

APPENDIX G/INITIAL STUDY FOR A MITIGATED NEGATIVE DECLARATION

**Environmental Checklist Form for:
Environmental Assessment No. P22-03852**

1.	<p>Project title: Development Permit Application No. P22-03852</p>
2.	<p>Lead agency name and address: City of Fresno Planning and Development Department 2600 Fresno Street Fresno, CA 93721</p>
3.	<p>Contact person and phone number: <i>Thomas Veatch, Planner</i> City of Fresno Planning and Development Department (559) 621-8076</p>
4.	<p>Project location: <i>Near the Corners of Bryan Avenue and Shaw Avenue, and Bryan Avenue and Fairmont Avenue</i> (APN: 512-03-08)</p>
5.	<p>Project sponsor's name and address: <i>Jay Bhandal</i> <i>Majestic Palms</i> <i>1418 E. Shaw Avenue</i> <i>Fresno, CA 93710</i></p>
6.	<p>General & Community plan land use designation: RMX (Regional Mixed Use)</p>
7.	<p>Zoning: RMX (Regional Mixed Use)</p>
8.	<p>Description of project: Development Permit Application No. P22-03852 was filed by 4Creeks, Inc., on behalf of Jay Bhandal, Majestic Palms. The applicant proposes a 114-unit, multi-family development on 9.36 gross acres in the City of Fresno. The apartment complex includes twenty-six 1-bed/1-bath units ranging from 744 to 841 square feet (sf), eighty-four 2-bed/2-bath units, each roughly 1,000 sf, and four 3-bed/2-bath units that are 1,329 sf. The Project also proposes a 3,512-sf community building and 182 onsite</p>

parking spaces, comprised of two accessible covered spaces, four accessible visitor parking spaces, 92 covered spaces, and 84 uncovered spaces. The Project would provide residents with approximately 40,900 sf of community open space. The Project will support the Regional Mixed-Use designation by providing a higher-density option than the existing homes in the area. In addition, the Project is designed to benefit pedestrians on and off the project site with pathways throughout and connecting to sidewalks offsite. There will be a six-foot-tall concrete wall surrounding the Project Site. A new exterior lighting and security camera system will be around the property perimeter. Construction is proposed to begin in September 2023 and is anticipated to last approximately 18 months. The Project would result in onsite and offsite infrastructure improvements, including new and relocated utilities, internal drive aisles, and frontage improvements including dedications of right of way to North Bryan Avenue and Veterans Boulevard.

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

	Planned Land Use	Existing Zoning	Existing Land Use
North	Regional Mixed Use	RMX (Regional Mixed Use)	Fresno Fire Station #18, Single Family Homes, Vacant Land
East	Residential – High Density	RM-3 (Residential Multi-Family, High Density)	Vacant
South	Residential – Medium Low Density	RS-4 (Residential Single-Family, Medium Low Density)	Single Family Homes
West	Residential – High Density, Veterans Blvd Extension	Rural Residential (County)	Farmland

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

- City of Fresno Building and Encroachment Permits
- San Joaquin Valley Air Pollution Control District (SJVAPCD). The proposed project is within the jurisdiction of the SJVAPCD and will be required to comply with Rule VIII, 3135, 4101, and 9510.
- Central Valley Regional Water Quality Control Board, SWPPP. The proposed project site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB). The Central Valley RWQCB will require a Storm Water Pollution Prevention Plan (SWPPP) to prevent impacts related to stormwater as a result of project construction.

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1? If so, has consultation begun?**

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias. Fresno County has a number of Rancherias such as Table Mountain Rancheria, Millerton Rancheria, Big Sandy Rancheria, Cold Springs Rancheria, and Squaw Valley Rancheria. These Rancherias are not located within the city limits.

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

Currently, the Table Mountain Rancheria Tribe and the Dumna Wo Wah Tribe have requested to be notified pursuant to Assembly Bill 52 (AB 52) A certified letter was mailed to the above mentioned tribes on **June 12, 2023**. The 30-day comment period ended on **July 12, 2023**. Neither tribe requested consultation.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

—	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<u>X</u>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
—	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
—	I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR is required, but it must analyze only the effects that remain to be addressed.
—	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable

standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Thomas Veatch

10/27/2023

Planner Name, Title	Date
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EVALUATION OF ADDITIONAL ENVIRONMENTAL IMPACTS NOT ASSESSED IN PROGRAM ENVIRONMENTAL IMPACT REPORT SCH NO. 2019050005 PREPARED FOR THE APPROVED FRESNO GENERAL PLAN (GP PEIR):

Note to preparer: For projects that are consistent with the Fresno General Plan and Zoning (or where the zoning will be changed only for the purposes of achieving consistency with the General Plan), tiering pursuant to CEQA Guidelines Section 15152 may be used. If tiering will be used, please comply with the requirements of Section 15152(g).

For projects that are not completely consistent with the Fresno General Plan and Zoning (i.e. projects that include a General Plan Amendment and/or Rezone), the provisions of CEQA Guidelines Section 15152 do not apply. However, the GP PEIR and its analysis may still be incorporated by reference to provide a basis for the project’s initial study, to address regional influences, secondary effects, cumulative impacts, and broad alternatives pursuant to CEQA Guidelines 15168(d).

1. For purposes of this Initial Study, the following answers have the corresponding meanings:
 - a. “No Impact” means the specific impact category does not apply to the project, or that the record sufficiently demonstrates that project specific factors or general standards applicable to the project will result in no impact for the threshold under consideration.
 - b. “Less Than Significant Impact” means there is an impact related to the threshold under consideration, but that impact is less than significant.
 - c. “Less Than Significant with Mitigation Incorporation” means there is a potentially significant impact related to the threshold under consideration, however, with the mitigation incorporated into the project, the impact is less than significant. For purposes of this Initial Study “mitigation incorporated into the project” means mitigation originally described in the GP PEIR and applied to an individual project, as well as mitigation developed specifically for an individual project.
 - d. “Potentially Significant Impact” means there is substantial evidence that an effect

may be significant related to the threshold under consideration.

2. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
3. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
4. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
5. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from, "Earlier Analyses," as described in (6) below, may be cross-referenced).
6. Earlier analyses may be used where, pursuant to the tiering, Program EIR, 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 PEIR 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.

7. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in PRC Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		<input checked="" type="checkbox"/>		

DISCUSSION

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

According to the City of Fresno PEIR Section 4.1-3, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. The San Joaquin River and the Sierra Nevada Mountains are the primary scenic vistas within this region. The San Joaquin River is approximately 3.6 miles north of the proposed project site and the Sierra Nevada foothills are approximately 30 miles east of the project site. The San Joaquin River and Sierra Nevada mountains are not visible from the proposed project site due to the extensive urban development

between the project site and these features. This development includes Fresno Fire Station #18, Single Family homes, and Regional Mixed Use planned uses to the north, and High Density Residential planned uses to the east. There is *no impact*.

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

The City of Fresno General Plan PEIR states that scenic resources within the City of Fresno include parks, golf courses, areas along the San Joaquin River, and historic structures in Downtown Fresno. There are no officially designated State Scenic Highways located in Fresno County, however State Route 168 is eligible to be a State Scenic Highway. State Route 168 is approximately 9.6 miles from the Project Site. The proposed project would not damage any scenic resources within a state scenic highway and there is *no impact*.

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

The proposed project site is located in an urbanized area within the City of Fresno. The existing visual character of the site can be described as flat, containing little to no vegetation, vacant and surrounded by residential properties on all sides. This includes existing Single Family homes to the north and south, and High Density Residential uses planned to the east and west. The materials, signage, fencing, landscaping, and building materials used in the construction of the Majestic Palms Apartments will be selected based on their ability to improve the overall visual character of the area. The proposed project will comply with all applicable zoning and other regulations governing scenic quality. There is *no impact*.

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

The proposed project would result in new lighting sources on the project site consistent with adjacent residential development. New lighting sources would include interior lighting from residences, street lighting, security lighting, and headlight lighting from vehicles found in a residential neighborhood. All street and landscape lighting will be consistent with the City's lighting standards, which are developed to minimize impacts related to excessive light and glare. The project will comply with the City of Fresno General Plan PEIR mitigation measures AES-4.1, AES-4.4, and AES-4.5, which establish guidelines for outdoor lighting systems and building materials. Although the project will introduce new light sources to the area, all lighting will be consistent with adjacent residential land uses and the City's lighting standards. The impacts are *less than significant with mitigation*.

Mitigation Measures

The proposed project shall implement and incorporate, as applicable, the aesthetic related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated 05/09/23.

- AES-4.1: Lighting for Street and Parking Areas. Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residences.
- AES-4.4: Signage Lighting. Lighting systems for freestanding signs shall not exceed 100-foot Lamberts (FT-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal footcandles and shall not exceed 500 FT-L when adjacent to streets which have an average light intensity of 2.0 horizontal footcandles or greater.
- AES-4.5: Use of Non-Reflective Materials. Materials used on building facades shall be nonreflective.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>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?</p>				<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				<input checked="" type="checkbox"/>
<p>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))?</p>				<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			☑	

DISCUSSION

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

The proposed project does not involve construction on land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Farmland Mapping and Monitoring Program. The Site is located on Farmland of Local Importance, however, is not currently being used for farming. The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use and there is *no impact*.

