building, and not exceeding 32 square feet in area.

28. Permanent window signs over six square feet in area can be submitted for approval under a sign review application (for a current fee of $150).

MISCELLANEOUS

29. Noise levels shall not exceed the decibel levels described in Section 10-102.b of the FMC at anytime, measured at the nearest subject property line. http://library.municode.com/HTML/14478/level3/MUCOFR_CH10REREPUNUREPRCOUS_ART1NORE.html#MUCOFR_CH10REREPUNUREPRCOUS_ART1NORE_S10-102DE

30. There shall be adequate vehicular access from a dedicated and improved street or alley to off-street parking and loading facilities on the property requiring off-street parking and loading. Vehicular and/or pedestrian access shall be provided and shall remain clear at all times.

31. The address listed in the conditions of approval is the 'Official Address' given to the building. If you would like separate suite or unit numbers for a building, provide a floor plan and contact the City of Fresno Development and Resource Management **Department for 'Official Addresses'. Only those**

addresses assigned by the City of Fresno will be recognized as 'Official Addresses'. The United States Post Office will only recognize addresses assigned by the City of Fresno. If a non-official address is given to a building and or/separate suites, the City of Fresno has the authority to charge a fee and have those addresses corrected. In addition, the United States Post Office will cease mail delivery to those addresses that are not 'Official Addresses'.

32. All projects, including projects that involve less than one acre of property, are required to comply with the City of Fresno's Urban Storm Water Quality Management and Discharge Control Ordinance, FMC Chapter 6, Article 7 (FMC Sections 6-701 *et seq.*)

    When a project involves one acre or more of construction activity (including, but not limited to, grading) the developer is required to obtain a stormwater discharge permit for construction, with a Notice of Intent (NOI) filed **prior to** commencement of any grading construction activity. Contact the Fresno office of the California Regional Water Quality Control Board at 559-445-6281 regarding the required NOI and stormwater discharge permit. Additional information on California's construction stormwater regulation may be obtained from the Water Board via the internet: *www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml*. Helpful information for preparing and implementing stormwater pollution prevention plans may also be obtained from the California Stormwater Quality Association via its website, *www.casqa.org*

    When a project involves specified nonresidential activities (certain commercial and industrial activities), an ongoing industrial stormwater discharge permit is also required. Contact the Fresno office of the California Regional Water Quality Control Board at 559-445-6281 to find out whether your project/business requires an industrial stormwater discharge permit, and to obtain details on securing this permit. Additional information on industrial stormwater discharge regulation may be obtained from this website: *www.waterboards.ca.gov/water_issues/programs/stormwater/industrial.shtml*, and the California Stormwater Quality Association has additional information on preparing stormwater pollution prevention plans for these activities (*www.casqa.org*).

33. Screen all roof-mounted equipment from the view of public rights-of-way. **Depict all mechanical equipment on site plan and elevations.**

34. If archaeological and/or animal fossil material is encountered during project surveying, grading, excavating, or construction, work shall stop immediately. **(Include this note on the site plan.)**

35. If there are suspected human remains, the Fresno County Coroner shall be immediately contacted. If the remains or other archaeological material is possibly Native American in origin, the Native American Heritage Commission (Phone: (916) 653-4082) shall be immediately contacted, and the California Archaeological Inventory/Southern San Joaquin Valley Information Center (Phone: (805) 644-2289) shall be contacted to obtain a referral list of recognized archaeologists. An archeological assessment shall be conducted for the project, the site shall be formally recorded, and recommendations made to the City as to any further site investigation or site avoidance/preservation. **(Include this note on the site plan.)**

36. If animal fossils are uncovered, the Museum of Paleontology, U.C. Berkeley shall be contacted to obtain a referral list of recognized paleontologists. An assessment shall be conducted by a paleontologist and, if the paleontologist determines the material to be significant, it shall be preserved. **(Include this note on the site plan.)**

37. Connection to a municipal water system is required.

38. Connection to a municipal City of Fresno sewer system is required.

39. City of Fresno water and sewer connection charge obligations applicable to this project will be computed during the building construction plan check process and shall be payable at time of issuance of building permit unless other arrangements have been approved to defer such payments to a later date. For information relating to water and sewer service requirements and connection charges, contact Frank Saburit at (559) 621-8277.

40. Open street cuts are not permitted; all utility connections must be bored.

41. CROSS-CONNECTION CONTROL. A backflow prevention device may be required on the water service. Contact the Department of Public Utilities, Water Division (559) 621-5300 for requirements relating to approved devices, locations, testing and acceptance. This requirement must be satisfied prior to final occupancy.

42. This project was reviewed by the Fire Department only for requirements related to water supply, fire hydrants, and fire apparatus access to the building(s) on site. Review for compliance with fire and life safety requirements for the building interior and its intended use are reviewed by both the Fire Department and the Building and Safety Section of the Development and Resource Management when a submittal for building plan review is made as required by the California Building Code by the architect or engineer of record for the building.

43. Outdoor storage of materials, including ISO containers, is prohibited. All materials shall be stored within a completely enclosed building, unless approved by the Development and Resource Management Department. (**Include this note on the site plan**)

FEES

(Not all fees will be applicable to all projects)

44. NOTICE TO PROJECT APPLICANT: In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within 90 days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

45. CITYWIDE DEVELOPMENT IMPACT FEES

    a) Traffic Signal Charge (FMC Section 12-4.1101 to 12-4.1103) This project shall pay its Traffic Signal Mitigation Impact Fee at the time of building permit based on the trip generation rate(s) as set forth in the latest edition of the ITE Generation Manual. Refer to the adopted Master Fee Schedule for fee rate. This fee shall be paid at time of building permit.

    b) Fire Facilities Fee (FMC Section 12-4.901 to 12-4.906) (based on building square footage, or residential units)

    c) Police Facilities Fee (FMC Section 12-4.801 to 12-4.806) (based on building square footage, or residential units)

    d) Parks Facilities Fee (FMC Section 12-4.701 to 12-4.706) (based on the number of residential

units)

46. CITYWIDE REGIONAL AND NEW GROWTH MAJOR STREET IMPACT FEES (FMC Section 12-4.1006)

    a) Street Impact Fees shall be due and payable at the time of building permit issuance unless otherwise required by State law.

    b) Street Impact Fees will be a condition on all development entitlements granted.

    c) New construction on vacant parcels shall be calculated on a net acreage (adjusted acre basis) of the entire property subject to the development entitlement based upon planned land use. Notwithstanding, fees shall be based upon actual land use for developments in the C-M zone district and for development projects developed inconsistent with the plan land use.

    d) New construction on property that is partially developed, Street Impact Fees will be applied to the incremental increase proportionate to the respective floor to area ratios (25% for commercial and 40% for industrial). In no case shall anyone pay more than the amount of the total net acreage of the parcel multiplied by the applicable fee rate.

    e) Reuse being more intensive that the original use, the developer shall be required to pay the difference between the current amount of the Street Impact Fee obligation for the old use and the current amount of the Street impact Fee obligation for the new use.

47. FRESNO COUNTY FACILITY IMPACT FEE

    a) Satisfy the Fresno County Facilities Impact Fee obligation. The requirement to pay this fee is currently suspended by Fresno County. However, payment of this fee will be required if the fee has been reinstated at the time of issuance of building permits for this project.

48. REGIONAL TRANSPORTATION MITIGATION FEE (RTMF)

    a) Pay the RTMF fee to the Joint Powers Agency located at 2035 Tulare Street, Suite 201, Fresno, CA 93721; (559) 233-4148, ext. 200; www.fresnocog.org. Provide proof of payment or exemption prior to issuance of building permits.

49. SCHOOL FEES

    a) School fees must be paid, if required, prior to the issuance of building permits. Contact Central Unified School District. Provide proof of payment (or no fee required) prior to the issuance of building permits.

50. FLOOD CONTROL FEES

    a) Flood Control fees are due, if required, prior to issuance of building permits.

51. SEWER CONNECTION CHARGES (FMC Section 6-304(a)). The following sewer connection charges may be required and will be payable at the fee rate listed in the Master Fee Schedule at the time payment is due. New sewer connection charges adopted by the Council prior to the issuance of building permits may also be applied.

    a) Lateral Sewer Charge (based on property frontage to a depth of 100')

b) Oversize Sewer Charge (based on property frontage to a depth of 100')

Effective January 9, 1999, Ordinance No. 98-97 also amended certain sewer connection charges. Fresno Municipal Code Article 15, Section 12 provides property owners the incentives and deletes certain sewer connection charges pursuant to the Simple Tiered Equity Program (STEP) and the Employment Development Program (EDP). For additional information on the STEP and EDP, contact the Department of Public Utilities, Administration Division at (559) 621-8600.

52. WATER CONNECTION CHARGES: (FMC Sections 6-507 to 6-513). The following water connection charges may be required and will be payable at the fee rate listed in the Master Fee Schedule at the time payment is due. New water connection charges adopted by the Council **prior** to issuance of building permits may also be applied.

    a) Frontage Charge (based on property frontage)

    b) Transmission Grid Main Charge (based on acreage)

    c) Transmission Grid Main Bond Debt Services Charge (based on acreage)

    d) UGM Water Supply Fee (based on living units, living unit equivalents or acreage)

    e) Wellhead Treatment Fee (based on living units or living unit equivalents)

    f) Recharge Fee (based on living units or living unit equivalents)

    g) 1994 Bond Debt Service Charge (based on living units or living unit equivalents)

    h) Service Charges (based on service size required by applicant)

    i) Meter Charges (based on service need)

53. Deferment of the payment of Citywide development impact fees for Fire, Police, Parks, Streets, and Traffic Signals is available for projects located within the Downtown Priority Areas in accordance with the provisions of Resolution Nos. 2009-265 and 2010-19.

CITY-WIDE DESIGN GUIDELINES ADOPTED FOR THE 2025 FRESNO GENERAL PLAN:

I. SITE DESIGN

PURPOSE OF SITE DESIGN:

Promote the improvement of the visual and built environment

GENERAL CONSIDERATIONS

1. Site Design combines the three elements of development: 1) buildings; 2) parking and circulation; and 3) landscape and amenities. These aspects must be in proper balance.

2. Buildings shall be designed and sited so as to provide a strong functional relationship to the site and the neighborhood. Required side and rear yards should be utilized and should be integrated into the overall purposeful arrangement. Inaccessible yards and similar outdoor spaces which tend to encourage storage, gathering of trash, and weeds shall be avoided, unless approved by the Director.

3. Natural site amenities shall be recognized. Views, trees, creeks and similar features unique to the site should be preserved and incorporated into development proposals. Such features shall be considered as strong site design determinants. Disruption of existing natural features, particularly older trees, shall be minimized.

4. Building setbacks must relate to the character of the existing streetscape. Where existing streets have been widened, thereby changing setbacks, field analysis of setback needs should be required for new buildings.

5. Site designs shall not negatively impact the immediate environment of the site.

6. Separate vehicular and pedestrian circulation systems shall be provided for larger projects. Pedestrian access to residential developments generally shall not utilize driveways and pick-up areas. Pedestrian linkages between uses in commercial developments shall be emphasized, including distinct pedestrian access from parking areas in large commercial developments such as shopping centers.

7. Provision must be made for bicycles. Bicycle parking in residential developments should be on an all-weather surface and be located close to dwelling unit or residential development entrances. Bicycle parking shall be lockable.

8. On larger commercial sites such as shopping centers, a portion of the total building area shall be located at the street perimeter. Such siting, together with substantial landscape treatment, reinforces and strengthens the streetscape, and helps to screen off-street parking areas.

9. Common driveways, which provide vehicular access to more than one site, are encouraged.

10. Site development shall give consideration to solar access and/or energy efficiency.

11. The siting and orientation of buildings shall respond to the pedestrian and vehicular nature of the street. Buildings on streets of high pedestrian use (such as downtown) should face on, and be directly accessible from, the sidewalk., with minimal interruption by driveways or parking areas. Buildings on streets with heavy vehicular traffic, particularly those with no on-street parking, should provide a major entry for the off-street parking area.

12. Off-street parking facilities need to be located to the rear of sites. Street frontages should be devoted to building architecture and landscaping. Parking should be screened from the street with mounds, vegetative screening, low wall, fencing, or lowered parking grade. (Refer to III. LANDSCAPING, No. 15).

13. Screening and buffering, as well as good design, needs to be used to mitigate the effects of trash areas, storage areas, service yards, loading docks and ramps, electrical and other utility boxes, mechanical equipment, and other necessary but unsightly aspects.

II. BUILDING DESIGN

PURPOSE OF BUILDING DESIGN

Development shall improve the visual and built environment of the neighborhood and the City as a whole.

GENERAL CONSIDERATIONS

1. No single theme is required in Fresno. Themes may be established for selected parts of the community. They are directed more toward standards of quality and compatibility than toward achieving a uniform appearance.

2. Architectural consistency should exist between all building elevations of a particular structure or complex of structures, including consistent use of materials. Façade treatments shall consistently encompass all building sides. "False" or "decorative" façade treatments shall be avoided. All elevations need not look alike; however, an overall architectural sense must occur.

3. Visible rooftops should be treated as building elevations. Such rooftops should be free of mechanical equipment "clutter" in situations where it may be visible from surrounding buildings or structures. Rooftop mechanical equipment is not prohibited, but its design and screening should be incorporated into building design. For example, HVAC non-transitional ducts shall be below the roof structure.

4. Mechanical equipment, including wall air conditioners, should be screened from public view. The design of mechanical equipment screening should be compatible with, and an integral element of, the building structure. Rooftop screening and other mechanical equipment screening should be a minimum of 12 inches higher than the equipment itself.

5. Add-on components such as utility meters, ladders, vent pipes and similar features need to be identified in site plans and not placed as an afterthought in full public view unless screened in an acceptable manner.

6. All proposed buildings or structures should be compatible with the neighborhood character. Building design, however, need not be unduly constrained or limited by structures on adjacent sites.

7. All buildings on the same site should have strong spatial and architectural relationships. When the first portion of a site area is to be developed, a concept plan shall be submitted for the entire site.

8. All building design should achieve a sense of human scale. Wall insets, balconies, window projections, etc. are examples of building elements which may help reduce the scale of larger buildings.

9. Materials should be relatively permanent, requiring minimum maintenance in order to avoid deterioration.

10. Building entries should be protected from the elements and should afford a "sense of entry" for the structure.

11. All designs should be responsive to energy consideration. When energy-conserving devices such as solar heat collector panels are utilized, such devices should be designed as visually integral parts of the structure.

12. Modified standards may be considered for temporary buildings are structures, which are guaranteed to be removed from the site within six (6) months.

13. Each phase of a phased development should be visually complete. Temporary barriers/ walls should be painted and trimmed to compliment the permanent construction.

14. Where buildings are on the border between different uses, there needs to be an appropriate transistion.

15. Standardized and corporate design elements must be modified to be consistent and integrated with the surrounding environment.

16. The design of fencing, trash enclosures, and similar accessory site elements should be compatible with the architecture of main buildings and should use a similar palette of materials.