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

The project site is zoned for RMX, Regional Mixed Use, and not for agricultural uses. It is not under a Williamson Act Contract. There is *no impact*.

- c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

The project site is not zoned for forest or timberland production and there is no zone change proposed for the site. Therefore, *no impacts* would occur.

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

No conversion of forestland, as defined under Public Resource Code or General Code, will occur as a result of the project and there would be *no impacts*.

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

As discussed above, the Site is located on Farmland of Local Importance, however, it is not currently being used for farming and is vacant.. The project does not include any features which could result in the conversion of Farmland to non-agricultural use or the conversion of forestland to non-forest use. There is *a less than significant impact*.

In Conclusion, the Project will not result in any impacts to agriculture and forest resources beyond those analyzed in PEIR SCH No. 202111015 prepared for the Fresno General Plan.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?				<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			<input checked="" type="checkbox"/>	
c) Expose sensitive receptors to substantial pollutant concentrations?			<input checked="" type="checkbox"/>	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			<input checked="" type="checkbox"/>	

The analysis below is based on a CalEEMod Analysis. The CalEEMod Analysis is attached in the Appendix A.

DISCUSSION

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

The proposed project is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD) and would result in air pollutant emissions that are regulated by the air district during both its construction and operational phases. The SJVAPCD is responsible for bringing air quality in Fresno County into compliance with federal and state air quality standards. The Air District has Particulate Matter (PM) plans, Ozone Plans, and Carbon Monoxide Plans that serve as the clean air plan for the basin.

Together, these plans quantify the required emission reductions to meet federal and state air quality standards and provide strategies to meet these standards. The SJVAPCD adopted the Indirect Source Review (ISR) Rule to fulfill the District's emission reduction commitments in its PM10 and Ozone (NOx) attainment plans and has since determined that implementation and compliance with ISR would reduce the cumulative PM10 and NOx impacts anticipated in the air quality plans to a less than significant level.

Construction Phase. Project construction would generate pollutant emissions from the following construction activities: site preparation, grading, building construction, application of architectural coatings, and paving. The construction related emissions from these activities were calculated using CalEEMod. The full CalEEMod Report can be found in the Appendix A. As shown in Table 1 below, project construction related emissions do not exceed the thresholds established by the SJVAPCD.

	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Emissions Generated from Project Construction	1.9016	1.276	0.00359	1.4501	0.2140	0.1155
SJVAPCD Air Quality Thresholds of Significance	100	10	27	10	15	15
*Threshold established by SJVAPCD for SOx, however emissions are reported as SO2 by CalEEMod.						

Table 1. Projected Project Emissions Compared to SJVAPCD Thresholds of Significance for Criteria Pollutants related to Construction; Source: SJVAPCD, CalEEMod Analysis (Appendix)

Operational Phase. Implementation of the proposed project would result in long-term emissions associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, as well as mobile emissions. Operational emissions from these factors were calculated using CalEEMod. The full CalEEMod Report can be found in the Appendix A. As shown in Table 2 below, the project's operational emissions do not exceed the thresholds established by the SJVAPCD.

	CO (tpy)	ROG (tpy)	SOx (tpy)*	Nox (tpy)	PM10 (tpy)	PM2.5 (tpy)
Operational Emissions (Dry Years)	6.1906	1.1694	0.0146	0.8970	1.1440	0.4817
SJVAPCD Air Quality Thresholds of Significance	100	10	27	10	15	15

*Threshold established by SJVAPCD for SOx, however emissions are reported as SO2 by CalEEMod.

Table 2. Projected Project Emissions Compared to SJVAPCD Thresholds of Significance for Criteria Pollutants related to Operations; Source: SJVAPCD, CalEEMod Analysis (Appendix)

Because the emissions from both construction and operation of the proposed project would be below the thresholds of significance established by the SJVAPCD, the project would not conflict with or obstruct implementation of an applicable air quality plan and there is *no impact*.

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

The SJVAPCD is responsible for bringing air quality in Fresno County into compliance with federal and state air quality standards. The significance thresholds and rules developed by the SJVAPCD are designed to prevent projects from violating air quality standards or significantly contributing to existing air quality violations. As discussed above, neither construction-related emissions nor operation-related emissions will exceed thresholds established by the SJVAPCD. The project will comply with all applicable SJVAPCD rules and regulations, which will further reduce the potential for any significant impacts related to air quality as a result of project implementation. Because these thresholds and regulations are designed to achieve and/or maintain federal and state air quality standards, and the project is compliant with these thresholds and regulations, the project will not violate an air quality standard or significantly contribute to an existing air quality violation. The impact is *less than significant*.

c) Expose sensitive receptors to substantial pollutant concentrations?

The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. The single-family residences located to the north and south of the project site, and Harvest Elementary School 0.38 miles to the south are the closest sensitive receptors. The project does not include any project components identified by the California Air Resources Board that could potentially impact any sensitive receptors. As specified in the Air Toxics “Hot Spot” Information and Assessment Act of 1987 (AB 2588), each air quality district determines which facilities are to prepare a health

risk assessment (HRA). The facilities and project types marked as high priority for health risk assessments for the SJVAPCD include heavily traveled roads, distribution centers, fueling stations, and dry-cleaning operations. Since the project does not fall under one of the facility types that are required to complete an HRA, and since there are no pollutants with a significant quantity, toxicity or potency that would warrant the completion of an HRA, the impact would be *less than significant*.

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

The project will create temporary localized odors during project construction. The proposed project will not introduce conflicting land use (surrounding land includes residential neighborhoods) to the area and will not have any component that would typically emit odors. The project would not create objectionable odors affecting a substantial number of people. Therefore, the impacts would be *less than significant*.

In Conclusion, the Project will not result in any air quality impacts beyond those analyzed in PEIR SCH No. 202111015 prepared for the Fresno General Plan.

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?		<input checked="" type="checkbox"/>		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				<input checked="" type="checkbox"/>
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?				<input checked="" type="checkbox"/>
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?				<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				☑

Discussion for this section originates from a desktop inventory search through the California Natural Diversity Database (CNDDDB) to identify biological resources present or potentially present on the project site and assess the significance of project impacts on such resources per provisions of the California Environmental Quality Act (CEQA), the federal Clean Water Act (CWA), the state and federal endangered species acts (FESA and CESA respectively), California Fish and Game Code, and the California Water Code. The full species list can be found in the Appendix.

DISCUSSION

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

The project site is in an urban setting in northwest Fresno. The surroundings primarily comprise residential areas and vacant land, with single-family developments to the south, rural residential homes and a fire station to the north, vacant land to the east across Bryan Avenue, and agricultural land bordering the project to the west. The site's topography is level, with an elevation ranging from 291 to 299 feet above sea level.

The project site was previously graded at an unknown date and is currently vacant. The existing vegetation on the site consists of a vacant dirt lot accompanied by ruderal grasses and invasive weeds. The site does not contain any trees or shrubs. It is improbable that this existing vegetation would provide a suitable nesting habitat for the majority of special status bird species. Due to the prior disturbances on the site, the City of Fresno did not mandate a biological study as part of the project

requirements.

Developed land dominated by residential and agricultural development occurs throughout the proposed Project Site and surrounding area. According to the California Department of Fish and Wildlife (CDFW), the project site and surrounding lands consist of the following habitats: Urban, Deciduous Orchard, Vineyard, and Irrigated Row and Field Crops.

Currently, the project site and the land to the north and south are classified as *urban*; *suburban*. The CDFW describes this habitat as:

“Suburban areas with mature vegetation closely approximate the natural environment. In addition to landscaped gardens and lawns, relatively large tracts of adjacent natural vegetation such as chaparral, grasslands, and oak woodland abound. Wildlife diversity increases while species density decreases (Thomas and DeGraaf 1975) and proportionately greater numbers of native species occur.”

Prior to the site's grading and the surrounding land's buildout, the project site was classified as *Irrigated Row and Field Crops*. The CDFW describes this habitat as:

“Row and field crops are established on the State's most fertile soils, which historically supported an abundance of wildlife unequalled in other sites. Croplands have greatly reduced wildlife habitat richness and diversity in these areas of California. Many species of rodents and birds have adapted to croplands and are controlled by fencing, trapping, and poisoning to prevent excessive crop losses (California Department of Food and Agriculture, 1975). Prior to establishing State and Federal wildlife refuges, waterfowl depredation of crops was extensive. That problem has been essentially eliminated. Deer, elk, antelope, and wild pigs forage in alfalfa and on some other row and field crops and can cause depredation problems. Pheasants introduced to the cropland habitat have experienced recent population declines owing to changes in crop patterns and cultural practices for growing these crops. Changes include clean farming, double cropping, and chemical control of diseases and pests rather than leaving land fallow in alternate years. Except for insectivores, raptors, and doves for example, some birds and mammals (e.g., rodents, rabbits) that become too numerous can cause serious crop losses and are generally not welcomed by growers. Availability of irrigation water during dryer months benefits many wildlife species as a source of water.”

The agriculture land to the west is classified as a *Deciduous Orchard* habitat. Other surrounding lands consist of the *vineyard* habitat. The CDFW describes both of these habitats as:

“Orchards/Vineyards have been planted on deep fertile soils which once supported productive and diverse natural habitats. Larger and more diverse populations of wildlife were also supported by these native habitats. However, some species of birds

and mammals have adapted to the orchard habitats. Many have become "agricultural pests" which has resulted in intensive efforts to reduce crop losses through fencing, sound guns, or other management techniques. Wildlife, such as deer and rabbit browse on the trees; other wildlife such as squirrel and numerous birds feed on fruit or nuts. Some wildlife (e.g. morning dove, California quail) are more passive in their use of the habitat for cover and nesting sites. Deciduous orchards can be especially beneficial to wildlife during hot summer periods. However, they provide much less cover from rain and cold during the winter months when leaves have dropped. Water can be beneficial in irrigated orchards. Many wildlife species act as biological control agents by feeding on weed seeds and insect pests.

These habitats support limited natural ecological processes, native vegetation, or habitat for wildlife species. The records search findings gathered from the CNDDDB QuickView Tool identified several special status species as having the potential to occur on and/or near the project site, but the site conditions are generally undesirable for foraging and habitat for most of the species.

There are three avian species with the potential for occurrence, which include Swainson's hawk, which is listed as threatened by the California Endangered Species Act (CESA), the yellow-headed blackbird, which is listed as a "species of special concern" (SSC) by the California Department of Fish and Wildlife (CDFW), and the burrowing owl, which is also listed as SSC by the CDFW. Swainson's hawk has a moderate potential for occurrence due to nearby mature trees that may be used during nesting season and the potential for the site to be used as a foraging area, but there are generally very few mature trees close to the actual project site.

The burrowing owl has a high potential for occurrence because its habitat requirements match the project conditions, as they are known to create burrows in open, sparsely vegetated areas in this region.

The site may also be used as a low-quality foraging habitat for the yellow-headed blackbird, but the site is entirely unsuitable for nesting habitat. According to the CDFW, the essential elements of the yellow-headed blackbird's habitat are invertebrates and aquatic invertebrates. Secondary requirements, or elements that must be present within the home range of a species for the species to be present unless it is compensated by the presence of another secondarily essential element that serves the same function to the species, include water, ponds, and emergent aquatics (Rooted vascular plants which emerge above the water surface). The project site is an unsuitable habitat for the yellow-headed blackbird due to the lack of aquatic features on or near the site.

The American badger and the federally endangered San Joaquin kit fox are known to inhabit dry, open agricultural fields, depending on the level of human disturbance. Due to the site's proximity to urban development and recent disturbance, the site is generally undesirable for these special status mammals.

Both special-status vascular plants, Sanford's arrowhead and hairy Orcutt grass exclusively inhabit wetland habitats, which are absent on the project site, so there is no potential for occurrence.

Due to the general unsuitability of the site as habitat for wildlife, it is unlikely that project actions will have substantial adverse effects on the persistence of all the non-avian species described in this study.

All avian species listed in this study have the potential to occur on the site and are protected in California by state laws codified in the California Fish and Game Code and by the Migratory Bird Treaty Act. As such, it is unlawful for project actions to result in the mortality of most bird species directly or indirectly. Since birds are highly mobile animals, birds are typically only vulnerable to project related mortality during the nesting season. Should project construction occur during the avian nesting season, project activities could result in the destruction of active nests in onsite trees or buildings, which could lead to the mortality of juvenile birds or destruction of eggs. Such an action would be a violation of state laws and be considered a significant impact under CEQA. Implementation of the following mitigation measures will ensure impacts to nesting birds and special status species remain *less than significant with mitigation*.

Implementation of Mitigation Measures BIO-1a, BIO-1b, and BIO-1c, and Mitigation Measures BIO-1.1, BIO-1.2, BIO-1.3, and BIO 1.4 of the City of Fresno General Plan PEIR, will ensure that impacts to species identified as a candidate, sensitive, or special status will be *less than significant with mitigation incorporation*.

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

The project site is situated within the urban center of the City of Fresno, which has very low value to native wildlife species. Natural biotic habitats and natural drainages are absent from the project site and surrounding lands. According to the CDFW, the project site and surrounding land contain no riparian habitats, vernal pools, terrestrial corridors, or natural land that is considered essential to California. The nearest riparian habitat is the 500-meter buffer following the San Joaquin River, approximately 2.3 miles north of the project. The nearest known vernal pools are located 4.2 miles to the northeast. The nearest essential natural lands are the San Joaquin River, 2.3 miles to the north, and a small area near Highway 99, 1.2 miles to the west. The project area does not contain any riparian habitat or other sensitive natural community. There is *no impact*.

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

According to the National Wetlands Inventory, the project site does not contain any wetlands. The nearest wetland is the canal approximately 0.2 miles to the south. No

wetlands would be impacted by any activities associated with implementing the proposed project. There is *no impact*.

- 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?**

As discussed above, the project site is situated within the urban center of the City of Fresno and does not function as a wildlife corridor or native wildlife nursery site. According to the California Department of Fish and Wildlife, the Site is listed as a “Limited Connectivity Opportunity”, the lowest ranking of Terrestrial Connectivity. The nearest wildlife corridor is along the San Joaquin River, approximately 2.5 miles to the north of the project site. There is *no impact*.

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

Section 13-305 of the City of Fresno Municipal Code requires inspection by the Director and written authorization prior to the removal of any public trees in the City. The Site does not currently contain any trees; therefore, the project will not remove any trees. The project would not conflict with any local policies or ordinances protecting biological resources. There is *no impact*.

- 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?**

There are no known Habitat Conservation Plans or Natural Community Conservation Plans in effect within the vicinity of the project. There is *no impact*.

Mitigation Measures

The proposed project shall implement and incorporate the biological resource related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated 05/09/2023.

Mitigation Measure BIO-1a: Avoidance. In order to avoid impacts to nesting birds, tree removal or project construction will occur, if feasible, from September 16th to January 31st, which is outside the avian nesting season.

Mitigation Measure BIO-1b: Preconstruction Surveys. If project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active bird nests and/or burrows within 15 days prior to the start of these activities. The survey will include the proposed work area and surrounding lands within 200 feet, where accessible, for all nesting/burrowing

birds. The preconstruction survey should also include burrows and dens created by special status mammals. If no active nests, burrows, or dens are found within the survey area, no further mitigation is required.

Mitigation Measure BIO-1c: Establish Buffers. Should any active nests or burrows be discovered near proposed work areas, the biologist will determine appropriate construction setback distances based on applicable CDFW guidelines and/or the biology of the affected species. Construction-free buffers will be identified on the ground with flagging, fencing, or by other easily visible means, and will be maintained until the biologist has determined that the young have fledged.

Mitigation Measure BIO-1.1: Construction of a proposed project should avoid, where possible, vegetation communities that provide suitable habitat for a special-status species known to occur within the Planning Area. If construction within potentially suitable habitat must occur, the presence/absence of any special-status plant or wildlife species must be determined prior to construction, to determine if the habitat supports any special-status species. If a special-status species is determined to occupy any portion of a project site, avoidance and minimization measures shall be incorporated into the construction phase of a project to avoid direct or incidental take of a listed species to the greatest extent feasible.

Mitigation Measure BIO-1.2: Direct or incidental take of any state or federally listed species should be avoided to the greatest extent feasible. If construction of a proposed project will result in the direct or incidental take of a listed species, consultation with the resources agencies and/or additional permitting may be required. Agency consultation through the CDFW 2081 and USFWS Section 7 or Section 10 permitting processes must take place prior to any action that may result in the direct or incidental take of a listed species. Specific mitigation measures for direct or incidental impacts to a listed species will be determined on a case-by-case basis through agency consultation.

Mitigation Measure BIO-1.3: Development within the Planning Area should avoid, where possible, special-status natural communities and vegetation communities that provide suitable habitat for special-status species. If a proposed project will result in the loss of a special-status natural community or suitable habitat for special-status species, compensatory habitat-based mitigation is required under CEQA and CESA. Mitigation will consist of preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Compensatory mitigation will be determined through consultation with the City and/or resource agencies. An appropriate mitigation strategy and ratio will be agreed upon by the developer and lead agency to reduce project impacts to special-status natural communities to a less than significant level. Agreed-upon mitigation ratios will depend on the quality of the habitat and presence/absence of a special-status species. The specific mitigation for project level impacts will be determined on a case-by-case basis.

Mitigation Measure BIO-1.4: Proposed projects within the Planning Area should avoid, if possible, construction within the general nesting season of February through August for avian species protected under Fish and Game Code 3500 and the Migratory Bird Treaty Act (MBTA), if it is determined that suitable nesting habitat occurs on a project site. If construction cannot avoid the nesting season, a pre-construction clearance survey must be conducted to determine if any nesting birds or nesting activity is observed on or within 500-feet of a project site. If an active nest is observed during the survey, a biological monitor must be on site to ensure that no proposed project activities would impact the active nest. A suitable buffer will be established around the active nest until the nestlings have fledged and the nest is no longer active. Project activities may continue in the vicinity of the nest only at the discretion of the biological monitor.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?		<input checked="" type="checkbox"/>		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		<input checked="" type="checkbox"/>		
c) Disturb any human remains, including those interred outside of formal cemeteries?		<input checked="" type="checkbox"/>		

DISCUSSION

A historical resource defined by CEQA includes one or more of the following criteria: (1) the resource is listed, or found eligible in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined by Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by the project’s lead agency (PRC Section 21084.1; State CEQA Guidelines Section 15064.5(a)). Under CEQA, historical resources include built environmental resources and archaeological sites.