17. Masonry walls and allowable chain link fences shall be designed to accept vegetation, to reduce monotony, and to prevent irregular or unsightly lines.

III. LANDSCAPING

PURPOSE OF LANDSCAPE:

Landscaping shall be used to improve aesthetics, to soften the harshness of the urban setting, and to create a pleasant human environment.

GENERAL CONSIDERATIONS:

1. All site development shall include landscaping, except where determined to be impossible by the Director.

2. Landscaping shall be designed to provide a strong relationship between the site, street frontage, and neighborhood.

3. There should be a consistency of landscape design through a development. All areas within a development need not be identical. Among other things, different landscape themes may be utilized in larger developments to delineate spaces, strengthen a sense of place, and to add movement. Such themes should be consistent within a site.

4. Landscape plans shall indicate all proposed site elements, such as outdoor lighting, signage, fencing, site furnishings, and other site elements.

5. Where possible, existing landscape elements should be incorporated and preserved. Healthy mature trees and tree groupings shall be preserved as design determinants. In sites with mature trees, the development plan, elevations, and landscape shall be required to protect existing trees. Mature trees on project sites shall be protected and preserved as per City of Fresno tree preservation standards.

6. Landscaping shall be incorporated into building and site design. Trellises, arbors, and multilevel type landscaping should be considered.

7. All projects, including exterior modifications, are subject to street tree requirements. Street trees shall meet City requirements.

8. Live plant material shall be used in all landscaped areas. Imitation vegetation is not acceptable.

9. Gravel, colored rock, bark, and similar materials may be used in conjunction with, but not instead of, living ground cover and vegetation. Brick, cobblestone, and wood can be integrated into pathways and edges where appropriate.

10. Public and employee parking areas shall be landscaped. Such landscaping shall include perimeter screening and interior shading as per City standards.

11. Automatic irrigation is required for all landscape areas; surface piping and tubing are not allowed.

12. Irrigation heads shall not overspray walks, buildings, fences, streets, etc.

13. All property owners shall maintain landscaping consistent with these guidelines.

14. Required setbacks for buildings and landscaping may be averaged, but not less than one-half of the required setback. Proposals for less than one-half of the required setbacks may be considered through a reduced-fee Variance application process.

15. Major street landscaping shall include all of the following:

    - Double-row, large-scale 20'-on-center tree canopies within public and private landscape areas (curb to end of landscape setback)
    - Screening of parking through eye-level (as seen from an automobile) design elements, including but not limited to landscaping, fences, artwork, water features, etc.
    - One hundred percent screening/blocking is not mandatory.
    - Green shall be emphasized: plant material, size, type, and location.
    - Project entry/gateways defining sense of place shall be emphasized.

IV. SIGNAGE

PURPOSE OF SIGNAGE:

Signs are intended to identify the location of a place or business or residential development.

GENERAL CONSIDERATIONS

1. Sign information is to be limited to the identification of the buisiness name and, when necessary, the business function and business logo. Product advertising shall not be permitted.

2. Signs should be simple and easy to read.

3. Signs are to be limited to the minimum necessary for the proper use of the site.

4. Signing and related graphics must relate to the overall building and site design. Signing considerations should be made during the building design stages so that signage and graphics are architecturally incorporated into those buildings.

5. Unusual architectural features (such as the "golden arches") used as a logo shall be considered and reviewed as part of the sign proposal.

6. Use of individual letters for all signing is preferred and encouraged over cabinet signs. Where cabinet signs are utilized, such cabinets must be an integral design element of the building or structure.

7. Master sign programs shall be prepared for multiple-occupancy buildings.

8. Complete sign programs for entire buildings or building complexes should be included with the architectural review of a signing request for any portion of a multiple-occupancy building. This also applies to existing buildings without any sign program. A long-term sign program must be established.

9. The light source of externally illuminated signs should not be visible.

10. Murals shall be subject to sign review.

City of FRESNO

Planning & Development Department
2600 Fresno Street, Third Floor
Fresno, CA 93721-3604
Ph: (559) 621-8277

PERFORMANCE STANDARDS FOR PARKING LOT SHADING

Updated February 13, 2006

POLICY

Fifty percent of paved parking lots surface shall be shaded by tree canopies within fifteen years of planting (adopted by City Council policy resolution on July 12, 1988).

GENERAL

1. A "paved parking lot" shall include parking stalls, driveways, and maneuvering areas.

2. Trees planted to satisfy the requirements of these guidelines are landscaping as defined by Municipal Code and are subject to established landscaping requirements.

SITE PLAN REQUIRED

3. A landscape plan which details the degree of compliance with the Parking Lot Shade Tree Ordinance is required. The plan shall show:

   a. All landscaped areas.
   b. Tree canopies drawn to scale representing the estimated canopy at a fifteen year growth period.
   c. The total area in square feet of the paved parking lot, driveways, and maneuver areas; and the area shaded by tree canopies. A schedule listing total parking area, shaded area, and the percentage of parking area shaded should be included.
   d. A schedule of the specific names of proposed trees and their sizes.

4. Such plan shall be approved by the Planning and Development Department prior to issuance of building permits. However, the plan is encouraged to be submitted at the time of site plan review.

METHODOLOGY

5. To simplify the process of determining compliance, the true angle of deflection of natural sunlight shall not be considered. Shaded areas shall be assumed to be only those portions of a paved parking lot directly beneath the shading canopy or drip line.

6. Shading shall be provided by tree canopies except that any portion of a paved parking lot directly beneath and shaded by a man made structure (overhangs and covered parking, for instance) shall be deleted from the requirements of these performance standards and shall be subtracted from the area of the parking lot to be shaded.

7. Credit shall be given only for surface area shaded. Multiple canopies shading the same surface area will not be counted as multiple credit.

8. Landscape planters beneath the canopy may be considered as shaded parking areas for the purpose of determining compliance.

9. Where more than five trees are to be planted, mix tree species.

10. Trees planted along the perimeter of a lot may be counted as providing shade for the full area of their canopy.

11. If the degree of overlap between trees is less than 15 percent, all trees may be counted as shading 100 percent of their canopy. If the degree of overlap is 15 percent or greater, then it will be necessary to perform individual calculation to determine the area of shading.

12. A ten percent minor deviation of the shading standard may be approved by the Director in accordance with established procedures in the Municipal Code if it is found that the normal standards would impose an undue hardship.

ALLOWABLE SPECIES/CANOPY (Provided by Parks Department)

MINIMUM TREE REQUIREMENT

Provide one medium size tree for every two required parking spaces. (This requirement may be modified by the Director if the standards for shading and perimeter planting have been met.)

Disperse trees over the parking lot area to provide 50 percent shading of the parking area surface within 15 years (This requirement may be reduced to 40 percent for existing development if it is demonstrated that the constraints of an existing site would make it impossible to meet the normal standard). Trees shall also be planted in the required landscaped areas along the periphery of the development in order to shade and enhance adjacent property and public rights-of-ways.

Trees shall be maintained in good health. However, trees may not be trimmed or pruned to reduce the natural height or overall crown of the tree, except as necessary for health of the tree and public safety; or as may otherwise be approved by the Planning and Development Department.

MINIMUM PLANTER SIZE (between tiers of parking)

Continuous Planter

	New Development	Existing Development
Standard Parking Stall	8 feet	6 feet
Compact Parking Stall	6 feet	4 feet

Along Periphery 10 feet except as may be approved pursuant to Municipal Code.

MINIMUM SIGHT TRIANGLE

10 feet in traffic areas

30 – 35 feet at street intersections

100 feet at major street intersections

Trees within the triangle shall be trimmed up to eight-feet minimum above the surface of the parking lot.

Other landscaping (ground cover and shrubs) shall not exceed two and one-half feet above the parking lot surface.

CITY OF FRESNO PARKS AND RECREATION DEPARTMENT

30 feet to 35 feet diameter trees 100% = 962 square ft; 50% = 481 square ft; 25% = 240 square ft

Botanical Name	Planter Size (Sq. Ft.)	Height (Feet)	Growth Rate	Roots	Soil	Remarks
Alnus rhombifolia WHITE ALDER	6	50	Rapid	Shallow	Moist	Deciduous
Celtis sinensis CHINESE HACKBERRY	6	50	Moderate	Medium to Deep	Most Soils	Deciduous
Cinnamomum camphora CAMPHOR TREE	8	50	Slow	Shallow	Most Soils	Evergreen, attractive, shiny, yellow-green foliage
Fraxinus o. 'Raywoodi' RAYWOOD ASH	6	40	Fast	Medium	Most Soils	Deciduous, dark green foliage
Ginkgo biloba MAIDENHAIR TREE	6	50	Slow	Deep	Most Soils	Deciduous, very open tree
Liriodendron tufpifera TULIP TREE	8	60	Moderate	Medium	Deep Moist	Deciduous, susceptible to aphids, causes dripping
Magnolia grandiflora SOUTHERN MAGNOLIA	8	50	Slow	Medium	Most Soils	Evergreen, constant litter problem
Pistacia chinesis CHINESE PISTACHE	6	40	Moderate	Deep	Most Soils	Deciduous, provides filtered shade, excellent fall color
Platanus acerifolia LONDON PLANE TREE	8	50	Fast	Medium to Deep	Most Soils	Deciduous, anthracnose, red spider, plant bloodgood variety
Quercus agrifolia COAST LIVE OAK	8	50	Moderate	Deep	Most Soils	Evergreen, biannual acorn drop
Quercus ilex HOLLY OAK	6	50	Moderate	Deep	Deep	Evergreen, biannual heavy acorn drop
Quercus lobata VALLEY OAK	8	50	Moderate	Deep	Deep	Deciduous
Quercus suber CORK OAK	8	60	Moderate	Deep	Moist Drained	Evergreen
Quercus virginiana SOUTHERN LIVE OAK	8	60	Moderate	Deep	Most Soils	Evergreen, attractive, bright green foliage
Ulmus sempervirens CHINESE EVERGREEN ELM	6	50	Rapid	Medium	Most Soils	Semi-evergreen, should be annually trimmed
Zelkova serrata SAWLEAF ZELKOVA	8		Fast	Medium	Most Soils	Deciduous, attractive vase shape

20 feet to 30 feet diameter trees 100% = 707 square ft; 50% = 354 square ft; 25% = 177 square ft

Botanical Name	Planter Size (Sq. Ft.)	Height (Feet)	Growth Rate	Roots	Soil	Remarks
Ceratonia siliqua CAROB TREE	8	40	Moderate	Shallow	Most Soils	Evergreen, use male trees only
Koelreuteria Paniculata GOLDENRAIN TREE	6	35	Moderate	Deep	Most Soils	Deciduous, drought resistant, yellow flowers
Liquidambar styraciflua AMERICAN SWEET GUM	8	60	Moderate	Shallow	Most Soils	Deciduous, seed pods a litter problem, fall color
Pinus canariensis CANARY ISLAND PINE	6	60	Fast	Deep	Most Soils	Evergreen, conifer, bluegreen needles, shed constantly
Pinus eldarica MONDELL PINE	6	60	Fast	Deep	Most Soils	Evergreen, conifer, good color
Pyrus c. 'Bradford' BRADFORD PEAR	6	30	Fast	Deep	Most Soils	Evergreen, white flowers, good fall color
Quercus palustris PIN OAK	6	50	Fast	Shallow	Best in Clay Soil	Deciduous, brown leaves hang on during winter
Prunus c. pissardi PURPLE-LEAF PLUM	6	20	Fast	Medium	Most Soils	Deciduous, purple leaves, messy fruit
Sapium sebiferum CHINESE TALLOW TREE	6	35	Fast	Medium	Most Soils	Deciduous, surface roots, good fall color
Sequoia sempervirens COAST REDWOOD	8	70	Fast	Deep	Most Soils	Evergreen, conifer

15 feet to 20 feet diameter trees 100% = 314 square ft; 50% = 157 square ft; 25% = 79 square ft

Botanical Name	Planter Size (Sq. Ft.)	Height (Feet)	Growth Rate	Roots	Soil	Remarks
Acer palmatum JAPANESE MAPLE	4	20	Slow	Shallow	Moist Drained	Deciduous, best in afternoon shade
Cercis canadensis EASTERN REDBUD	4	20	Moderate	Medium	Most Soils	Deciduous, drought resistant, spring flowers
Malus purpurea 'Eleyi' ELEY CRABAPPLE	4	20	Moderate	Medium	Most Soils	Deciduous, wine red flowers in spring
Podocarpus gracilior FERN PINE	6	40	Moderate	Deep	Most Soils	Evergreen, clean and pest free
Pyrus Kawakami EVERGREEN PEAR	4	25	Moderate	Medium	Most Soils	Deciduous, subject to fireblight
Rhus lancea AFRICAN SUMAC	4	25	Medium	Oedius	Most Soils	Evergreen, shiny green foliage, drought, suckers

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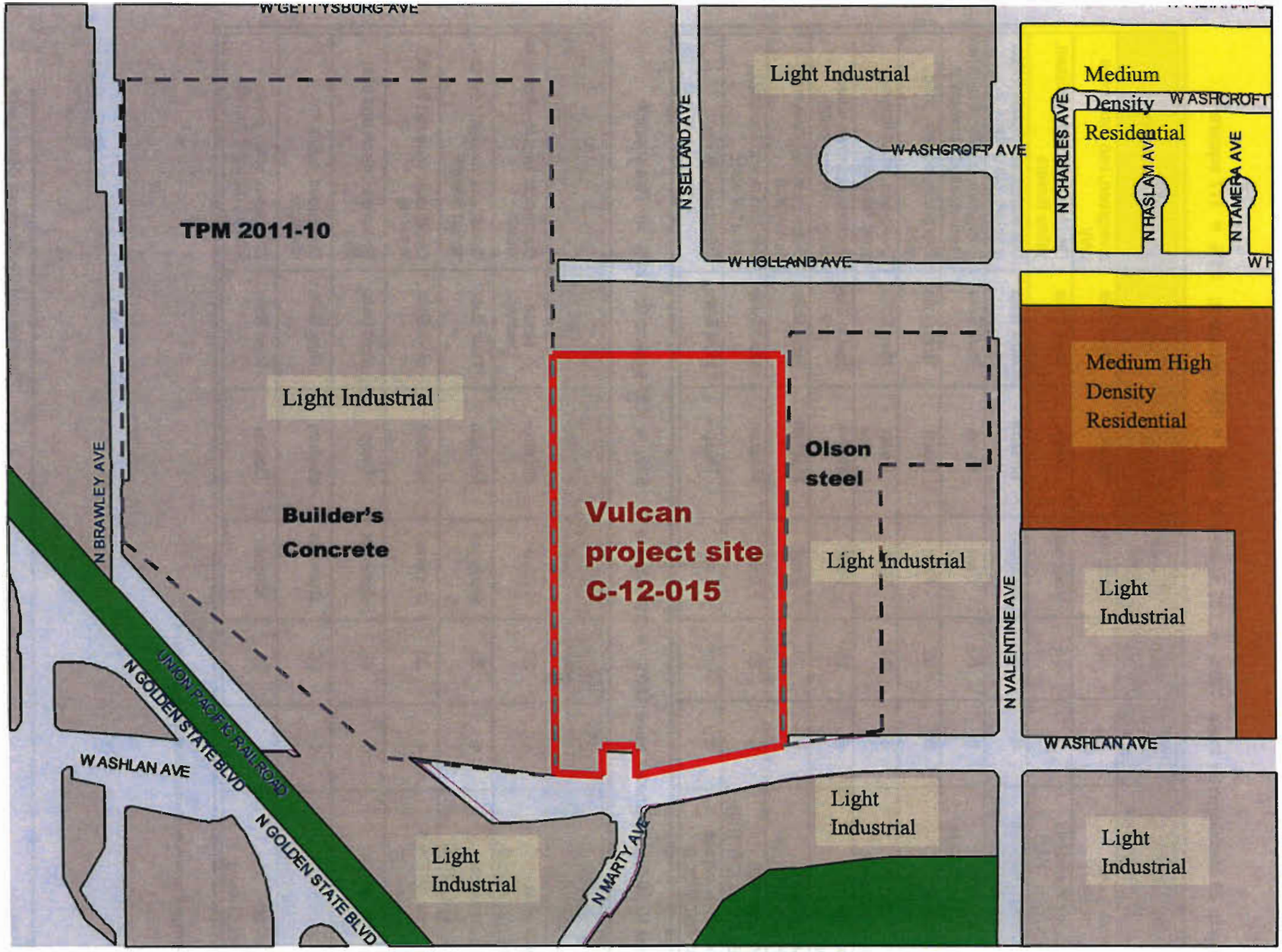


ATTACHMENT 7: Planned Land Uses in Project Vicinity

CUPC-12-015

Vulcan Materials Company, Western Division | **Traffic Projections** | **Fresno HMA**

500,000 tons/year = NEW PROPOSED LIMIT (REVISED OP. STMT.)

Sales

	Asphalt		Totals	
tons/year	500,000		500,000	tns/yr
avg. loads/year	20,000		20,000	avg. lds/yr
avg. trips/year	40,000		40,000	avg. trips/yr
avg. loads/day	80		80	avg. lds/dy
ADTT	160		**160**	**ADTT**

Imported Support Materials / Deliveries

	Aggregate	Liquid Asphalt Delivery	Imported Recycle	Misc. Deliveries	Totals	
tons/year	375,000	25,000	100,000		500,000	tns/yr
avg. loads/year	15,000	926	4,000		19,926	lds/yr
avg. trips/year	30,000	1,852	8,000		39,852	avg. trips/year
avg. loads/day	60	4	16		80	avg. lds/dy
ADTT	120	8	32	4	**164**	**ADTT**
				Total Truck Trips	**324**	
Employee Trips (9 Employees)					4,500	avg. trips/year
					18	**ADT**
				Total Trips	**342**	**ADT**

Assumptions

1. 25 tons/load (aggregate, asphalt, imported sand, & imported recycle)
2. 27 tons/load (liquid asphalt)
3. Average Daily Trips, ADT (250 working days per year)
4. 0.95 tons agg/ton AC [55% rock, 45% sand]
5. 0.05 tons liquid asphalt/ton AC

ATTACHMENT 8

ADT reductions commensurate with reduced scale of production

	Asphalt Sales			Imported Support Materials - Peak Hour Trips				
	Production (tons/hr)	Peak Hour Loads	Peak Hour Trips	Aggregate	Liquid Asphalt	Recycle	Misc. Deliveries	Total Peak Hour Trips
500,000 tons/yr	1,000	40	80	35	2	0	1	118

Vulcan Materials Company,
Western Division

PM Peak Hour Trips

Fresno HMA

	Asphalt Sales			Imported Support Materials - Peak Hour Trips				
	Production (tons/hr)	Peak Hour Loads	Peak Hour Trips	Aggregate	Liquid Asphalt	Recycle	Misc. Deliveries	Total Peak Hour Trips
500,000 tons/yr	250	10	20	8	1	0	1	30

EXHIBIT B

MASTER ENVIRONMENTAL IMPACT REPORT (MEIR) REVIEW SUMMARY

Projected Population and Housing. The City of Fresno experienced a period of notable growth in the construction of single family residences over the first five-year period of the 2025 Fresno General Plan (2003 through 2007). However, this development has occurred within the parameters anticipated by the General Plan and the mitigation measures established by Master Environmental Impact Report (MEIR 10130/SCH 2001071097). The General Plan and its MEIR utilized a projected population growth rate for purposes of land use and resource planning. This projection anticipated an annual average population growth of approximately 1.9 percent over the 23-year planning period. Population estimates provided by the State of California Department of Finance (DOF) indicate a population growth of approximately 60, 000 people between 2002 and 2007 with a growth rate varying from 1.47 to 1.97 percent per year. These estimates are well within the growth projections of the General Plan and MEIR.

The City has processed 128 plan amendment applications since the adoption of the 2025 Fresno General Plan. These applications have resulted in changes of planned land use that affected approximately 1,000 acres, representing approximately one percent of the land area within the 2025 Fresno General Plan boundary. The impacts of these amendments are minimal and not significant in relation to the balance of the density and intensity of the land uses impacted by the plan amendment applications.

Based upon this, many of the assumptions relied upon for the MEIR to address other impacts, such as traffic, air quality, need for public utilities, services and facilities and water supplies are still valid to the extent that these assumptions relied upon projected population growth during the General Plan planning period. For this reason and the others provided below, the Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known pursuant to CEQA Guideline Section 15179(b)(1) and the MEIR may still be relied upon.

Transportation and Circulation. Subsequent to the certification of the MEIR the City of Fresno has required the preparation of approximately 200 site specific traffic impact studies and had required the provision of street, intersection signalization and transportation improvements in accordance with the adopted mitigation measures of the MEIR. The City's Traffic Engineer reports that through review of these approximately 200 traffic impact studies, the City has not seen traffic counts substantially different than those predicted by the MEIR. Concurrently with these efforts, the City adopted a new program for traffic signal and major street impact fees to pay for planned improvements throughout Fresno (not just in new growth areas, as has been the case with the previous impact fee program). These fees will more comprehensively provide for meeting transportation infrastructure needs and will expedite reimbursement for developments, which construct improvements that exceed the project's proportionate share of the corresponding traffic or transportation capacity needs.

In addition to the local street system, the City has entered into an agreement with the California Department of Transportation to collect impact fees for state highway facilities which may be impacted by new development projects. The City participates in the Fresno County Transportation Authority, which recently was successful in obtaining voter re-authorization of a half-cent sales tax to be dedicated to a wide range of transportation facilities and programs

(including mass transit). The City is also an active participant in ongoing regional transportation planning efforts, such as a freeway deficiency study, a corridor study for one or more additional San Joaquin River crossings, and the State's "Blueprint for the Valley" process. All these studies were commenced after the MEIR was certified, but none of them is yet completed. Therefore, it cannot be concluded that Fresno's environmental setting or the MEIR analysis of traffic and circulation have materially changed since November of 2002.

Therefore, staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon traffic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Air Quality and Global Climate Change Staff has worked closely with the regional San Joaquin Valley Air Pollution Control District (SJVAPCD) since the November 2002 certification of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR). Potential air quality impacts have been analyzed for every environmental assessment initial study done for City development projects. Projects are required to comply with SJVAPCD rules and regulations via conditions of approval and mitigation measures formulated in the MEIR.

Overall, revisitation of these issues leads to the conclusion that, while there have been changes in air quality laws, planning requirements, and rules and regulations since certification of the MEIR, the actual environmental setting has not evidenced degradation of air quality. (Because air quality and global climate change are matters of some public controversy, additional documentation has been supplied on this issue; please refer to the appended full analysis with supporting data.)

In conjunction with SJVAPCD attainment plans and attendant rules and regulations that were adopted prior to the certification of the MEIR, policies in the 2025 Fresno General Plan and MEIR mitigation measures aimed at improving air quality appear to be working. Since 2002, data show that pollutant levels have been steadily decreasing for ozone/oxidants and for particulate matter (10 microns and 2 microns in size). Recent adoption of new air quality attainment plans by SJVAPCD, calling for broader and more stringent rules and regulations to achieve compliance with national and state standards, is expected to accelerate progress toward attainment of clean air act standards.

Analysis of global climate change analysis was not part of the MEIR in 2002, due to lack of scientific consensus on the matter and a lack of analytical tools. However, under the MEIR and General Plan mitigation measures and policies for reducing all forms of air pollution, levels of greenhouse gases have been reduced along with the other regulated air pollutants. At this point in time, detailed analysis and conclusions as to the significance of greenhouse gas emissions and strategies for mitigation are still not feasible, because the legislatively-mandated greenhouse gas inventory benchmarking and the environmental analysis policy formulation tasks of the California Environmental Protection Agency Air Resources Board and the Governor's Office of Planning and research are not completed. The information available does not support any conclusion that Conditional Use Permit No. C-12-015 or other City projects would have a significantly adverse impact on global climate change. Similarly, there is insufficient information to conclude that global climate change would have a significantly adverse impact upon the City of Fresno or specific development projects.

Staff is not aware of any particular circumstance or information that would make impacts to air quality a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Therefore, Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon air quality impacts pursuant to CEQA Guideline Section 15179(b)(1).

Water Supply, Quality and Hydrology. The City of Fresno has initiated, continued and completed numerous projects addressing general plan and MEIR provisions relating maintaining an adequate supply of safe drinking water to serve present and future projected needs. A water meter retrofit program to meter service to all consumers by the end of the year 2012 is underway, in compliance with State law that predated the MEIR and with new regulations affecting the U.S. Bureau of Reclamation Central Valley Project. (While the federal regulation has trumped a voter-approved City charter amendment that specifically prohibited using meters for residential development, the City's plans and policies have always contained measures calling for water conservation and for seeking ways to reduce average consumption of households. Metering is recognized as the best implementation measure for this, and does not constitute a change in the City's environmental setting or the analysis and mitigation in the 2025 Fresno General Plan MEIR.) After certification of the MEIR, the City commenced operation of its northeast area surface water treatment facility; initiated and began construction of additional groundwater wells with granular activated carbon filtration systems as necessary to remediate groundwater contamination that was discussed in the MEIR and its mitigation measures; provided for additional groundwater recharge areas; and expanded its network of water transmission main pipeline improvements allowing for improved distribution of water supply.

As called for in 2025 General Plan policies and MEIR mitigation measures, the City has implemented several programs for preventing water pollution: In conjunction with Fresno Metropolitan Flood Control District and the Regional Water Quality Control Board (RWQCB) City inspectors assist in enforcing the National Pollutant Discharge Elimination System Stormwater Pollution Prevention regulations, The Planning and Development Department also consults with RWQCB on specific development projects which may require on-site wastewater treatment, and provides project-specific conditions and even supplemental environmental analysis for such projects, with specific mitigation measures. The City's Department of Public Utilities has enhanced its industrial pretreatment permitting program for industrial wastewater generators who discharge to the Fresno-Clovis Wastewater Treatment and Reclamation Facility.

Staff is not aware of any particular circumstance or information that would make impacts to water supply, quality and hydrology a reasonably foreseeable impact or more severe impact from that identified in the MEIR. The Director of Public Utilities finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known based upon traffic impacts pursuant to CEQA Guideline Section 15179(b)(1).

Agricultural Resources. The implementation of applicable policies since adoption of the 2025 Fresno General Plan has encouraged the development of urban uses in a more systematic pattern that avoids discontinuity and the creation of vacant by-passed properties. These efforts, together with the requirement to record "right-to-farm" covenants, facilitate the continuation of existing agricultural uses within the city's planned urban growth boundary during the interim period preceding orderly development of the property as anticipated by the General Plan. Staff is not aware of any particular circumstance or information that would make impacts from loss of agricultural resources a reasonably foreseeable impact or more severe impact from that

identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of agricultural resources pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Utilities and Service Systems. The City of Fresno has continued to provide for utilities and service systems commensurate with the demands of increased population and employment within its service area, implementing policies of the 2025 Fresno General Plan and conforming to MEIR mitigation measures. Programmatic measures have been continued, expanded or initiated to increase the efficiencies of providing services in a manner that will reduce potential impacts upon the natural and human environment. These improvements have included bringing the City's first surface water treatment plant on-line to distribute treated surface water, thereby preventing a worsening of groundwater overdraft in northeast Fresno; converting a substantial portion of the City's service vehicle fleet to alternative fuels; and expanding recycling and conservation measures (including contracting with a major material sorting and recycling facility and a green waste processor to comply with AB 939 solid waste reduction mandates) to more judiciously use resources and minimize adverse impacts the environment. Adoption of City-wide police and fire facility development impact fees and a contract to consolidate fire service with an adjacent fire prevention district have been accomplished to assure the provision of adequate firefighting capacity to serve a broader geographic extend of urban development and more intensive and mixed-use development throughout the metropolitan area.

Because these changes were anticipated in, or provided for by, the 2025 Fresno General Plan and its MEIR mitigation measures, they do not constitute a significant or adverse alteration of Fresno's environmental setting. Staff is not aware of any particular circumstance or information that would make impacts from increased demand for utilities and service systems and public facilities a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to increased demand for utilities, service systems, and public facilities pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Recreational Facilities. The City of Fresno has adopted and City-wide parks facility and Quimby Act fee which provides for the acquisition of new open space and recreation facilities as well as improvements to existing facilities and programs to provide a broader range of recreation opportunities. Staff is not aware of any particular circumstance or information that would make impacts from increased demand for recreational facilities a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to increased demand for utilities, service systems, and public facilities pursuant to CEQA Guideline Section 15179(b)(1).

Biological Resources. The City continues to evaluate all development proposals for potential impacts upon natural habitats and associated species dependent upon these habitats. The City supports continuing efforts to acquire the most prominent habitats where appropriate, such as portions of the San Joaquin River environs. When development or public works projects have been proposed in this area, they have been subject to site-specific evaluation through supplemental environmental analyses, and appropriate mitigation measures and conditions

applied as derived from consultation with the U.S. Fish and Wildlife Service and the California Department of Fish and Game. The City has imposed MEIR mitigation measures related to Biological Resources on projects that identified potential impacts to biological resources. Staff finds that this has adequately addressed any potential impact to biological resources. Staff is not aware of any particular circumstance or information that would make impacts from loss of biological resources a reasonably foreseeable impact or more severe impact from that identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of biological resources pursuant to CEQA Guideline Section 15179(b)(1).

Potential Disturbance of Cultural Resources. The City of Fresno has implemented numerous efforts to identify historic and cultural resources, and provide thorough consideration as to their value and contributions to understanding or historic and cultural heritage.

Additionally, staff follows the MEIR mitigation measures for potential cultural resources. Staff is not aware of any particular circumstance or information that would make impacts to cultural resources a reasonably foreseeable impact that was not identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of cultural resources pursuant to CEQA Guideline Section 15179(b)(1).