The Southern San Joaquin Valley Information Center (SSJVIC) conducted a Cultural Resources Records Search on March 27, 2023, to determine if any historical, archaeological, or cultural resources have previously been recorded in or within the one-half-mile radius of the project area. The records search stated there had been zero previous cultural resource studies within the project area but six studies within one-half mile of the project site. According to the records search, nine recorded cultural resources are within a one-half-mile radius. These resources include a historic-era railroad, canal, farm, single-family properties, and transmission lines. According to the information provided by the SSJVIC, there are no recorded resources within the Project Site, and it is not known if any exist there. The cultural records search can be found in Appendix C.

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

A records search was conducted on behalf of the Applicant at the SSJVIC to determine if historical or archaeological sites had previously been recorded within the study area, if archaeologists had systematically surveyed the project area before the initial study, or whether the region of the field project was known to contain archaeological sites and thereby archaeologically sensitive.

The records search stated there had been zero previous cultural resource studies within the project area but six studies within one-half mile of the project site. According to the records search, nine recorded cultural resources are within a one-half-mile radius; however, none are on the Project Site. These resources include a historic-era railroad, canal, farm, single-family properties, and transmission lines. The Project will not impact any of these nearby cultural resources. According to the information provided by the SSJVIC, there are no recorded resources within the Project Site, and it is unknown if any exist.

No recorded cultural resources within the project area or radius are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, the California Inventory of Historic Resources, or the California State Historic Landmarks. According to the National Park Service and the California Office of Historic Preservation, the nearest Historic Place is the Forestiere Underground Gardens, approximately 1.4 miles east of the project site.

It is unlikely that any cultural resources exist on the site due to its prior grading and agricultural activity. Additionally, all nearby cultural resources are historic buildings and other above-ground structures rather than resources found under the surface. There is no built environment on the project site, and due to the prior agricultural use and surrounding resources, it is unlikely that there are any underground resources.

However, the SSJVIC recommends, "Because this project area has not been previously studied for cultural resources, it is unknown if any are present. As such, prior to ground disturbance activities, we recommend a qualified, professional consultant conduct a field survey to determine if cultural resources are present."

Although no other cultural resources were identified, the presence of remains or unanticipated cultural resources under the ground surface is possible. Implementing Mitigation Measures CUL-1.1 and CUL-3 from the Fresno PEIR will ensure that impacts on this checklist item will be *less than significant with mitigation incorporation*.

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

No known archaeological resources are located within the project area. Implementing Mitigation Measures CUL-1.1 and CUL-3 from the Fresno PEIR will ensure that the potential impact on unknown archeological resources will be *less than significant with mitigation incorporation*.

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

No known human remains are buried in the project vicinity. If human remains are unearthed during project construction, there is a potential for a significant impact. As such, implementation of Mitigation Measure CUL-3 from the City of Fresno General Plan PEIR will ensure that impacts remain *less than significant with mitigation incorporation*.

Mitigation Measures

The proposed project shall implement and incorporate the cultural resource related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated 05/09/2023.

CUL-1.1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

CUL-3: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native

American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			<input checked="" type="checkbox"/>	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				<input checked="" type="checkbox"/>

DISCUSSION

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

The proposed project includes the construction and operation of apartment buildings. During project construction there would be an increase in energy consumption related to worker trips and operation of construction equipment. This increase in energy use would be temporary and limited to the greatest extent possible through compliance with local, state, and federal regulations. Vehicle fuel consumption during project construction was estimated based on the assumed construction schedule, vehicle trip lengths, and the number of workers per construction phase as provided by CalEEMod, and Year 2023 gasoline/diesel MPG factors provided by the EMFAC2014. To simplify the estimation process, it was assumed that all worker vehicles used gasoline as a fuel source and all vendor vehicles used diesel as a fuel source. Table 3, below, provides gasoline and diesel fuel used by construction and on-road sources during each phase of project construction.

Construction Phase	# of Days	Daily Worker Trips ¹	Daily Vendor Trips ¹	Daily Hauling Trips ¹	Gasoline Fuel Use (gallons) ²	Diesel Fuel Use (gallons) ²
Site Preparation	10	18	0	0	36.9	0
Grading	20	15	0	0	147.8	0
Building Construction	230	82	12	0	19,546	2,390
Paving	20	15	0	0	147.8	0
Architectural Coating	20	16	0	0	147.8	0
Total	269	N/A	N/A	N/A	20,026	2,390
1. Data provided by CalEEMod (Appendix)						

Table 3. On-Road Mobile Fuel Use Generated by Construction Activities. Source: CalEEMod (v. 2020.4.0); EMFAC2014

While construction of the proposed project will result in additional energy consumption, this energy use is not unnecessary or inefficient. This energy use is justified by the energy-efficient nature of the proposed project and would be limited to the greatest extent possible through compliance with local, state, and federal regulations. Once construction is complete, the project is expected to achieve net zero energy consumption. The proposed project is subject to the California New Residential Zero Net Energy Action Plan 2015-2020. This plan establishes a goal for all residential buildings built after January 1, 2020, to be zero net energy. The California Energy Commission is responsible for the development and enforcement of specific strategies to achieve this goal. These strategies are implemented through Title 24, Part 6 of the California Building Code, which requires developers to include certain measures (including solar panels on all new residential buildings) to achieve required building efficiency standards.

Source	Energy Use	
	Gallons/year	MBTU
Fuel Use		
Mobile Fuel (Diesel)	15,521	2,157
Mobile Fuel (Gasoline)	85,387	9,913
Electricity Use		
	kWh/year	MBTU
Low Rise Apartments	470,937	1,607
Natural Gas Use		
	kBTU/year	MBTU
Low Rise Apartments	1,555,760	1,556
		MBTU
Total Annual Operational Energy Use		15,233

Table 4. Energy Use Generated by Operational Activities. Source CalEEMod (v. 2020.4.0); EMFAC2014

During project operations, the proposed project is anticipated to increase mobile fuel, electricity, and natural gas consumption. However, the heavy fuel consumption during

construction-related energy use would be temporary and limited to the greatest extent feasible through consistency with Federal, State, and local policies related to energy conservation, and operation of the project will comply with all energy efficiency standards required under Title 24, Section 6, and these standards were specifically developed to achieve net zero energy for residential projects, it can be presumed that the project will achieve net zero energy. The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. The impact is *less than significant*.

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

The proposed project will not conflict with or obstruct any state or local plans for renewable energy or energy efficiency. The proposed project will conform to the energy efficiency standards outlined in Title 24, Part 6 of the California Building Code policies related to energy efficiency for multifamily buildings. Building standards will follow the mandatory construction requirements specified in section 160.1-160.9 in the California Building Code so there is *no impact*.

In Conclusion, the Project will not result in any impacts to energy resources beyond those analyzed in PEIR SCH No. 202111015 prepared for the Fresno General Plan.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			<input checked="" type="checkbox"/>	
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.			<input checked="" type="checkbox"/>	
ii) Strong seismic ground shaking?				<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?				<input checked="" type="checkbox"/>
iv) Landslides?				<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?			<input checked="" type="checkbox"/>	
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?				<input checked="" type="checkbox"/>
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?				<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		☑		

DISCUSSION

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Although the project is located in an area of relatively low seismic activity, the project site could be affected by ground shaking from nearby faults. The potential for strong seismic ground shaking on the project site is not a significant environmental concern due to the infrequent seismic activity of the area and distance to the faults. The project does not propose any components which could cause substantial adverse effects in the event of an earthquake. Additionally, the project has no potential to cause the rupture of an earthquake fault indirectly or directly. Therefore, there is *a less than significant impact* related to the risk of loss, injury or death involving a rupture of a known earthquake fault.

- ii. **Strong seismic ground shaking?**

According to the Fresno County Multi-Hazard Mitigation Plan, the project site is in an area of relatively low seismic activity. The proposed project does not include any activities or components which could feasibly cause strong seismic ground shaking, either directly or indirectly. There is *no impact*.

- iii. **Seismic-related ground failure, including liquefaction?**

No specific countywide assessment of liquefaction has been performed; however, the Fresno County Multi-Hazard Mitigation Plan identifies the risk of liquefaction within the county as low because the soil types are unsuitable for liquefaction. The area's low potential for seismic activity would further reduce the likelihood of liquefaction occurrence. Because the project site is within an area of low seismic activity, and the soils associated with the project area is not suitable for liquefaction, there is *no impact*.

iv. Landslides?

The City of Fresno is considered at low risk of small landslides. Additionally, the project site is generally flat and there are no hill slopes in the area. No geologic landforms exist on or near the site that would result in a landslide event. As a result, there is very low potential for landslides. There would be *no impact*.

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

Because the project site is relatively flat, the potential for erosion is low. However, construction-related activities and increased impermeable surfaces can increase the probability for erosion to occur. Construction-related impacts related to erosion will be temporary and subject to best management practices (BMPs) required by SWPPP, which are developed to prevent significant impacts related to erosion from construction. Because impacts related to erosion would be temporary and limited to construction, and because required best management practices would prevent significant impacts related to erosion, the impact will remain *less than significant*.