Within the last five years, the City has lost two lawsuits (Valley Advocates v. COF and Heritage Fresno v. RDA, City of Fresno) related to historical resources that related to six particular buildings at two different particular sites. The CEQA projects at issue were reviewed under independent CEQA documents, not under the MEIR as subsequent projects (*i.e.*, one under a separate EIR and one under a categorical exemption). These projects are site specific and are not reasonably expected to create additional impacts to cultural resources that would affect a finding under Section 15179. These particular projects may be properly assessed under the MEIR focused EIR procedures or mitigated negative declaration procedures under Section 15178 and not affect the overall MEIR findings.

Generation of Noise. The City of Fresno continues to implement mitigation measures and applicable plan policies to reduce the level of noise to which sensitive noise receptors are exposed. These efforts include identification of high noise exposure areas, limiting the development of new noise sensitive uses within these identified areas and conducting noise exposure studies and requiring implementation of appropriate design measures to reduce noise exposure. Staff finds that these efforts have adequately addressed any potential impacts that may have arisen related to noise and is not aware of any facts or circumstance that would make noise impacts have a more severe impact than that identified in the MEIR. Additionally, staff is not aware of any information or data that was not known at the time that the MEIR was certified that would be able to mitigate noise impacts beyond that identified and contemplated by the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to noise impacts pursuant to CEQA Guideline Section 15179(b)(1).

Geology and Soils. The City of Fresno has a predominantly flat terrain with few geologic or soil quality constraints. The City continues to apply applicable local and state construction codes and standards and continues to adopt new standards as appropriate to insure the safety of residents and protection of property improvements.
Staff finds that these codes and standards have adequately addressed any potential impacts that may have arisen related to geology and soils and is not aware of any facts or circumstance that would make impacts related to geology and soils a reasonably foreseeable impact not addressed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known regarding impacts related to geology and soils pursuant to CEQA Guideline Section 15179(b)(1).

Hazards and Potential Generation of Hazardous Materials The City continues to implement General Plan policies and assure compliance with MEIR mitigation measures as new development is planned and constructed, and as Code Enforcement activities are conducted, in order to prevent flood damage, structural failures due to soil and geologic instability, and wildfire losses. Development in the vicinity of airports has been reviewed and appropriately conditioned with regard to adopted and updated airport safety and noise policies. In consultation with Fresno County Environmental Health and the California Environmental Protection Agency Department of Toxic Substances Control, industrial and commercial facilities that use, handle, or store potentially hazardous materials are appropriately sited, conditioned, and inspected periodically by the Fresno Fire Department to prevent adverse occurrences. Homeland Security regulations have been taken into consideration when reviewing food production, processing and storage facilities, and the City has conducted and participated in multiple emergency response exercises to develop response plans that would protect life, health, and safety in the event of railroad accidents and other potential hazards.

Staff finds that these procedures, as outlined in the 2025 Fresno General Plan and its MEIR (as well as in related regulations and codes pertaining to hazards and hazardous materials) have adequately addressed potential impacts that may have arisen related to hazards. Staff is not aware of any facts or circumstance that would make impacts related to hazards and hazardous materials reasonably foreseeable impacts not addressed in the MEIR. Staff finds that the circumstances have not materially changed from the time the MEIR was certified and/or new information is not known related to impacts from hazards and hazardous materials pursuant to CEQA Guideline Section 15179(b)(1).

Demand for Energy. The City of Fresno has taken a number of steps to reduce energy consumption, both "in house" to set an example, and in the policy arena. The most notable "in-house" actions are the following:

- Construction of solar panel generator facilities at the Municipal Services Center (MSC) and at Fresno-Yosemite International Airport. The MSC facility, completed in 2004, generates 3.05 GWt of energy (equivalent to operation of 286 homes per year) and has resulted in reduction of 966 tons of CO_2 emissions (equivalent to 2,414,877 vehicular miles not driven).

- Replacement of a significant number of vehicles in the municipal fleet with clean air vehicles (please refer to the following table).

CURRENT CITY OF FRESNO "CLEAN AIR" FLEET

50	CNG Transit Buses
4	CNG Trolleys
6	CNG Handi-Ride Buses
59	Retrofitted Diesel Powered Buses with REV (reduced emission vehicle) engines and diesel particulate traps
2	Hybrid (gasoline-electric) Transit Buses
2	Hybrid (diesel-electric) Transit Buses
12	Compressed Natural Gas (CNG) Pickups, Vans and Sedans
7	Flex Fuel Pickups, Vans and Sedans (CNG/Unleaded Fuel)
3	Compressed Natural Gas (CNG) Street Sweepers
52	Hybrid (gasoline-electric) Sedans and Trucks
34	Electric Vehicles
5	Propane Powered Vehicles
103	LNG Powered Refuse Trucks (some of which have been sold to a franchisee)
59	Retrofitted Diesel Powered Refuse Trucks with combination lean NOx catalyst and diesel particulate filters
9	Retrofitted Diesel Powered Street Sweepers with combination lean NOx catalyst and diesel particulate filters
1	Plug-In CNG/Electric Hybrid Refuse Truck (some of which have been sold to a franchisee)
56	Heavy duty diesel trucks and construction equipment equipped with exhaust after-treatment devices
9	Off Road Equipment with exhaust after-treatment devices
473	**Total "Clean Air" Vehicles in the City of Fresno fleet**

In the development standards policy arena, the City is taking numerous steps to increase residential densities and connectivity between residential and commercial land uses, thus facilitating more walking, biking and transit ridership (which has increased 22% in recent months) and saving energy:

- Amended the zoning code to allow development of mixed use projects in all commercial zone districts citywide, and in the C-M and M-1 zone districts within the Central Area.
- Amended the zoning code to allow density bonuses for affordable housing projects. Such bonuses permit density increases of approximately 30%.
- Amended zoning code to eliminate the "drop down" provision, which permitted development at one density range less than that shown on the adopted land use map.
- Amended the zoning code to increase heights in various residential and commercial zone districts and reduce the minimum lot size in the R-1 zone district from 6,000 to 5,000 square feet.
- Initiated the Activity Center Study, which is defining the potential Activity Centers located in Exhibit 6 of the 2025 Fresno General Plan and proposing design classifications and increased density ranges for these centers and corresponding transportation corridors.

Staff is not aware of any facts or circumstance that would make impacts related to energy demands reasonably foreseeable impacts that were not addressed in the MEIR. Staff finds that the circumstances have not materially changed from the time the MEIR was certified and/or new information is not known related to energy demand impacts pursuant to CEQA Guideline Section 15179(b)(1).

Mineral Resources. The City of Fresno has adopted plan policies and City ordinance provisions consistent with requirements of the State of California necessary to preserve access to areas of identified resources and for restoration of land after resource recovery (surface mining) activities. Staff finds that these policies and Fresno Municipal Code provisions have adequately addressed any potential impacts that may have arisen related to mineral resources and is not aware of any facts or circumstance that would make loss of mineral resources a reasonably foreseeable impact not addressed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to loss of mineral resources pursuant to CEQA Guideline Section 15179(b)(1).

School Facilities. The City of Fresno continues to consult with affected school districts and participate in school site planning efforts to assure the identification of appropriate location alternatives for planned school facilities. Staff is not aware of any information from the school districts or otherwise to demonstrate that adequate school facilities are not being accommodated under the current General Plan and/or that the need for school facilities is expected to cause impacts not identified in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related to need for school facilities pursuant to CEQA Guideline Section 15179(b)(1).

Potential Aesthetic Impacts. Design Guidelines were appended to the 2025 Fresno General Plan through the plan adoption process conducted concurrently with MEIR analysis. As noted previously, General Plan policies encourage and promote infill development, and the City of Fresno Planning and Development Department has implemented design guidelines for reviewing infill housing development proposals. The Department has prepared detailed design guidelines for the Tower District Specific Plan area and the Fulton-Lowell Specific Plan area, both of which contain enclaves of unique structures. The City has adopted policies promoting incorporation of public art within private development projects, which will contribute to a more appealing visual environment, benefitting users of the private property as well as the surrounding community. In addition, the City of Fresno and the City of Fresno Redevelopment Agency have funded public improvements which improve the general aesthetic. Staff is not aware of any situation or circumstances where there are reasonably foreseeable aesthetic impacts not identified and assessed in the MEIR. Staff finds that the circumstances have not changed from the time the MEIR was certified and/or new information is not known related aesthetic impacts pursuant to CEQA Guideline Section 15179(b)(1).

EXHIBIT C

STATUS OF MEIR ANALYSIS WITH REGARD TO AIR QUALITY AND CLIMATE CHANGE

EXECUTIVE SUMMARY

Planning staff has worked closely with the regional San Joaquin Valley Air Pollution Control District (SJVAPCD) since the November 2002 certification of the 2025 Fresno General Plan Master Environmental Impact Report (MEIR). Potential air quality impacts have been analyzed for every environmental assessment initial study done for City development projects. Projects are required to comply with SJVAPCD rules and regulations via conditions of approval and mitigation measures formulated in the MEIR.

Overall, revisitation of these issues leads to the conclusion that, while there have been changes in air quality laws, planning requirements, and rules and regulations since certification of the MEIR, the actual environmental setting has not evidenced degradation of air quality. In conjunction with SJVAPCD attainment plans and attendant rules and regulations that were adopted prior to the certification of the MEIR, policies in the 2025 Fresno General Plan and MEIR mitigation measures aimed at improving air quality appear to be working. Since 2002, data show that pollutant levels have been steadily decreasing for ozone/oxidants and for particulate matter (10 microns and 2 microns in size). Recent adoption of new air quality attainment plans by SJVAPCD, calling for broader and more stringent rules and regulations to achieve compliance with national and state standards, is expected to accelerate progress toward attainment of clean air act standards.

Analysis of global climate change analysis was not part of the MEIR in 2002, due to lack of scientific consensus on the matter and a lack of analytical tools. However, under the MEIR and General Plan mitigation measures and policies for reducing all forms of air pollution, levels of greenhouse gases have been reduced along with the other regulated air pollutants. At this point in time, detailed analysis and conclusions as to the significance of greenhouse gas emissions and strategies for mitigation are still not feasible, because the legislatively-mandated greenhouse gas inventory benchmarking and the environmental analysis policy formulation tasks of the California Environmental Protection Agency Air Resources Board and the Governor's Office of Planning and research are not completed. The information available does not support any conclusion that Conditional Use Permit No. C-12-015 or other City projects would have a significantly adverse impact on global climate change. Similarly, there is insufficient information to conclude that global climate change would have a significantly adverse impact upon the City of Fresno or specific development projects.

SUPPORTING DATA AND ANALYSIS

While there have been changes in air quality regulations since the November 2002 certification of the 2025 Fresno General Plan MEIR, the actual environmental setting has not evidenced degradation of air quality.

The adverse air quality impacts associated with the myriad of human activities potentiated by the long range general plan for the Fresno metropolitan area can be expected to remain significant and unavoidable, and cannot be completely mitigated through the General Plan or through project-level mitigation measures. In order to provide a suitable living environment within the metropolitan area, the General Plan and its MEIR included numerous air pollution reduction measures.

The 2025 Fresno General Plan and its MEIR gave emphasis to pursuing cleaner air as an over-arching goal. The urban form element of the General Plan was designed to foster efficient transportation and to support mass transit and subdivision design standards are being implemented to support pedestrian travel. Strong policy direction in the Public Facilities and Resource Conservation elements require that air pollution improvement be a primary consideration for all land development proposals, that development and public facility projects conform to the 2025 Fresno General Plan and its EIR mitigation measures, and that the City work conjunctively with other agencies toward the goal of improving air quality.

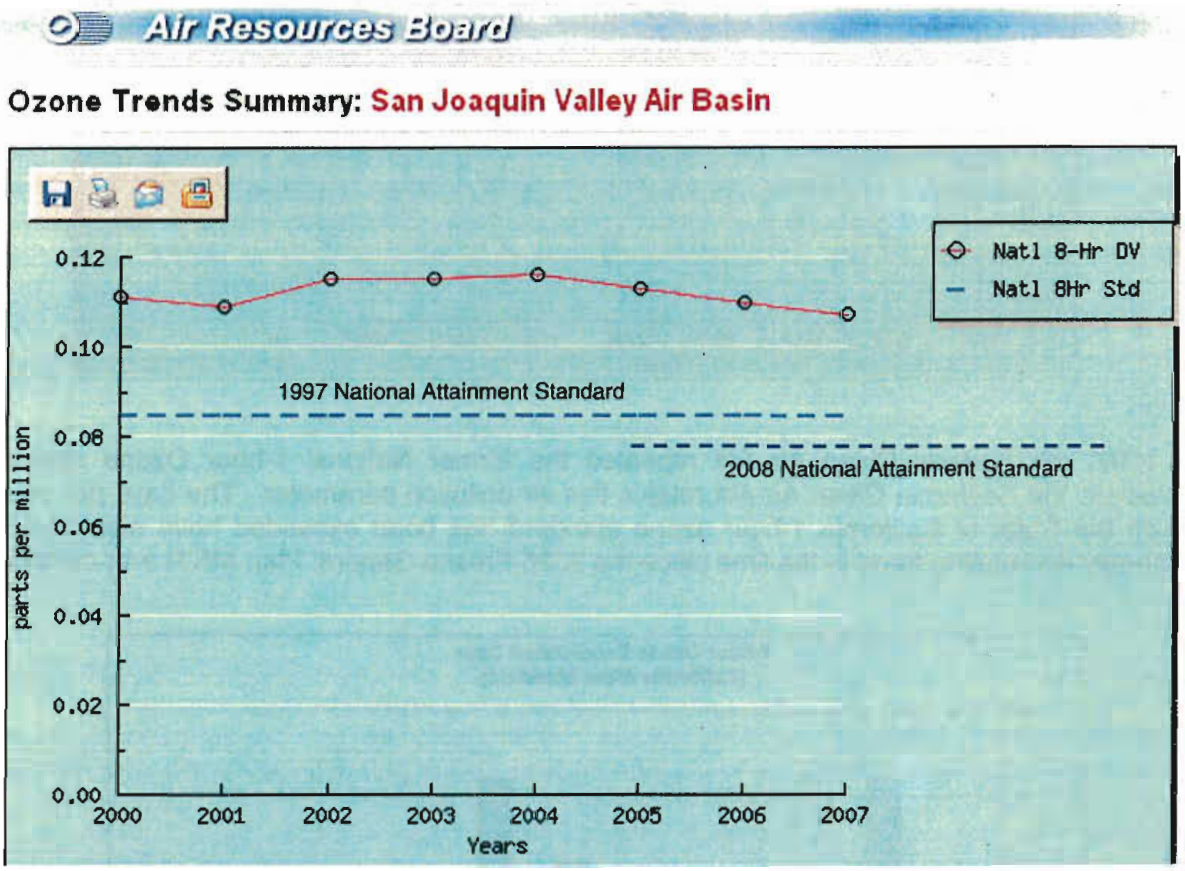
The MEIR mitigation checklist sketched out a series of actions for the City to pursue with regard to its own operations, and City departments are pursuing these objectives. The Fresno Area Express (FAX) bus fleet and the Department of Public Utilities solid waste collection truck fleet are being converted to cleaner fuels. Lighter-duty vehicle fleets are also incorporating alternative fuels and "hybrid" vehicles. Mass transit system improvements are supporting increased ridership. Construction of sidewalks, paseos, bicycle lanes and bike paths is being required for new development projects, and are being incorporated into already-built segments of City rights-of-way with financing from grants, gas tax, and other road construction revenues. Traffic signal synchronization is being implemented. The Planning and Development Department amended the Fresno Municipal Code to ban all types of residential woodburning appliances, thereby removing the most prominent source of particulate matter pollution from new construction.