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

Liquefaction is a phenomenon whereby unconsolidated and/or near saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion. In the event of strong earthquake shaking, the relatively rapid loss of soil shear strength creates a temporary, fluid-like behavior of the soil. This can result in landslides and lateral spreading.

The project site is located on San Joaquin Sandy Loam, 0-3% slopes. According to the United States Department of Agriculture, this soil type is well to moderately well drained; medium to very high runoff; and very slow permeability. For these reasons, this soil is considered stable and has a low capacity for landslides, lateral spreading, subsidence, liquefaction, or collapse. Because the project area is considered to be stable, and this project would not result in a substantial grade change to the topography to the point that it would increase the risk of landslides, lateral spreading, subsidence, liquefaction or collapse, there is *no impact*.

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

The proposed project site is not in an area identified by the Fresno County Multi-Hazard Mitigation Plan as having expansive soils. According to the Natural Resource Conservation Service (NRCS) Web Soil Survey results, the soil type on the proposed site is San Joaquin sandy loam, with 0 to 3 percent slopes. The San Joaquin series is a member of the fine, mixed, active, thermic Abruptic Durixeralfs taxonomic class. These soils are moderately deep to a duripan, and exhibit well to moderately well drainage, medium to very high runoff, and very slow permeability. Some areas may be subject to rare or occasional flooding to the presence of a duripan in this soil series, which is a root and water restrictive layer below the soil surface that has resulted from the cementation of minerals over time. Because this soil type does not exhibit shrink swell behavior, implementation of the project will pose no risk to life or property caused by expansive soils and there is *no impact*.

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

The proposed project would not include the use of septic tanks or any other alternative wastewater disposal systems. The proposed buildings will tie into the existing City sewer services. Therefore, there would be *no impact*.

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

There are no unique geologic features and no known paleontological resources located within the project area. However, there is always the possibility that paleontological resources may exist below the ground surface. Implementation of Mitigation Measures CUL-1.1 and CUL-3 from the City of Fresno General Plan PEIR will ensure that any impacts resulting from project implementation remain *less than significant with mitigation incorporation*.

Mitigation Measures

The proposed project shall implement and incorporate the cultural resource related mitigation measures as identified in the attached Project Specific Mitigation Monitoring Checklist dated 05/09/2023.

CUL-1.1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make

recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

CUL-3: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

In Conclusion, the Project will not result in any geologic impacts beyond those analyzed in PEIR SCH No. 202111015 prepared for the Fresno General Plan.

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

DISCUSSION

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

The City of Fresno adopted a Greenhouse Gas Reduction Plan in 2014, including procedures for certain qualified projects to demonstrate consistency with the plan and use the streamlining provisions allowed under CEQA. In addition to the plan consistency analysis, a quantitative analysis was prepared to show that reductions from Business As Usual (BAU) emissions would exceed the 21.7 percent required by 2020 to show consistency with State reduction targets. The SJVAPCD’s Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA guides preparing a BAU analysis (SJVAPCD 2009b). Under the SJVAPCD guidance, projects meeting one of the following would have a less than significant impact on climate change:

- Exempt from CEQA;
- Complies with an approved GHG emission reduction plan or GHG mitigation program;
- Project achieves 29 percent GHG reductions by using approved Best Performance Standards; and
- Project achieves AB 32 targeted 29 percent GHG reductions compared with “business as usual.”

The SJVAPCD “Guidance for Valley Land Use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA” states that projects achieve a 29% GHG emission reduction compared to Business as Usual (BAU) would be determined to

have a less than significant individual and cumulative impact for GHG. “Business as usual” (BAU) conditions are defined based on 2005 building energy efficiency, average vehicle emissions, and electricity energy conditions. The BAU conditions assume no improvements in energy efficiency, fuel efficiency, or renewable energy generation beyond that existing today. The 2005 BAU conditions were estimated using CalEEMod.

Implementation of the proposed project would result in long-term greenhouse gas emissions associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products, as well as mobile emissions. The GHG emissions were estimated using CalEEMod (Appendix A).

	CO2 (MT/Year)	CH4 (MT/Year)	N2O (MT/Year)	CO2e (MT/Year)
Operational Emissions	726	0.92	.04	762
2005 BAU	1,413	1.05	0.15	1,483
% Reduction From BAU				49%

Table 5: Projected Project Operational GHG Emissions Compared to 2005 BAU; Source: (CalEEMod, V.2020.4.0)

The project’s operational GHG is estimated to be 753 CO2e MT lower than the 2005 BAU. This is a reduction of 49%, which is more of a reduction than the 29% threshold. Therefore, the impact is considered *less than significant*.

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

The SJVAPCD states that individual and cumulative GHG emissions are considered less than significant if a project complies with an approved GHG emission reduction plan or GHG mitigation program within the geographic area of the project located. The City of Fresno Greenhouse Gas Reduction Plan meets the Qualified Greenhouse Gas Reduction Strategy requirements. Therefore, the proposed project’s GHG emissions would not be considered a significant impact if the proposed Project were consistent with the City’s GHG Reduction Strategy. Table 6 below evaluates the proposed Project’s consistency with the CEQA Project Consistency Checklist included in the GHG reduction plan.

GHG Reduction Plan Strategy	Project Consistency with Checklist Item
Does the project include mixed-use, development? For GHG Reduction Plan consistency, mixed-use development is defined as pedestrian-friendly development that blends two or more residential, commercial, cultural, or institutional, uses, one of which must be residential	Consistent. The Project proposes only residential uses, a community building, and future commercial uses on the lot to the west of the residential, along the future expansion of Veterans Blvd.

Is the project high density? For GHG Reduction Plan consistency, is the project developed at 12 units per acre or higher?	Consistent. The Project is 17.789 units/acre.
Is the project infill development, pursuant to the General Plan definition of location within the City limits as of December 31, 2012?	Consistent. The Project is infill development, according to Figure 3-4 of the Fresno General Plan PEIR
Does the project implement pedestrian bicycle, and transit linkages with surrounding land uses and neighborhoods? For GHG Reduction Plan consistency, the project must include all sidewalks, paths, trails, and facilities required by the General Plan and Active Transportation Plan, as implemented through the Fresno Municipal Code and project conditions of approval.	Consistent. The proposed Project will improve the existing N. Bryan Avenue to provide curbs, gutters, sidewalks, and bike lanes. There are pathways throughout the Project Site.
If the project includes mixed-use or high density development, is it located within ½ mile of a High Quality Transit Area as defined in the City’s CEQA Guidelines for Vehicle Miles Traveled? Or, is the project located within 500 feet of an existing or planned transit stop?	Consistent. The Project will be within ½ mile of the future Veterans Blvd.
Will the project accommodate a large employer (over 100 employees) and will it implement trip reduction programs such as increasing transit use, carpooling, vanpooling, bicycling, or other measures to reduce vehicle miles traveled pursuant to San Joaquin Valley Air Pollution Control District Rule 9410?	Not Applicable
If the project includes modifications to the transportation network, do those improvements meet the requirements of the City of Fresno’s Complete Streets Policy, adopted in October 2019? According to the policy, a complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users – including bicyclists, pedestrians, transit vehicles, trucks, and motorists – appropriate to the function and context of the facility while connecting to a larger transportation network.	Consistent. The proposed Project will improve the existing N. Bryan Avenue to provide curbs, gutters, sidewalks, and bike lanes. This will provide safe mobility for pedestrians and bicyclists by improving Bryan Avenue, which does not currently have sidewalks and bike lanes bordering the project site.
Does the project have a less than significant VMT impact, either through satisfying screening criteria or mitigating VMT impacts, pursuant to the City’s adopted VMT thresholds?	Consistent. The proposed Project will not have a significant VMT impact (See section XVII, Transportation).
For new multi-family dwelling units with parking, does the project provide EV charging spaces capable of supporting future EV supply equipment (EV capable) at 10% of the parking spaces per 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 4.106.4	Consistent. The Project will include EV charging spaces. Following section 5.106.5.3.1 of the California Title 24 standards, 35 EV charging parking spaces will be provided.
For new commercial buildings, does project provide EV charging spaces capable of supporting EV capable spaces at 4% to 10% of the parking spaces per 2019 California Green Building Standards Code (CALGREEN, Title 24, Part 11), Section 5.106.5.3	Not Applicable
Does the project meet the mandatory energy efficiency measures of the California Green Building Standards Code (CalGreen)? If the Project exceeds mandatory CalGreen measures then provide the tier number that the project will meet in the explanation.	Consistent. The proposed Project will meet the mandatory CalGreen Measures by following all codes provided in sections 160.0 through 170.2 and sections 110.0 through 110.10 of the 2022 Building Energy Efficiency Standards of Title 24, Part 6.
For commercial projects, does it achieve net zero electricity? Mark NA if project will be permitted before 2030. Mark Yes if voluntary. Add source and capacity in explanation.	Not Applicable

<p>Does the project include onsite energy generation using renewable energy? If no, mark NA. If yes, provide source and capacity in the explanation.</p>	<p>Consistent. The Project will include solar on the roofs of the buildings. Following Section 150.1(b)1. of the Building Energy Efficiency Standards, the project will have a 227 kWdc sized system. Using a conservative estimate of 5.5 hours of sunlight per day, this would provide 455,005 kWh of power per year.</p>
<p>Does the project meet the mandatory indoor water use measures of the CalGreen Code? If the project exceeds CalGreen Code mandatory measures provide methods in excess of requirements in the explanation. Examples may include water pipe insulation, pressure reducing valves, energy efficient appliances such as Energy Star Certified dishwashers, washing machines, dual flush toilets, point of use and/or tankless water heaters. Provide the measures, devices, or systems that the project will include in the explanation.</p>	<p>Consistent. The Project will meet CalGreen indoor water use measures by following the codes listed in section 4.303 of the 2022 CalGreen Building Standards Code, Title 24.</p>
<p>Does the project meet the mandatory outdoor water use measures of the CalGreen Code? If the project exceeds CalGreen Code mandatory measures provide methods in excess of requirements in the explanation? Examples may include any outdoor water conservation measures such as; drought tolerant landscaping plants, compliant irrigation systems, xeriscapes etc. Provide the conservation measure that the project will include in the explanation.</p>	<p>Consistent. The Project will meet CalGreen outdoor water use measures by following the Model Water Efficient Landscape Ordinance of the California Code of Regulations, Title 23, Chapter 2.7 .</p>
<p>When completed will the project implement techniques for solid waste diversion and reduction (i.e., recycling, composting, waste to energy technology, waste separation)?</p>	<p>Consistent. The Project will implement techniques for solid waste diversion and reduction by following section 4.410 of the 2022 CalGreen Building Standards Code, Title 24. .</p>
<p>During construction will the project recycle construction and demolition waste?</p>	<p>Consistent. The Project construction will recycle waste by following section 4.408 of the 2022 CalGreen Building Standards Code, Title 24. .</p>
<p>Does the project provide recycling canisters in public areas where trashcans are also provided?</p>	<p>Consistent. The Project will provide recycling canisters.</p>

Table 6. Project Consistency with GHG Reduction Plan Strategies.

As discussed above, the proposed project is consistent with the City of Fresno Greenhouse Gas Reduction Plan. The proposed project will comply with all Federal, State, and Local rules pertaining to the regulation of greenhouse gas emissions, and the project will implement Best Performance Standards developed by the SJVAPCD. The project will not conflict with any plan, policy, or regulation developed to reduce GHG emissions. There is *a less than significant impact*.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. 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?			<input checked="" type="checkbox"/>	
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?			<input checked="" type="checkbox"/>	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			<input checked="" type="checkbox"/>	
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?				<input checked="" type="checkbox"/>
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?				<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				☑
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				☑

The proposed project site is approximately 0.38 miles north of the nearest school (Harvest Elementary School) and approximately 3.1 miles southwest of the nearest airport (Sierra Sky Park Airport).

The Department of Toxic Substances Control’s (DTSC’s) Envirostor was used to identify any sites associated with releasing hazardous materials or wastes within the Project area. This research confirmed that the project would not be located on a site included on a list of hazardous materials sites compiled according to Government Code Section 65962.

DISCUSSION

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

Project construction activities may involve using, storing, and transporting hazardous materials. During construction, the contractor will use fuel trucks to refuel onsite equipment and may use paints and solvents to a limited degree. These materials storage, transport, and use will comply with Local, State, and Federal regulatory requirements. There is the potential for small leaks due to refueling of construction equipment; however, standard construction Best Management Practices (BMPs) included in the SWPPP will reduce the potential for the release of construction-related fuels and other hazardous materials by controlling runoff from the site and requiring proper disposal or recycling of hazardous materials.

Project operation would involve hazardous materials associated with typical residential uses such as cleaning supplies, HVAC equipment, etc. It is not expected that the Project would routinely transport use, or dispose, of hazardous materials other than those typical of residential uses that would not be a significant hazard to the public. The impact is *less than significant*.

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?

No reasonably foreseeable condition or incident involving the project could result in the release of hazardous materials into the environment other than any potential accidental releases of standard fuels, solvents, or chemicals encountered during typical construction of multifamily development.

During construction, the contractor may use hazardous materials. These materials storage, transport, and use will comply with Local, State, and Federal regulatory requirements. No phase of construction would require the release of hazardous materials into the environment.

During operation, the project would use hazardous materials associated with typical residential uses such as cleaning supplies, HVAC equipment, etc. The project operation would not require releasing hazardous materials into the environment.

Should an accidental hazardous release occur or should the project encounter hazardous soils, during either construction or operation, existing regulations for handling hazardous materials require coordination with the California Department of Toxic Substances Control for an appropriate plan of action, which can include studies or testing to determine the nature and extent of contamination, as well as handling and proper disposal. Therefore, potential impacts are *less than significant*.

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

The project is located approximately .38 miles from an existing elementary school. The project does not involve using or storing hazardous substances other than small amounts of pesticides, fertilizers, and cleaning agents required for routine maintenance of structures and landscaping. The project would not emit hazardous emissions or involve handling acutely hazardous materials or waste. Therefore, the impacts would be *less than significant*.

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?

The project site is not listed as a hazardous materials site according to Government Code Section 65962.5 and is not included on a list compiled by the Department of Toxic Substances Control. There would be *no impact*.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

The proposed project is located approximately 9.6 miles northwest of the nearest public airport (Fresno Yosemite International Airport) and is not located in an airport land use plan. Implementation of the proposed project would not result in a safety hazard for people residing or working in the project area. There is *no impact*.

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

The City's design and environmental review procedures shall ensure compliance with emergency response and evacuation plans. In addition, the site plan will be reviewed by the Fire Department per standard City procedure to ensure consistency with emergency response and evacuation needs. Therefore, the proposed project would have *no impact* on emergency evacuation.

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

The land surrounding the project site is developed with urban uses and is not considered to be wildlands. Additionally, the 2017 Fresno County Multi-Hazard Mitigation Plan finds that fire hazards within the City of Fresno, including the proposed project site, have low frequency, limited extent, limited magnitude, and low significance. The proposed project would not expose people or structures to significant risk of loss, injury or death involving wildland fires and there is *no impact*.

In Conclusion, the Project will not result in any hazard impacts beyond those analyzed in PEIR SCH No. 202111015 prepared for the Fresno General Plan.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?		<input checked="" type="checkbox"/>		
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			<input checked="" type="checkbox"/>	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) Result in a substantial erosion or siltation on- or off-site;		<input checked="" type="checkbox"/>		
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:		<input checked="" type="checkbox"/>		
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or		<input checked="" type="checkbox"/>		
iv) impede or redirect flood flows?		<input checked="" type="checkbox"/>		

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			☑	

DISCUSSION

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

During Project construction, the Project may have polluted water runoff. Construction will include excavation, grading, and other types of earthworks across most of the 7.22-acre project site. During storm events, exposed construction areas across the project site may cause runoff to carry pollutants, such as chemicals, oils, sediment, and debris. Implementation of a Stormwater Pollution Prevention Plan (SWPPP) will be required for the project. A SWPPP identifies all potential sources of pollution that could affect stormwater discharges from the project site and identifies best management practices (BMPs) related to stormwater runoff. As such, implementation of Mitigation Measures HYD-1, HYD-2, and HYD-3 will ensure impacts remain less than significant.

Additionally, the Project will follow the City Grading Code. This includes implementation of various measures designed to prevent erosion and control drainage onsite, thereby further preventing the potential sedimentation and subsequent degradation of stormwater.

During operation, the long-term operation and maintenance of post-construction stormwater controls will be documented in the Project's Development Maintenance Manual. The improvements to be constructed for stormwater control include concrete curbs and gutter per City of Fresno standards. The manual shall require that stormwater BMP devices be inspected, cleaned and maintained in accordance with the manufacturer's maintenance conditions. Other maintenance items include:

- Devices shall be cleaned prior to the onset of the rainy season (i.e., mid-October) and immediately after the end of the rainy season (i.e., mid- May);
- All devices be checked after major storm events;

- Runoff shall be directed away from trash and loading dock areas;
- Bins shall be lined or otherwise constructed to reduce leaking of liquid wastes;
- Trash areas shall be screened or walled to minimize offsite transport of trash; and
- Impervious berms, trench catch basin, drop inlets, or overflow containment structures nearby docks and trash areas shall be installed to minimize the potential for leaks, spills or wash down water to enter the drainage system.

Therefore, the impact is *less than significant with mitigation*.

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

Water services will be provided by the City of Fresno upon development. The City has over 270 wells, with a maximum production capacity of 403 million gallons per day (mgd), and 487 mgd including the inactive wells. To lessen the impact on the groundwater basin, the City changes the amount of groundwater pumped based on demand. According to City's Urban Water Management Plan (UWMP, 2020), the projected water supply for Fresno in the year 2025 is 329,030 AFY, 341,140 in 2030, and 346,610 in 2035. This supply is comprised of groundwater, surface water, and recycled water.

Using average per-person water use in Fresno (198 gallons; Fresno UWMP 2020) and the average household size in the City of Fresno (3.03 persons; US Census Bureau, 2021), water demand for the proposed 114-unit residential development is estimated to be approximately 68,393 gallons of water daily, or about 77 AFY. The Project's proposed land use is consistent with the City's General Plan land use designation. As such, the Project would not affect groundwater supplies in the Kings River Subbasin beyond what has already been analyzed in the most current General Plan PEIR.