Pursuant to a specific MEIR mitigation measure, all proposed development projects are evaluated with the "Urbemis" air quality impact model that evaluates potential generation of a range of air pollutants and pollutant precursors from project construction, project-related traffic, and from various area-wide non-point air pollution sources (*e.g.*, combustion appliances, yard maintenance activities, etc.). The results of this "Urbemis" model evaluation are used to determine the significance of development projects' air quality impacts as well as the basis for any project-specific air quality mitigation measures.

There are no new (*i.e.*, unforeseen in the MEIR) reasonable mitigation measures which have become available since late 2002 that would assure the reduction of cumulative (city-wide) air quality impacts to a less than significant level at project buildout, even with full compliance with attainment plans and rules promulgated by the California Air Resources Board and the San Joaquin Valley Air Pollution Control District.

Through implementation of regional air quality attainment plans by the San Joaquin Valley Unified Air Pollution Control District (SJVAPCD), as supported by implementation of 2025 Fresno General Plan policies and MEIR mitigation measures, air pollution indices have shown improvement. Progress is being made toward attainment of federal and state ambient air quality standards.

Ozone/oxidant levels have shown gradual improvement, as depicted in the following graphs and charts from the California Air Resources Board (graphics with an aqua background) and from the San Joaquin Valley Air Pollution Control District (those with no background color):

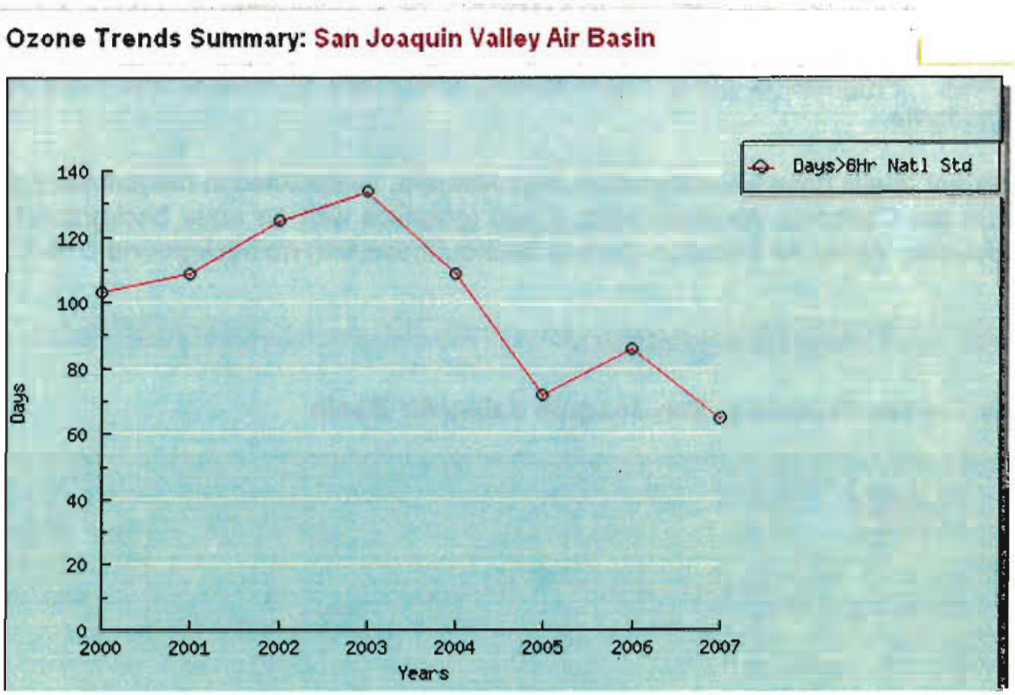


GRAPH NOTES: The "National 1997 8-Hour Ozone Design Value" is a three-year running average of the fourth-highest 8-hour ozone measurement averages in each of the three years (computed according to the method specified in Title 40, Code of Federal Regulations, Part 50, Appendix I).

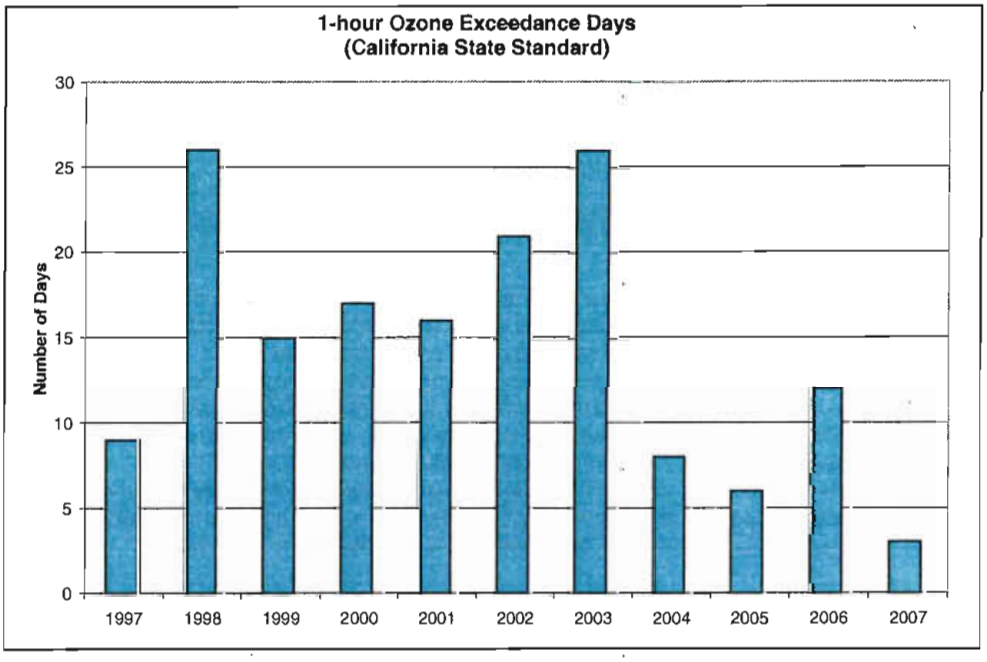
Under the 1997 standard, in effect through the end of 2007, "Attainment" would be achieved if the three-year average were less than, or equal to, 84 parts per billion (ppb), or 0.084 parts per million (ppm). In 2008, a new National 8-Hour Ozone Attainment standard went into effect: a three year average of 75 ppb (0.075 ppm). Data and attainment status for 2008 is expected to become available in 2009.

The California Clean Air Act has a different calculation method for its 8-hr oxidant [ozone] standard design value, and an attainment standard that is lower (0.070 ppm). The ozone improvement trend under the state Clean Air Act 8-hour ozone standard parallels the trend for the national 8-hour standard.

Correspondingly, the number of days per year in which the National 8-hour Ozone Standard has been exceeded have also decreased since the end of 2002:



In 1997, the Federal Clean Air Act repealed the former National 1-hour Ozone standard. However, the California Clean Air Act retains this air pollution parameter. The days per year in which the State of California 1-hour ozone standard has been exceeded have also shown a generally decreasing trend in the time since the 2025 Fresno General Plan MEIR was certified:

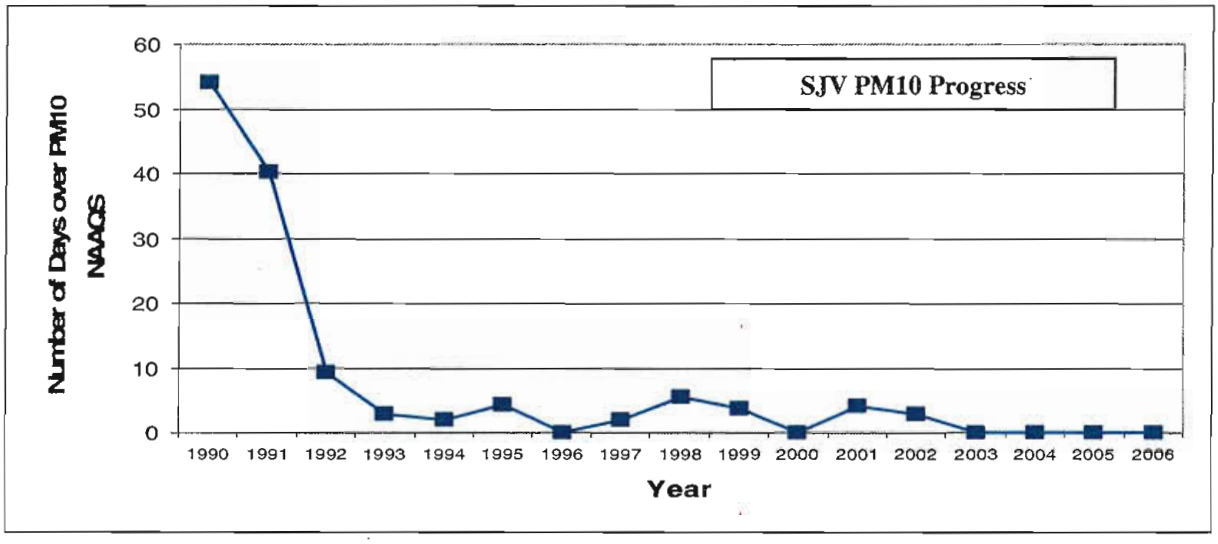


The current ozone attainment plan for the San Joaquin Valley Air Basin, in place when the MEIR for the 2025 Fresno General Plan was certified, is linked to a federal designation of "Serious Nonattainment." While ozone/oxidant air quality conditions are showing a trend toward improvement, the rate of progress toward full attainment is not sufficient to reach the national ambient air quality standards by the target date established by the attainment plan. Mobile sources (vehicle engines) are the primary source for ozone precursors, and the regulation of mobile sources occurs at the national and state levels and is beyond the direct regulatory reach of the regional air pollution control agency. As noted in the 2025 Fresno General Plan MEIR and reflected in the Statement of Overriding Considerations made when the MEIR was certified, potentially significant and unavoidable adverse air quality impacts are inherent in population growth and construction in the City of Fresno, given the Valley's climatology and the limitations on regulatory control of air pollutant precursors.

In 2004, the San Joaquin Valley Air Pollution Control District, in conjunction with the California Air Resources Board, approved a re-designation for the San Joaquin Valley Air Basin to "Extreme Nonattainment" status for ozone, approving a successor air quality attainment plan that projects San Joaquin Valley attainment of the national 8-hour ozone standard by year 2023. This designation and its accompanying attainment plan were submitted to the U.S. Environmental Protection Agency (USEPA) in November of 2004. To date, no formal action has been taken by USEPA to date on the proposed designation or the attainment plan; the Valley remains in "Severe Non- attainment" as of this writing.

The change from "Severe" to "Extreme" ozone Nonattainment would represent an extension of the deadline for attainment, but since the regional air basin would not have achieved attainment by the original deadline, this does not materially affect environmental conditions for the City of Fresno as they were analyzed in the MEIR for the 2025 Fresno General Plan. The proposed revised ozone attainment plan includes not only all the measures in the preceding ozone attainment plan, but additional measures for regulating a wider range of activities to attain ambient air quality standards.

The Valley's progress toward attaining national and state standards for PM-10 (particulate matter less than 10 microns in diameter) has been greater since certification of the MEIR:



As the preceding chart reveals, levels of PM-10 air pollution have decreased since 2002. When the MEIR was certified, the San Joaquin Valley Air Basin was designated in "Serious Nonattainment" for national standards. As of 2007, the number of days where standards were exceeded has decreased to the extent that the Valley has been deemed to be in Attainment. Under Federal Clean Air Act Section 107(d)(3), PM-10 attainment plans and associated rules and regulations remain in place to maintain this level of air quality. New and expanded regulations proposed to combat "Extreme" ozone pollution and PM-2.5 (discussed below) would be expected to provide even more improvement in PM-10 pollution situation.

The 2025 Fresno General Plan provided policy direction in support of "indirect source review" as a method for controlling mobile source pollution. Although vehicle engines and fuels are outside the purview of local and regional jurisdictions in California, approaching mobile source pollution indirectly, through regulation and mitigation of land uses which generate traffic, is an alternative approach.

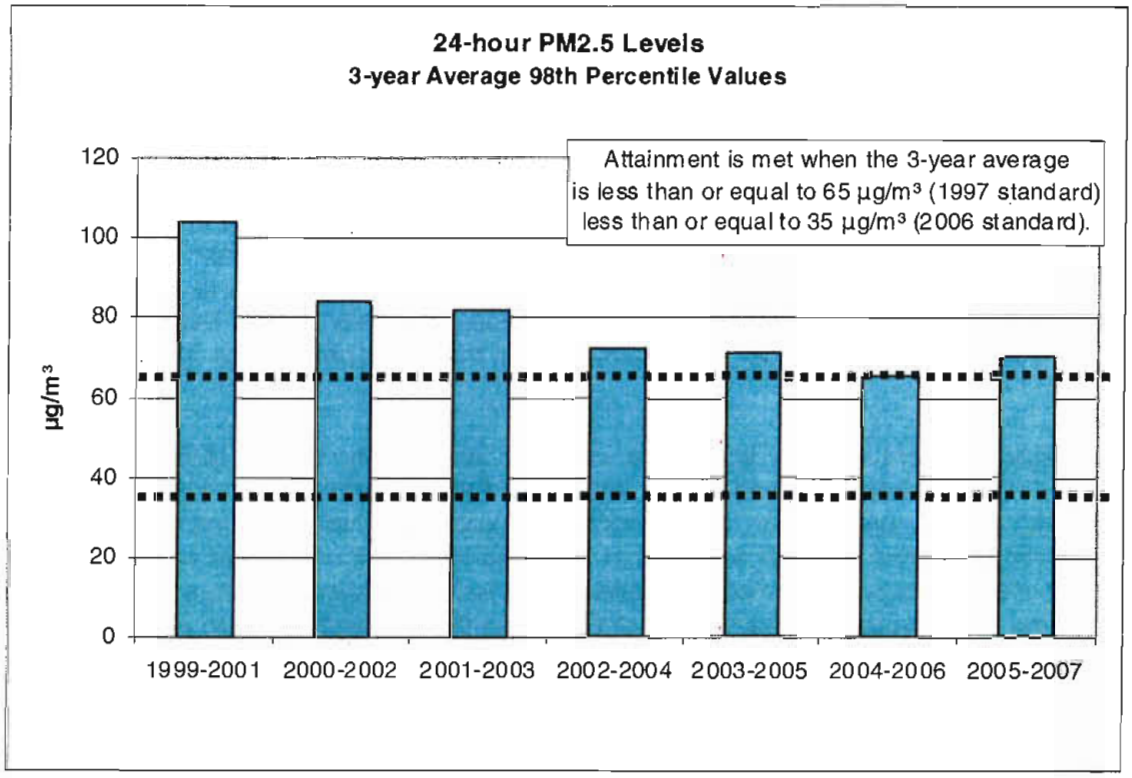
In March of 2006, the San Joaquin Valley Air Pollution Control District adopted Rule 9510, its Indirect Source Review Rule. Full implementation of this Rule has been delayed due to litigation (mitigation fees are being collected and retained in holding accounts), but projects are already being evaluated under Rule 9510 and are implementing many aspects of the Rule, such as clean air design (pedestrian and bike facilities; proximal siting of residential and commercial land uses; low-pollution construction equipment; dust control measures; cleaner-burning combustion appliances, etc.).