The project would result in nearly full development of the site, which would convert approximately 7.22 acres from pervious surfaces to impervious surfaces. However, this would not significantly interfere with groundwater recharge because all stormwater would be collected and diverted to a basin located directly west of the project site for groundwater recharge. Because the addition of impervious surfaces would not interfere substantially with groundwater recharge and the project would not utilize groundwater resources beyond what has been previously analyzed in the City's General Plan PEIR, the impact would be *less than significant*.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site?

The existing project area is relatively flat, with slopes ranging from 0 to 3 percent, and all

stormwater will be collected and diverted to an existing stormwater basin located to the west of the project site. The proposed project would result in the addition of impervious surfaces and alter existing drainage patterns on the 7.22-acre project site, which would have the potential to result in erosion or siltation on- or off-site. The disturbance of soils during construction could cause erosion, resulting in temporary construction impacts. However, this impact would be appropriately mitigated through implementation of a Stormwater Pollution Prevention Plan (SWPPP) which include mandated erosion control measures, which are developed to prevent significant impacts related to erosion caused by runoff during construction (Mitigation Measure HYD-1). The Project proponent will also be required to prepare drainage plans (Mitigation Measure HYD-2) and a Development Maintenance Manual (Mitigation Measure HYD-3) to ensure that existing drainage patterns are maintained during project operations and that that the project would not result in substantial erosion or siltation on- or off-site. The impact is *less than significant with incorporation of these mitigation measures*.

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

The proposed project would result in the addition of impervious surfaces on the 7.22-acre project site which would have the potential to increase surface runoff resulting in flooding on- or off-site. This impact would be appropriately mitigated through implementation of Mitigation Measure HYD-2, which requires the project to submit drainage plans to the City Engineer prior to the issuance of grading permits. The drainage plans will include BMPs to ensure runoff from the project will not result in flooding on- or off-site. Therefore, impacts are *less than significant with mitigation*.

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

The proposed project would result in the addition of impervious surfaces and alter existing drainage patterns on the 7.22-acre project site which would have the potential to impact existing stormwater drainage systems or provide additional sources of polluted runoff. The disturbance of soils during construction could cause erosion, resulting in temporary construction impacts. However, this impact would be appropriately mitigated through implementation of a Stormwater Pollution Prevention Plan (SWPPP) which would include mandated erosion control measures, developed to prevent significant impacts related to erosion caused by runoff during construction (Mitigation Measure HYD-1). During project operations, the proposed impervious surfaces, including roads, building pads, and parking areas, would collect automobile derived pollutants such as oils, greases, rubber, and heavy metals. This could contribute to point source and non-point source pollution if these pollutants were transported into waterways during storm events. The Project proponent will be required to prepare drainage plans (Mitigation Measure HYD-2) and a Development Maintenance Manual (Mitigation Measure HYD-3) to ensure that the project would not overwhelm existing or planned stormwater drainage systems or result in

discharges of polluted runoff into local waterways. The impact *is less than significant with incorporation* of these mitigation measures.

iv. Impede or redirect flood flows?

The Project site is generally flat and no significant grading or leveling will be required. The proposed project site is not in close proximity to a stream or river and will not alter the course of a stream or river. According to National Flood Hazard mapping by the Federal Emergency Management Agency, the proposed project site is not located within a 100-year flood hazard area.

The proposed project would result in the addition of impervious surfaces on the 7.22-acre project site which could affect drainage and flood patterns. This impact would be appropriately mitigated through implementation of Mitigation Measure HYD-2, which requires the project to submit drainage plans to the City Engineer prior to the issuance of grading permits. The drainage plans will include BMPs to ensure the project would not impede or redirect flood flows. Therefore, impacts are *less than significant with mitigation*.

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

The proposed project is located inland and not near an ocean or large body of water, therefore, it would not be affected by a tsunami. The proposed project is in a relatively flat area and would not be impacted by inundation related to mudflow. Since the project is in an area that is not susceptible to inundation, the project would not risk the release of pollutants due to project inundation. As such, there is *no impact*.

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

The project would not conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The proposed project is consistent with the City of Fresno Urban Water Management Plan and the North Kings Groundwater Sustainability Agency Groundwater Sustainability Plan. The project will comply with all applicable rules and regulations regarding water quality and groundwater management and there is *a less than significant impact*.

Mitigation Measures

Mitigation Measure HYD-1: Prior to issuance of grading permits, the Project proponent shall submit a NOI and SWPPP to the RWQCB to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity. The SWPPP shall specify and require the implementation of BMPs, with the intent of keeping all products of erosion from moving offsite and into receiving waters during construction. The requirements of the SWPPP shall be incorporated into design specifications and

construction contracts. Recommended BMPs for the construction phase shall include, but are not limited to, the following:

- Stockpiling and disposing of demolition debris, concrete, and soil properly;
- Protecting existing storm drain inlets and stabilizing disturbed areas;
- Implementing erosion controls;
- Properly managing construction materials; and
- Managing waste, aggressively controlling litter, and implementing sediment controls.

The developer shall provide the City of Fresno Engineering Division with evidence of an approved SWPPP prior to issuance of grading permits.

Mitigation Measure HYD-2: Prior to issuance of grading permits, the Project proponent shall prepare a drainage plan for the Project for approval by the City Engineer that identifies postconstruction treatment, control, and design measures that minimize surface water runoff, erosion, siltation, and pollution. The drainage plan shall be prepared in accordance with the City's SWMP and California Stormwater Quality Association's Storm Water Best Management Practices Handbook as well as the City Engineer's Technical Specifications and Public Improvement Standards. During final design of the Project, the Project proponent shall implement a suite of post-construction stormwater treatment and control BMPs designed to address the most likely sources of stormwater pollutants resulting from operation and maintenance of the Project. Stormwater infrastructure will be designed adhering to methods and standards described in Section E.12.e.ii.c of the SWRCB Phase II Small MS4, General Permit (Order No. 2013-0001-DWQ), in addition to the Fresno County Drainage and Flood Control Design Standards, which is part of the Improvement Standards for Fresno County. This document contains criteria for storm design capacities for artificial surface drainage facilities, underground storm sewers, and roadway culverts, and specifies other criteria for natural drainage channels.

The City Engineer may also require other necessary BMPs and design features. Incorporation of City Engineer-approved BMPs and design features into the Project design and construction documents shall ensure that operational water quality exceeds applicable water quality standards. The Project proponent shall also prepare and submit an Operations and Maintenance Agreement to the City of Fresno for its approval identifying appropriate procedures to ensure that stormwater quality control measures work properly during operations.

Mitigation Measure HYD-3: A Development Maintenance Manual for the Project shall include comprehensive procedures for maintenance and operations of any stormwater facilities to ensure long term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer's maintenance conditions. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., mid-October) and immediately after the end of the rainy season (i.e.,

mid- May). The manual shall also require that all devices be checked after major storm events. The Development Maintenance Manual shall include the following:

- Runoff shall be directed away from trash and loading dock areas;
- Bins shall be lined or otherwise constructed to reduce leaking of liquid wastes;
- Trash areas shall be screened or walled to minimize offsite transport of trash; and,
- Impervious berms, trench catch basin, drop inlets, or overflow containment structures nearby docks and trash areas shall be installed to minimize the potential for leaks, spills or wash down water to enter the drainage system.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?				<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				<input checked="" type="checkbox"/>

DISCUSSION

a) Physically divide an established community?

The proposed project will not physically divide an established community. The Site is currently vacant. The proposed project site is designated for regional mixed-use under both the City’s General Plan and Zoning Code and would continue to operate as the same designation following project implementation. There is *no impact*.

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

The project site is located on land designated for residential use. The proposed project does not conflict with this land use, or any other policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect and is consistent with the objectives and policies outlined in the City of Fresno General Plan. There is *no impact*.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				☑
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?				☑

DISCUSSION

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

According to the City of Fresno PEIR, mineral resources are concentrated along the San Joaquin River Corridor within the Planning Area. The California Department of Mines and Geology classifies lands along the San Joaquin River Corridor as Mineral Resources Zones (MRZ) MRZ--1, MRZ-2, and MRZ-3; portions of the Planning Area classified as MRZ-2 indicate that mineral deposits are present or likely present. The project site is not in an MRZ. The project site has no known mineral resources that would be of value to the region and the residents of the state, therefore the proposed project would not result in the loss of impede the mining of regionally or locally important mineral resources. There is *no impact*.

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

The project site is not in an MRZ, as defined by the California Department of Mines and Geology. There are no known mineral resources of importance to the region and the project site is not designated under the City’s or County’s General Plan as an important mineral resource recovery site. For that reason, the proposed project would not result in the loss of availability of known regionally or locally important mineral resources. There is *no impact*.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			<input checked="" type="checkbox"/>	
b) Generation of excessive groundborne vibration or groundborne noise levels?		<input checked="" type="checkbox"/>		
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				<input checked="" type="checkbox"/>

DISCUSSION

The analysis presented in this section are based on an Acoustical Analysis (WJV Acoustics, Inc, 2023) for the Project, which is attached in the Appendix.