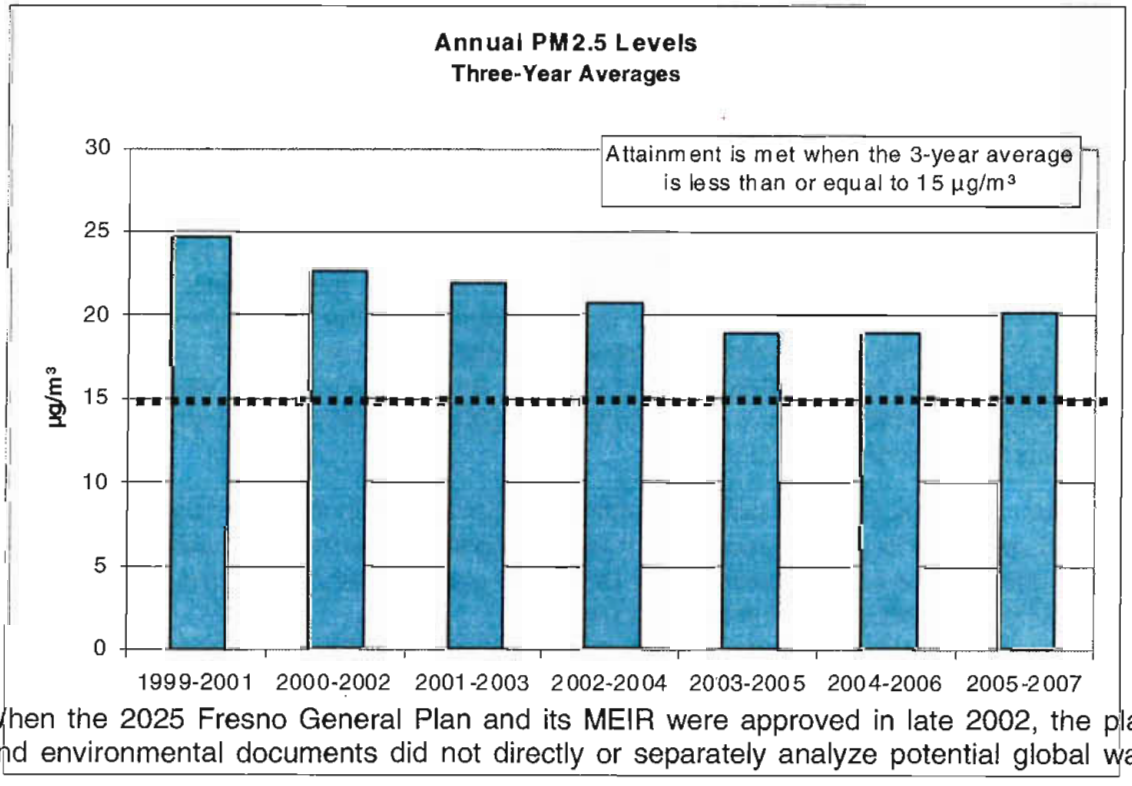
It is anticipated that full implementation (release of mitigation impact fees for various clean air projects throughout the San Joaquin Valley) and subsequent augmentation of the Indirect Source Review Rule will accelerate progress toward attainment of federal and state ozone standards, and will be an important component of the attainment plan for PM-2.5 (very fine particulate matter) and for greenhouse gas reductions to combat global climate change.

PM-2.5 is a newly-designated category of air pollutant, the component of PM-10 comprised of particles 2.5 microns in diameter or smaller. The 1997 Clean Air Act Amendments directed that this pollutant be brought under regulatory control, but federal and state standards/designations had not been finalized when the 2025 Fresno General Plan MEIR was drafted and certified. In the intervening time, the San Joaquin Valley Air Basin has been classified as being in "Nonattainment" for the 1997 federal PM-2.5 standard and for the State PM-2.5 standard.

An attainment demonstration plan for the federal 1997 PM-2.5 standard has been adopted by the SJVAPCD and approved by the California Air Resources Board, and forwarded to the EPA for approval (status as of mid-2008). The attainment plan would achieve compliance with the 1997 federal Clean Air Act PM-2.5 standard by year 2014, in conjunction with California Air Resources Board (and US EPA) action to improve diesel engine emissions. The San Joaquin Valley Air Basin has not yet been classified under the more stringent revised federal 2006 PM-2.5 standard; this classification is expected by 2009.

As with ozone and PM-10 pollution, levels of PM-2.5 have already been reduced by already-existing air quality improvement planning policies, mitigation measures, and regulations. The following charts depict historic PM-2.5 monitoring data for the regional air basin. Once the expected SJVAPCD attainment plan is implemented measures specific to PM-2.5 control, the rate of progress toward attainment of federal and state PM-2.5 standards will accelerate.





When the 2025 Fresno General Plan and its MEIR were approved in late 2002, the planning and environmental documents did not directly or separately analyze potential global warming

and climate change impacts. However, the general policy direction for consideration of air quality parameters in development project evaluations and for reducing those air pollutants which are already under regulation would operate to control these potential adverse impacts.

"Global warming" is the term coined to describe a widespread climate change characterized by a rising trend in the Earth's ambient average temperatures with concomitant disturbances in weather patterns and resulting alteration of oceanic and terrestrial environs and biota. When sunlight strikes the Earth's surface, some of it is reflected back into space as infrared radiation. When the net amount of solar energy reaching Earth's surface is about the same as the amount of energy radiated back into space, the average ambient temperature of the Earth's surface would remain more or less constant. Greenhouse gases potentially disturb this equilibrium by absorbing and retaining infrared energy, trapping heat in the atmosphere---the "greenhouse gas effect."

The predominant current opinion within the scientific community is that global warming is occurring, and that it is being caused and/or accelerated via generation of excess "greenhouse gases" [GHGs], that natural carbon cycle processes (such as photosynthesis) are unable to absorb sufficient quantities of GHG and cannot keep the level of these gases or their warming effect under control. It is believed that a combination of factors related to human activities, such as deforestation and an increased emission of GHG into the atmosphere from combustion and chemical emissions, is a primary cause of global climate change.

The predominant types of anthropogenic greenhouse gases (those caused by human activity), are described as follows. It should be noted that the starred GHGs are regulated by existing air quality policies and rules pursuant to their roles in ozone and particulate matter formation and/or as potential toxic air contaminants.

- carbon dioxide (CO_2), largely generated by combustion activities such as coal and wood burning and fossil fuel use in vehicles but also a byproduct of respiration and volcanic activity;
- *methane (CH_4), known commonly as "natural gas," is present in geologic deposits and is also evolved by anaerobic decay processes and animal digestion. On a ton-for-ton basis, CH_4 exerts about 20 times the greenhouse gas effect of CO_2;
- *nitrous oxide (N_2O), produced in large part by soil microbes and enhanced through application of fertilizers. N_2O is also a byproduct of fossil fuel burning: atmospheric nitrogen, an inert gas that makes up a large proportion of the atmosphere, is oxidized when air is exposed to high-temperature combustion. N_2O is used in some industrial processes, as a fuel for rocket and racing engines, as a propellant, and as an anesthetic. N_2O is one component of "oxides of nitrogen" (NOX), long recognized as precursors of smog-causing atmospheric oxidants.
- *chlorofluorocarbons (CFCs), synthetic chemicals developed in the late 1920s for use as improved refrigerants (*e.g.*, "Freon™"). It was recognized over two decades ago that this class of chemicals exerted powerful and persistent greenhouse gas effects. In 1987, the Montreal Protocol halted production of CFCs.
- *hydrofluorocarbons (HFCs), another class of synthetic refrigerants developed to replace CFCs;

- *perfluorocarbons (PFCs), used in aluminum and semiconductor manufacturing, have an extremely stable molecular structure, with biological half-lives tens of thousands of years, leading to ongoing atmospheric accumulation of these GHGs.

- *sulfur hexafluoride (SF_6) is used for insulation in electric equipment, semiconductor manufacturing, magnesium refining and as a tracer gas for leak detection. Of any gas evaluated, SF_6 exerts the most powerful greenhouse gas effect, almost 24,000 times as powerful as that of CO_2 on a ton-for-ton basis.

- water vapor, the most predominant GHG, and a natural occurrence: approximately 85% of the water vapor in the atmosphere is created by evaporation from the oceans.

In an effort to address the perceived causes of global warming by reducing the amount of anthropogenic greenhouse gases generated in California, the state enacted the Global Warming Solutions Act of 2006 (Codified as Health & Safety Code Section 38501 *et seq.*). Key provisions include the following:

Δ Codification of the state's goal by requiring that California's GHG emissions be reduced to 1990 "baseline" levels by 2020.

Δ Set deadlines for establishing an enforcement mechanism to reduce GHG emissions:

  - By June 30, 2007, the California Air Resources Board ("CARB") was required to publish "discrete early action" GHG emission reduction measures. Discrete early actions are regulations to reduce greenhouse gas emissions to be adopted by the CARB and enforceable by January 1, 2010;

  - By January 1, 2008, CARB was required to identify what the state's GHG emissions were in 1990 (set the "baseline") and approve a statewide emissions limit for the year 2020 that is equivalent to 1990 levels. (These statewide baseline emissions have not yet been allocated to regions, counties, or smaller political jurisdictions.) By this same date, CARB was required to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions.

  - By January 1, 2011, CARB must adopt emission limits and emission reduction measures to take effect by January 1, 2012.

As support for this legislation, the Act contains factual statements regarding the potential significant impacts on California's physical environment that could be caused by global warming. These include, an increase in the intensity and duration of heat waves, the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snow pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

On August 24, 2007, California also enacted legislation (Public Resources Code §§ 21083.05 and 21097) requiring the state Resources Agency to adopt guidelines for addressing climate change in environmental analysis pursuant to the California Environmental Quality Act. By July 1, 2009, the Governor's Office of Planning and Research (OPR) is required to prepare guidelines for the mitigation of greenhouse gas emissions, and transmit those draft regulations to the Resources Agency. The Resources Agency must then certify and adopt the guidelines by January 1, 2010.

The recently-released update of the Urbemis computer model (used by the City of Fresno Planning and Development Department for environmental assessments, pursuant to a specific MEIR mitigation measure) does provide data on the amounts of CO_2 and oxides of nitrogen (NOX) potentially generated by development projects. However, at this point in time, neither CARB nor the SJVAPCD has determined what the 1997 baseline or current "inventory" of GHGs is for the entire state nor for any region or jurisdiction within the state. No agency has adopted GHG emission limits and emission reduction measures, and because CEQA guidelines have not been established for the evaluation and mitigation of greenhouse gas emissions (there is an absence of regulatory guidance). Therefore, the City is unable to productively interpret the results of the Urbemis model with regard to GHGs, and there is currently no way to determine the significance of a project's potential impact upon global warming.

The 2025 Fresno General Plan provides an integrated combination of residential, commercial, industrial, and public facility uses allowing for proximate location of living, work, educational, recreational, and shopping activities within Fresno metropolitan area. This combination of uses has been identified as a potential mitigation measure to address global warming impacts in a document published by the California Attorney General's Office entitled, *The California Environmental Quality Act Mitigation of Global Warming Impacts* (updated January 7, 2008). Specifically, this document describes this mitigation measure as follows, "Incorporate mixed-use, infill and higher density development to reduce vehicle trips, promote alternatives to individual vehicle travel, and promote efficient delivery of services and goods"—echoing objectives and policies of the 2025 Fresno General Plan adopted in late 2002.

The General Plan contains a mix of land uses would be expected to generate fewer vehicle miles traveled per capita, leading to reduced emissions of greenhouse gases from engine emissions. It provides for overall denser development with high-intensity enclaves, associated with increased public transit use. The plan fosters mixed use and infill development (being implemented by mixed-use zoning ordinances added to the Fresno Municipal Code, as directed by 2025 Fresno General Plan) policies. The urban form element distributes neighborhood-level and larger commercial development, public facilities such as schools, and recreational sites throughout the metropolitan area, reducing vehicle trips.

Any manufacturing activities that would generate SF_6, HFCs, or PFCs would be subject to subsequent environmental review at the project-specific level, as would any uses which would generate methane on site. The City of Fresno has adopted an ordinance prohibiting installation of any woodburning fireplaces or woodburning appliances in new homes, which would reduce CO_2 and N_2O from wood combustion.

Through updates in the California Building Code and statewide regulation of appliance standards, City development projects conform to state-of-the art energy-efficient building, lighting, and appliance standards as advocated in the California Environmental Protection Agency's publication *Climate Action Team / Proposed Early Actions to Mitigate Climate Change in California* (April 2007) and in CARB's *Proposed Early Actions to Mitigate Climate Change in California* (April 2007). The City has further incentivized "green" building projects by providing subsidies for solar photovoltaic equipment for single-family residential construction, by reducing development standards (including reductions in required parking spaces, which further reduces air pollutant and GHG emissions), and by improving its landscape and shading standards (a topic included in the Design Guidelines adopted with the 2025 Fresno General Plan).

Updated engine and tire efficiency standards would apply to residents' vehicles, as well as the statewide initiatives applicable to air conditioning and refrigeration equipment, regional transportation improvements, power generation and use of solar energy, water supply and water conservation, landfill methane capture, changes in cement manufacturing processes, manure management (methane digester protocols), recycling program enhancements, and "carbon capture" (also known as "carbon sequestration," technologies for capturing and converting CO_2, removing it from the atmosphere).

Due to the lack of data or regulatory guidance that would indicate the 2025 Fresno General Plan had a significant adverse impact upon global climate change, the relatively small size of the Fresno Metropolitan Area in conjunction with the worldwide scope of GHG emissions, and the emphasis in the 2025 Fresno General Plan upon integrated urban design and air pollution control measures, it could not be concluded in 2002 nor at present that the 2025 Fresno General Plan would have a significant adverse impact on global climate change.

As to potential impacts of global warming upon the 2025 Fresno General Plan: the city is located in the Central Valley, in an urbanized area on flat terrain distant from the Pacific coast and from rivers and streams. It is outside of identified flood prone areas. Based on its location we conclude that Fresno is not likely to be significantly affected by the potential impacts of global climate change such as increased sea level and river/stream channel flooding; nor is it subject to wildfire hazards. While Fresno does contain areas with natural habitat (the San Joaquin Bluffs and Riverbottom), a change in these areas' biota induced by global warming would not leave them bereft of all habitat value—it would simply mean a change in the species which would be encountered in these areas. The 2025 Fresno General Plan preserves this habitat open space area for multiple objectives (protection from soil instability and flood inundation; conservation of designated high-quality mineral resources), so any natural resource species changes in those areas would not constitute a significant adverse impact to the city or a loss of resource area.

Fresno has historically had high ambient summer temperatures and an historic heat mortality level that is among the highest in the state (5 heat-related deaths annually per 100,000 population). Due to the prevalence of air conditioning in dwellings and commercial buildings, an increase in extreme heat days from global warming is not expected by the California Air Resources Board Research Division to significantly increase heat-related deaths in Fresno, as opposed to possible effects in cooler portions of the state such as Sacramento or Los Angeles areas (reference: *Projections of Public Health Impacts of Climate Change in California: Scenario Analysis*, by Dr. Deborah Dreschler, Air Resources Board, April 9, 2008). Increased summertime temperatures which may be caused by global warming will be mitigated by the City's landscaping standards to provide shade trees, by statewide energy efficiency standards which insulate dwellings from heat and cold, and by urban design standards which require east-west orientation of streets and buildings to facilitate solar gain. Fresno has a heat emergency response plan and provides cooling centers and free transportation to persons who do not have access to air conditioning.

Secondary health effects of global warming could include increases in respiratory and cardiac illnesses attributable to poor air quality. The San Joaquin Valley Air Pollution Control District provides daily advisories and warnings in times of high ozone levels to help senior citizens and other sensitive populations avoid exposure. The SJVAPCD has committed to attainment of fine particulate matter (PM2.5) standards by Year 2014 and to attainment of oxidant/ozone standards by Year 2023, and would adopt additional Rules and emission controls as necessary

to decrease emissions inventories by those target dates. There is insufficient information to indicate that global climate change would prevent attainment of air quality parameters affecting health.

Pursuant to 2025 Fresno General Plan policy and MEIR mitigation measures, the City's Department of Public Utilities and Fire Department are required to affirm that adequate water service can be provided to all development projects for potable and fire suppression uses. The City derives much of its water supply from groundwater, using its surface water entitlements from the Kings and San Joaquin Rivers primarily to recharge the aquifer. A high percentage of Fresno's annual precipitation is captured and percolated in ponding basins operated by Fresno Metropolitan Flood Control District. If global climate change leads to a longer rainy season and/or more storm events throughout the year, groundwater supplies could be improved by additional percolation.

The City of Fresno currently treats and distributes only some 20% of its 150,000 acre-foot/year (AFY) surface water entitlement for the municipal water system, directing another 50,000 to 70.000 AFY to recharge activities via ponding basins. Presently, the City is unable to recharge the full balance of its annual entitlement in average and wet years, and releases any unused surface water supplies to area irrigation districts for agricultural use in the metropolitan area, (which further augments groundwater recharge through percolation of irrigated water).

Future surface water plant construction projects envisioned by the 2025 Fresno General Plan would account for less than 120,000 acre-feet per year of the surface supply. The General Plan direction for future Metropolitan Water Resource Management Plans includes exploring the use of recycled treated wastewater for non-potable uses such as landscape irrigation, which would further effectively extending the City's water supply..

If the global climate change were to cause a serious and persistent decrease in Sierra snowpack, some of Fresno's water supply could be affected. However, historic records show that the very long-term prevailing climatic pattern for Central California has included droughts of long (often, multi-year) duration, interspersed with years of excess precipitation. Decades before global climate change was considered as a threat to California's water system, state and local agencies recognized a need to augment water storage capacity for excess precipitation occurring in wet years, to carry the state through the intervening dry years.

The potential for episodic and long-term drought is considered in the city's Metropolitan Water Resource Plan and in its the Urban Water Management Plan Drought Contingency component, to accommodate reductions in available water supplies. In times of extended severe regional or statewide drought, a reprioritization of water deliveries and reallocation for critical urban supplies vs. agricultural use is possible, but it is too speculative at this time to determine what the statewide reprioritization response elements would be (the various responses of statewide and regional water agencies to these situations are not fully formulated and cannot be predicted with certainty). Because the true long term consequences of climate change on California's and Fresno's water system cannot be predicted, and, it is too speculative at this time to conclude that there could be a significant adverse impact on water supply for the 2025 Fresno General Plan due to global climate change.

As noted above, it is theorized that global warming could lead to more energy in the atmosphere and to increased intensity or frequency of storm events. Fresno's long-term weather pattern is that rainfall occurs during episodic and fairly high-intensity events. The Fresno Metropolitan

Flood Control District (FMFCD) drainage and flood control Master Plan, which sets policies for drainage infrastructure and grading in the entire Fresno-Clovis area, is already predicated on this type of weather pattern. FMFCD sizes its facilities (which development potentiated by the 2025 Fresno General Plan will help to complete) for "two-year storm events," storms of an intensity expected in approximately 50 percent of average years; however, the urban drainage system design has additional capacity built into the street system so that excess runoff from more intense precipitation events is directed to the street system. The City's Flood Plan Ordinance and grading standards require that finished floor heights be above the crowns of streets and above any elevated ditchbanks of irrigation canals. FMFCD project conditions also preserve "breakover" historic surface drainage routes for runoff from major storms. Ultimately, drain inlets and FMFCD basin dewatering pumps direct severe storm runoff into the network of Fresno Irrigation District canals and pipelines still extant in the metropolitan area, with outfalls beyond the western edge of the metropolitan area.

Scientific information, analytical tools, and standards for environmental significance of global warming and green house gases were not available to the Planning and Development Department in 2002 when the 2025 Fresno General Plan and its MEIR were formulated and approved--and at this point, there is still insufficient data available to draw any conclusions as to the potential impacts, or significance of impacts, related to global climate change for the 2025 Fresno General Plan. Similarly, there is insufficient information to conclude that global warming may have a potentially significant adverse impact upon the 2025 Fresno General Plan. In a situation when it would be highly speculative to estimate impacts or to make conclusions as to the degree of adversity and significance of those impacts, the California Environmental Quality Act allows agencies to terminate the analysis. In that regard, there is no material change in status from the degree of environmental review on this topic contained in the 2025 Fresno General Plan MEIR.

EXHIBIT D

MEIR Mitigation Measure Monitoring Checklist for EA No. C-12-015

August 31, 2012

INCORPORATING MEASURES FROM MASTER ENVIRONMENTAL IMPACT REPORT (MEIR) NO. 10130 / CERTIFIED FOR THE 2025 FRESNO GENERAL PLAN (SCH No. 2001071097) AND THE MITIGATED NEGATIVE DECLARATION APPROVED FOR ENVIRONMENTAL ASSESSMENT NO. A-09-02 (RELATING TO PLAN AMENDMENT NO. A-09-02, THE AIR QUALITY UPDATE TO THE FRESNO GENERAL PLAN)

Following is the mitigation monitoring checklist from MEIR No. 10130 as applied to the above-noted project's environmental assessment, required by City Council Resolution No. 2002-378 and Exhibit E thereof (adopted on November 19, 2002) to certify the MEIR for the 2025 Fresno General Plan Update. On June 25, 2009, through its Resolution No. 2009-146, the City Council adopted Environmental Assessment No. A-09-02 confirming the finding of a Mitigated Negative Declaration prepared for General Plan Amendment Application No. A-09-02 which updated the Air Quality Section of the Resource Conservation Element of the 2025 Fresno General Plan and incorporated additional and revised mitigation measures as necessary within the following monitoring checklist.

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

NOTE: Letters B-Q in mitigation measures refer to the respective sections of Chapter V of MEIR No. 10130

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
B-1. Development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan MEIR traffic analysis to perform at an Average Daily Traffic (ADT) level of service (LOS) D or better in 2025, with planned street improvements, shall not cause conditions on those segments to be worse than LOS E before 2025 without completing a traffic and transportation evaluation. This evaluation will be used to determine appropriate project-specific design measures or street/transportation improvements that will contribute to achieving and maintaining LOS D.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		
B-2. Development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan MEIR traffic analysis to perform at an ADT LOS E in 2025, with planned street improvements, shall not cause conditions on those segments to be worse than LOS E before 2025 without completing a traffic and transportation evaluation. This evaluation will be used to determine appropriate project-specific design measures or street/ transportation improvements that will contribute to achieving and maintaining LOS E.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.				X		

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
B-3. Development projects that are consistent with plans and policies but that could affect conditions on major street segments predicted by the General Plan MEIR 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. This evaluation will be used to determine appropriate project-specific design measures or street/ transportation improvements that will contribute to achieving and maintaining a LOS equivalent to that anticipated by the General Plan. Further substantial degradation is defined as an increase in the peak hour vehicle/capacity (v/c) ratio of 0.15 or greater for roadway segments whose v/c ratio is estimated to be 1.00 or higher in 2025 by the General Plan MEIR traffic analysis.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		X
B-4. For development projects that are consistent with plans and policies, a site access evaluation shall be required to the satisfaction of the Public Works Director. This evaluation shall, at a minimum, focus on the following factors: a. Disruption of vehicular traffic flow along adjacent major streets, appropriate design measures for on-site vehicular circulation and access to major streets (number, location and design of driveway approaches), and linkages to bicycle/pedestrian circulation systems and transit services. b. In addition, for development projects that the City determines may generate a projected 100 or more peak hour vehicle trips (either in the morning or evening), the evaluation shall determine the project's contribution to increased peak hour vehicle delay at major street intersections adjacent or proximate to the project site. The evaluation shall identify project responsibilities for intersection improvements to reduce vehicle delay consistent with the LOS anticipated by the 2025 Fresno General Plan. For projects which affect State Highways, the Public Works Director may direct the site access evaluation to reference the criteria presented in Caltrans Guide for the Preparation of Traffic Impact Studies.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		

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F - Not Applicable

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
B-5. Circulation and site design measures shall be considered for development projects so that local trips may be completed as much as possible without use of, or with reduced use of, major streets and major street intersections. Appropriate consideration must also be given to compliance with plan policies and mitigation measures intended to promote compatibility between land uses with different traffic generation characteristics.	Prior to approval of land use entitlement	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		
B-6. New development projects and major street construction projects shall be designed with consideration and implementation of appropriate features (considering safety, convenience and cost-effectiveness) to encourage walking, bicycling, and public transportation as alternative modes to the automobile.	Prior to approval or prior to funding of major street project.	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		
B-7. Bicycle and pedestrian travel and use of public transportation shall be facilitated as alternative modes of transportation including, but not limited to, provision of bicycle, pedestrian and public transportation facilities and improvements to connect residential areas with public facilities, shopping and employment. Adequate rights-of-way for bikeways, preferably as bicycle lanes, shall be provided on all new major streets and shall be considered when designing improvements for existing major streets.	Ongoing	Public Works Dept./Traffic Planning; Development & Resource Management Dept.	X			X		

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

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
C-1. In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, the City shall take the following necessary actions to achieve and maintain compliance with state and federal air quality standards and programs. a. Develop and incorporate air quality maintenance considerations into the preparation and review of land use plans and development proposals. b. Maintain internal consistency within the General Plan between policies and programs for air quality resource conservation and the policies and programs of other General Plan elements. c. City departments preparing environmental review documents shall use computer models (software approved by local and state air quality and congestion management agencies) to estimate air pollution impacts of development entitlements, land use plans and amendments to land use regulations. d. Adopted state and SJVAPCD protocols, standards, and thresholds of significance for greenhouse gas emissions shall be utilized in assessing and approving proposed development projects. e. Continue to route information regarding land use plans, development projects, and amendments to development regulations to the SJVAPCD for that agency's review and comment on potential air quality impacts.	Ongoing	Development & Resource Management Dept.	X			X		
C-2. For development projects potentially meeting SJVAPCD thresholds of significance and/or thresholds of applicability for the Indirect Source Review Rule (Rule 9510) in their unmitigated condition, project applicants shall complete the SJVAPCD Indirect Source Review Application prior to approval of the development project. Mitigation measures incorporated into the ISR analysis shall be incorporated into the project as conditions of approval and/or mitigation measures, as may be appropriate.	Ongoing	Development & Resource Management Dept and SJVAPCD				X		X

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

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
C-3. The City shall implement all of the Reasonably Available Control Measures (RACM) identified in Exhibit A of Resolution No. 2002-119, adopted by the Fresno City Council on April 9, 2002. These measures are presented in full detail in Table VC-3 of the MEIR.	Ongoing	Various city departments					X	
C-4. The City shall continue efforts to improve technical performance, emissions levels and system operations of the Fresno Area Express transit system, through such measures as: a. Selecting and maintaining bus engines, transmissions, fuels and air conditioning equipment for efficiency and low air pollution emissions. b. Siting new transit centers and other multi-modal transportation transfer facilities to maximize utilization of mass transit. c. Continuing efforts to improve transit on-time performance, increase frequency of service, extend hours of operation, add express bus service and align routes to capture as much new ridership as possible. d. Initiating a program to allow employers and institutions (e.g., educational facilities) to purchase blocks of bus passes at a reduced rate to facilitate their incentive programs for reducing single-passenger vehicle use.	Ongoing	Fresno Area Express					X	
D-1. The City shall monitor impacts of land use changes and development project proposals on water supply facilities and the groundwater aquifer.	Ongoing	Dept of Public Utilities and Development & Resource Management Dept.	X			X	X	

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

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
D-2. The City shall ensure the funding and construction of facilities to mitigate the direct impacts of land use changes and development within the 2025 General Plan boundaries. Groundwater wells, pump stations, intentional recharge facilities, potable and recycled water treatment and distribution systems shall be expanded incrementally to mitigate increased water demands. Site specific environmental evaluations shall precede the construction of these facilities. Results of this evaluation shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing (City-wide); and prior to approval of land use entitlement as applicable	Department of Public Utilities and Development & Resource Management Dept.				X	X	
D-3. The City shall implement the future water supply plan described in the City of Fresno Metropolitan Water Resources Management Plan Update and shall continue to update this Plan as necessary to ensure the cost-effective use of water resources and continued availability of good-quality groundwater and surface water supplies.	Ongoing	Department of Public Utilities	X			X	X	
D-4. The City shall work with the Fresno Metropolitan Flood Control District to prevent and reduce the existence of urban stormwater pollutants to the maximum extent practical and ensure that surface and groundwater quality, public health, and the environment shall not be adversely affected by urban runoff, and shall comply with NPDES standards.	Ongoing	Development & Resource Management Dept.	X			X	X	
D-5. The City shall preserve undeveloped areas within the 100-year floodway within the city and its general plan area, particularly the San Joaquin Riverbottom, for uses that will not involve permanent improvements which would be adversely affected by periodic floods. The City shall expand this protected area in the Riverbottom pursuant to expanded floodplain and/or floodway maps, regulations, and policies adopted by the Central Valley Flood Protection Board and the National Flood Insurance Protection Program.	Ongoing	Development & Resource Management Dept.						X

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

MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
D-6. The City shall establish special building standards for private structures, public structures and infrastructure elements in the San Joaquin Riverbottom that will protect: a. Allowable_construction in this area from being damaged by the intensity of flooding in the riverbottom; b. Water quality in the San Joaquin River watershed from flood damage-related nuisances and hazards (e.g., the release of raw sewage); and c. Public health, safety and general welfare from the effects of flood events.	Ongoing	Development & Resource Management Dept.						X
D-7. The City shall advocate that the San Joaquin River not be channelized and that levees shall not be used in the river corridor for flood control, except those alterations in river flow that are approved for surface mining and subsequent reclamation activities for mined sites (e.g., temporary berms and small side-channel diversions to control water flow through ponds).	Ongoing	Development & Resource Management Dept.						X
D-8. The City shall maintain a comprehensive, long-range water resource management plan that provides for appropriate management and use of all sources of water available to the planning area, and shall periodically update this plan to ensure that sufficient and sustainable water supplies of good quality will be economically available to accommodate existing and planned urban development. Project-specific and city-wide water conservation measures shall be directed toward assisting in reaching the goal of balancing City groundwater operations by 2025.	Ongoing	Department of Public Utilities				X	X	

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B - Mitigated
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MITIGATION MEASURE	WHEN IMPLEMENTED	COMPLIANCE VERIFIED BY	A	B	C	D	E	F
D-9. The City shall continue its current water conservation programs and implement additional water conservation measures to reduce overall per capita water use within the City with a goal of reducing the overall per capita water use in the City to its adopted target consumption rate. The target per capita consumption rate adopted in 2008 is a citywide average of 243 gallons per person per day, intended to be reached by 2020 (which includes anticipated water conservation resulting from the on-going residential water metering program and additional water conservation by all customers: 5% by 2010, and an additional 5% by 2020.)	Ongoing	Department of Public Utilities				X	X	
D-10. All development projects shall be required to comply with City Department of Public Utilities conditions intended for the City to reach its overall per capita water consumption rate target. Project conditions shall include, but are not limited to, water use efficiency for landscaping, 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.	Prior to approval of land use entitlement	Department of Public Utilities	X			X	X	
D-11. When and if the City adopts a formal management plan for recycled and/or reclaimed water, all development shall comply with its standards and requirements. Absent a formal management plan for recycled and/or reclaimed water, new development projects shall install reasonably necessary infrastructure, facilities and equipment to utilize reclaimed and recycled water for landscape irrigation, decorative fountains and ponds, and other water-consuming features, provided that use of reclaimed or recycled water is determined by the Department of Public Utilities to be feasible, sanitary, and energy-efficient.	Prior to approval of development project	Department of Public Utilities				X	X	

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<table>
<tr><th>MITIGATION MEASURE</th><th>WHEN IMPLEMENTED</th><th>COMPLIANCE VERIFIED BY</th><th>A</th><th>B</th><th>C</th><th>D</th><th>E</th><th>F</th></tr>
<tr><td>

D-12. All applicants for development projects shall provide data (meeting City Department of Public Utilities criteria for such data) on the anticipated annual water demand and daily peak water demand for proposed projects. If a development project would increase water demand at a project location (or for a type of development) beyond the levels allocated in the version of the City's Urban Water Management Plan (UWMP) in effect at the time the project's environmental assessment is conducted, the additional water demand will be required to be offset or mitigated in a manner acceptable to the City Department of Public Utilities. Allocated water demand rates are set forth in Table 6-4 of the 2008 UWMP as follows:

<table>
<tr><th rowspan="2">FOR GROSS DEVELOPED PROJECT ACREAGE OF THE FOLLOWING DEVELOPMENT CATEGORIES
(Analysis shall include acreage to all street centerlines.)</th><th colspan="3">PER-UNIT FACTORS, In acre-ft/acre/yr, for projects projected to be completed during these intervals:</th></tr>
<tr><th>01/01/2005 THROUGH 12/31/2010</th><th>01/01/2010 THROUGH 12/31/2024</th><th>AFTER 01/01/2025</th></tr>
<tr><td>Single family residential</td><td>3.8</td><td>3.5</td><td>3.5</td></tr>
<tr><td>Multi-family residential</td><td>6.5</td><td>6.2</td><td>6.2</td></tr>
<tr><td>Commercial and institutional</td><td>2</td><td>1.9</td><td>1.9</td></tr>
<tr><td>Industrial</td><td>2</td><td>1.9</td><td>1.9</td></tr>
<tr><td>Landscaped open space</td><td>3</td><td>2.9</td><td>2.9</td></tr>
<tr><td>South East Growth Area</td><td>3.4</td><td>3.2</td><td>3.2</td></tr>
<tr><td colspan="4">NOTE: The above land use classifications and demand allocation factors may be amended in future updates of the Urban Water Management Plan</td></tr>
</table>

</td><td>Prior to approval of development project</td><td>Department of Public Utilities</td><td>X</td><td></td><td></td><td>X</td><td></td><td>X</td></tr>
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D-13. The City will conform to the requirements of Waste Discharge Requirements Order 5-01-254, including groundwater monitoring and subsequent Best Practical Treatment and Control (BPTC) assessment and findings.	Ongoing	Department of Public Utilities			X	X	X	
E-1. The City shall continue to implement and pursue strengthening of urban growth management service delivery requirements and annexation policy agreements, including urging that the county continue to implement similar measures within the boundaries of the 2025 Fresno General Plan, to promote contiguous urban development and discourage premature conversion of agricultural land.	Ongoing	Development & Resource Management Dept.	X				X	
E-2. To minimize the inefficient conversion of agricultural land, the City shall pursue the appropriate measures to ensure that development within the planned urban boundary occurs consistent with the General Plan and that urban development occurs within the city's incorporated boundaries.	Ongoing	Development & Resource Management Dept.	X				X	
E-3. The City shall pursue appropriate measures, including recordation of right to farm covenants, to ensure that agricultural uses of land may continue within those areas of transition where planned urban areas interface with planned agricultural areas.	Ongoing	Development & Resource Management Dept.						X

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E-4. Development of agricultural land, or fallow land adjacent to land designated for agricultural uses, shall incorporate measures to reduce the potential for conflicts with the agricultural use. Implementation of the following measures shall be considered: a. Including a buffer zone of sufficient width between proposed residences and the agricultural use. b. Restricting the intensity of residential uses adjacent to agricultural lands. c. Informing residents about possible exposure to agricultural chemicals. d. Where feasible and permitted by law, exploring opportunities for agricultural operators to cease aerial spraying of chemicals and use of heavy equipment near proposed residences. e. Recordation of right to farm covenants to ensure that agricultural uses of land can continue.	Ongoing	Development & Resource Management Dept.						X
F-1. The City shall ensure the provision for adequate trunk sewer and collector main capacities to serve existing and planned urban and economic development, including existing developed uses not presently connected to the public sewer system, consistent with the Wastewater Master Plan. Where appropriate, the City will coordinate with the City of Clovis and other agencies to ensure that planning and construction of facilities address regional needs in a comprehensive manner.	Ongoing	Dept. of Public Utilities and Development & Resource Management Dept.	X		X	X		
F-2. The City shall continue the development and use of citywide sewer flow monitoring and computerized flow modeling to ensure the availability of sewer collection system capacity to serve planned urban development.	Ongoing	Dept. of Public Utilities				X	X	
F-2-a. The City shall provide for containment and management of leathers and sludge adequate to prevent groundwater degradation.	Ongoing	Dept. of Public Utilities					X	X

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F-3. The City shall ensure the provision of adequate sewage treatment and disposal by using the Fresno-Clovis Regional Wastewater Reclamation Facility as the primary facility when economically feasible for all existing and new development within the General Plan area. Smaller, subregional wastewater treatment facilities may also be constructed as part of the regional wastewater treatment system, when appropriate. This shall include provision of tertiary treatment facilities to produce recycled water for landscape irrigation and other non-potable uses. Site specific environmental evaluation and development of Waste Discharge Requirements by the Regional Water Quality Control Board shall precede the construction of these facilities. Mitigation measures identified in these evaluations shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing	Dept. of Public Utilities	X			X	X	
F-4. The City shall ensure that adequate trunk sewer capacity exists or can be provided to serve proposed development prior to the approval of rezoning, special permits, tract maps and parcel maps, so that the capacities of existing facilities are not exceeded.	Ongoing/prior to approval of land use entitlement	Dept. of Public Utilities and Development & Resource Management Dept.	X			X	X	
F-5. The City shall provide adequate solid waste facilities and services for the collection, transfer, recycling, and disposal of refuse for existing and planned development within the City's jurisdiction. Site specific environmental evaluation shall precede the construction of these facilities. Results of this evaluation shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing/prior to construction	Dept. of Public Utilities	X			X	X	

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G-1. Site specific environmental evaluation shall precede the construction of new police and fire protection facilities. Results of this evaluation shall be incorporated into each project to reduce the identified environmental impacts.	Ongoing/prior to construction	Fire Dept/Police Dept/ Development & Resource Management Dept.						X
H-1. Site specific environmental evaluation shall precede the construction of new public parks. Results of this evaluation shall be incorporated into the park design to reduce the environmental impacts.	Ongoing/prior to construction	Parks and Recreation Dept. & Development & Resource Management Dept.						X
I-1. Projects that could adversely affect rare, threatened or endangered wildlife and vegetative species (or may have impacts on wildlife, fish and vegetation restoration programs) may be approved only with the consent of the California Department of Fish and Game (and the U.S. Fish and Wildlife Service, as appropriate) that adequate mitigation measures are incorporated into the project's approval.	Ongoing/prior to approval of land use entitlement	Development & Resource Management Dept.						X
I-2. Where feasible, development shall avoid disturbance in wetland areas, including vernal pools and riparian communities along rivers and streams. Avoidance of these areas shall including siting structures at least 100 feet from the outermost edge of the wetland. If complete avoidance is not possible, the disturbance to the wetland shall be minimized to the maximum extent possible, with restoration of the disturbed area provided. New vegetation shall consist of native species similar to those removed.	Ongoing/prior to approval of land use entitlement	Development & Resource Management Dept.						X

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I-3. Where wetlands or other sensitive habitats cannot be avoided, replacement habitat at a nearby off-site location shall be provided. The replacement habitat shall be substantially equivalent in nature to the habitat lost and shall be provided at a ratio suitable to assure that, at a minimum, there is no net less of habitat acreage or value. Typically, the U.S. Fish and Wildlife Service and California Department of Fish and Game require a ratio of three replacement acres for every one acre of high quality riparian or wetland habitat lost.	Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X
I-4. Existing and mature riparian vegetation shall be preserved to the extent feasible, except when trees are diseased or otherwise constitute a hazard to persons or property. During construction, all activities and storage of equipment shall occur outside of the drip lines of any trees to be preserved.	Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X
I-5. Within the identified riparian corridors, environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values and only uses consistent with these values shall be allowed (e.g., nature education and research, fishing and habitat enhancement and protection).	Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X
I-6. All areas within identified riparian corridors shall be maintained in a natural state or limited to recreation and open space uses. Recreation shall be limited to passive forms of recreation, with any facilities that are constructed required to be non-intrusive to wildlife or sensitive species.	Ongoing/prior to approval of land use entitlement and during construction	Development & Resource Management Dept.						X

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J-1. If the site of a proposed development or public works project is found to contain unique archaeological or paleontological resources, and it can be demonstrated that the project will cause damage to these resources, reasonable efforts shall be made to permit any or all of the resource to be scientifically removed, or it shall be preserved in situ (left in an undisturbed state). In situ preservation may include the following options, or equivalent measures: a. Amending construction plans to avoid the resources. b. Setting aside sites containing these resources by deeding them into permanent conservation easements. c. Capping or covering these resources with a protective layer of soil before building on the sites. d. Incorporating parks, green space or other open space into the project to leave these resources undisturbed and to provide a protective cover over them. e. Avoiding public disclosure of the location of these resources until or unless the site is adequately protected from vandalism or theft.	Ongoing/prior to approval of land use entitlement	Development & Resource Management Dept.	X				X	
J-2. An archaeological assessment shall be conducted for the project if prehistoric human relics are found that were not previously assessed during the environmental assessment for the project. The site shall be formally recorded, and archaeologist recommendations shall be made to the City on further site investigation or site avoidance/ preservation measures.	Ongoing/prior to submittal of land use entitlement application	Development & Resource Management Dept.	X				X	
J-3. If there are suspected human remains, the Fresno County Coroner shall be contacted immediately. If the remains or other archaeological materials are possibly of Native American origin, the Native American Heritage Commission shall be contacted immediately, and the California Archaeological Inventory's Southern San Joaquin Valley Information Center shall be contacted to obtain a referral list of recognized archaeologists.	Ongoing	Development & Resource Management Dept./ Historic Preservation Commission staff	X				X	

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J-4. Where maintenance, repair stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of the historical resource will be conducted consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (Weeks and Grimmer, 1995), the project's impact on the historical resource shall generally be considered mitigated below a level of significance and thus not significant.	Ongoing	Development & Resource Management Dept./ Historic Preservation Staff						X
K-1. The City shall adopt the land use noise compatibility standards presented in Figure VK-2 for general planning purposes.	Ongoing	Development & Resource Management Dept.	X				X	
K-2. Any required acoustical analysis shall be performed as required by Policy H-1-d of the 2025 Fresno General Plan for development projects proposing residential or other noise sensitive uses as defined by Policy H-1-a, to provide compliance with the performance standards identified by Policies H-1-a and H-1-k. (Note: all are policies of the 2025 Fresno General Plan.) The following measures can be used to mitigate noise impacts; however, impacts may not be fully mitigated within the 70 dBA noise contour areas depicted on Figure VK-4. ■ Site Planning. See Chapter V for more details. ■ Barriers. See Chapter V for more details. ■ Building Designs. See Chapter V for more details.	Ongoing/upon submittal of land use entitlement application	Development & Resource Management Dept.				X		X

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K-3. The City shall continue to enforce the California Administrative Code, Title 24, Noise Insulation Standards. Title 24 requires that an acoustical analysis be performed for all new multi-family construction in areas where the exterior sound levels exceed 60 CNEL. The analysis shall ensure that the building design limits the interior noise environment to 45 CNEL or below.	Ongoing/prior to building permit issuance	Development & Resource Management Dept.	X				X	X
L-1. Any construction that occurs as a result of a project shall conform to current Uniform Building Code regulations which address seismic safety of new structures and slope requirements. As appropriate, the City shall require a preliminary soils report prior to subdivision map review to ascertain site specific subsurface information necessary to estimate foundation conditions. This report shall reference and make use of the most recent regional geologic maps available from the California Department of Conservation, Division of Mines and Geology.	Ongoing	Development & Resource Management Dept.	X				X	
N-1. The City shall cooperate with appropriate energy providers to ensure the provision of adequate energy generated and distribution facilities, including environmental review as required.	Ongoing	Development & Resource Management Dept.				X		
Q-1. The City shall establish and implement design guidelines applicable to all commercial and manufacturing zone districts. These design guidelines will require consideration of the appearance of non-residential buildings that are visible to pedestrians and vehicle drivers using major streets or are visible from proximate properties zoned or planned for residential use.	Ongoing	Development & Resource Management Dept.	X				X	

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