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

The 2020 City of Fresno General Plan Update and associated PEIR provides noise level criteria for land use compatibility for both transportation and non-transportation noise sources. The General Plan sets noise compatibility standards for transportation noise sources in terms of the Day-Night Average Level (Ldn). The Ldn represents the time-weighted energy average noise level for a 24-hour day, with a 10-dB penalty

added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The Ldn represents cumulative exposure to noise over an extended period of time and is therefore calculated based upon annual average conditions.

Implementing Policy NS-1-h of the Noise Element requires that interior noise levels attributable to exterior transportation noise sources not exceed 45 dB Ldn. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep.

Traffic Noise Exposure

Noise exposure from traffic on N. Bryan Avenue was calculated for existing and future (2046) conditions using the FHWA Traffic Noise Model and traffic data obtained from Fresno COG. A description of the noise model, applied data, methodology and findings is provided below.

WJVA utilized the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA Model is a standard analytical method used for roadway traffic noise calculations. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly Leq values for free-flowing traffic conditions, and is generally considered to be accurate within ± 1.5 dB. To predict Ldn values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Noise level measurements and concurrent traffic counts were conducted by WJVA staff within the project site on April 24, 2023. The purpose of the measurement was to evaluate the accuracy of the FHWA Model in describing traffic noise exposure within the project site. The traffic noise measurement site was located at a setback distance of approximately 55 feet from the centerline of N. Bryan Avenue. The speed limit was assumed to be 45 mph (miles per hour).

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzer equipped with a B&K Type 4176 1/2" microphone. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meter was calibrated in the field prior to use with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements. The microphone was located on a tripod at 5 feet above the ground. The project site presently consists of undeveloped land and a portion is currently used for industrial purposes.

Noise measurements were conducted in terms of the equivalent energy sound level (Leq). Measured Leq values were compared to Leq values calculated (predicted) by

the FHWA Model using as inputs the traffic volumes, truck mix and vehicle speed observed during the noise measurements. The results of the comparison are shown below in Table 7.

From Table 7 it may be determined that the traffic noise levels predicted by the FHWA Model were 0.3 dB lower than those measured for the conditions observed at the time of the noise measurements for N. Bryan Avenue. This is considered to be excellent agreement with the model and therefore no adjustments to the model are necessary.

	N. Bryan Ave.
Measurement Start Time	11:40 p.m.
Observed # Autos/Hr.	432
Observed # Medium Trucks/Hr.	36
Observed # Heavy Trucks/Hr.	12
Observed Speed (MPH)	45
Distance, ft. (from center of roadway)	50
L _{eq} , dBA (Measured)	66.1
L _{eq} , dBA (Predicted)	65.8
Difference between Predicted and Measured L_{eq}, dBA	0.3

Note: FHWA "soft" site assumed for calculations.

Source: WJV Acoustics, Inc.

Table 7: Comparison of Measured and Predicted (FHWA Model) Noise Levels

Annual Average Daily Traffic (AADT) data for N. Bryan Avenue in the project vicinity was obtained from Fresno COG. Truck percentages and the day/night distribution of traffic were estimated by WJVA, based upon previous studies conducted in the project vicinity since project-specific data were not available from government sources. A speed limit of 45 mph was assumed for the roadway. Table 8 summarizes annual average traffic data used to model noise exposure within the project site.

	N. Bryan Ave (s/o W. Shaw Ave)	
	Existing	246
Annual Avenue Daily Traffic (AADT)	2,746	2,424
Day/Night Split (%)	90/10	
Assumed Vehicle Speed (mph)	45	
% Medium Trucks (% AADT)	2	
% Heavy Trucks (% AADT)	1	

Sources: Fresno COG

WJV Acoustics, Inc.

Table 8 Traffic Noise Modeling Assumptions

Using data from Table 8, the FHWA Model, annual average traffic noise exposure was calculated for the closest proposed setbacks from N. Bryan Avenue. Table 9 provides the noise exposure levels for N. Bryan Avenue, at the closest proposed residential setbacks the roadway, for both existing and future (2046) traffic conditions.

Roadway	Existing Conditions	2046 Conditions
N. Bryan Avenue (south of Alicante Avenue)	59.0	58.5

Source: WJV Acoustics
Fresno COG

Table 9: Modeled Traffic Noise Levels, N Bryan Avenue, dB, Ldn

Reference to Table 9 indicates that the traffic noise exposure at the closest proposed residential setbacks to N. Bryan Avenue would be approximately 59 dB Ldn for existing conditions and approximately 59 dB Ldn for future (2046) traffic conditions. Such noise exposure levels do not exceed the City’s 65 dB Ldn exterior noise level standard and mitigation measures are therefore not required for compliance with the City’s exterior noise level standard. It should be noted that the slight decrease in traffic volumes between existing conditions and 2046 traffic conditions is the result of the future alignment of Veterans Boulevard in the project vicinity, which would reduce traffic volumes on N. Bryan Avenue.

Interior Noise Exposure:

The City of Fresno interior noise level standard is 45 dB Ldn. The worst-case noise exposure within the proposed residential development would be approximately 59 dB Ldn (Existing and 2046 conditions). This means that the proposed residential construction must be capable of providing a minimum outdoor-to-indoor noise level reduction (NLR) of approximately 14 dB (59-45=14).

A specific analysis of interior noise levels was not performed. However, it may be assumed that residential construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB if windows and doors are closed. The project will follow California Code of Regulations (CCR) Title 24, California Building Code (CBC), Section 1206, “Sound Transmission”. Section 1206.2 states:

Walls, partitions and floor-ceiling assemblies separating dwelling units and sleeping units from each other or from public or service areas shall have a sound transmission class of not less than 50 where tested in accordance with ASTM E90, or have a Normalized Noise Isolation Class (NNIC) rating of not less than 45 if field tested, in accordance with ASTM E336 for airborne noise. Alternatively, the sound transmission class of walls, partitions and floor-ceiling assemblies shall be established by engineering analysis based on a comparison of walls, partitions and floor-ceiling assemblies having sound transmission class ratings as determined by the test procedures set forth in ASTM E90. Penetrations or openings in construction assemblies for piping; electrical devices; recessed cabinets; bathtubs; soffits; or heating, ventilating or exhaust ducts shall be sealed, lined, insulated or otherwise treated to maintain the required ratings. This requirement shall not apply to entrance doors; however, such doors shall be tight fitting to the frame and sill.

This will be sufficient for compliance with the City's 45 dB Ldn interior standard at all proposed lots. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required.

The proposed 114-unit multi-family residential development will comply with all City of Fresno exterior and interior noise level standards, without the need for the implementation of mitigation measures, provided that air conditioning or mechanical ventilation is incorporated into final project design. Therefore, the impact is *less than significant*.

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

The City of Fresno does not currently have adopted standards for groundborne vibration. As a result, vibration impact criteria established by the U.S. Department of Transportation's Federal Transit Administration (FTA) criteria were applied to the assessment of railroad operations at the project site. The FTA vibration impact criteria are based on maximum overall levels for a single event, such as train passersby.

Construction activity would be exempt from City of Fresno noise regulations as long as such activity is conducted pursuant to an applicable construction permit and occurs between 7:00 a.m. and 10:00 p.m., excluding Sunday. The Project would also comply with PEIR Mitigation Measure NOI-2, which prohibits the use of heavy construction equipment within 25 feet of existing structures during construction. With implementation of PEIR NOI-2, short-term construction impacts associated with the exposure of persons to or the generation of noise levels in excess of standards established in the general plan or noise ordinance or applicable standards of other agencies would be less than significant. During project operations, there is no foreseeable use in residential apartments that would generate excessive groundborne vibration or noise levels. The Project would not generate excessive vibratory or noise impacts beyond those analyzed in the City of Fresno PEIR. Therefore, the Project will have a *less than significant impact with mitigation incorporation*.

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

The closest airport or airstrip is the Sierra Sky Park, located approximately 3.1 miles northeast of the Project site. The proposed Project is outside noise level contours identified in the Fresno Airport Land Use Compatibility Plan. Therefore, the proposed Project would not expose people residing or working at the Project site to excessive noise levels associated with such airport facilities. In conclusion, with implementation of the Project, the Project will not result in any noise impacts beyond those analyzed in the City of Fresno PEIR, and the Project will have *no impact*.

Mitigation Measures

Mitigation Measure NOI-2: Construction Vibration. The use of heavy construction equipment within 25 feet of existing structures shall be prohibited.

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

DISCUSSION

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

The United States Census Bureau stated the population in the City of Fresno to be 544,510 as of July 2021. The Project proposes to construct 114 new multi-family residential units. The US Census Bureau states that the City’s average household size is 3.03 persons. Based on this average household size, the anticipated population increase as a result of the proposed Project is 345 persons. The construction of housing at this location would not be unplanned, as the City’s General Plan designated the proposed project site for regional mixed-use, which requires that at least 30 percent of an individual project on this land use to be built for residential uses. Therefore, the project will not constitute an unplanned increase in growth and population. There is *a less than significant impact*.

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

The project would not involve the removal of any existing structures, as the site is currently vacant. Since the project involves the creation of new housing and there will be no removal of existing housing, project actions would not necessitate the construction of replacement housing elsewhere. There is *no impact*.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			<input checked="" type="checkbox"/>	
Police protection?			<input checked="" type="checkbox"/>	
Schools?			<input checked="" type="checkbox"/>	
Parks?			<input checked="" type="checkbox"/>	
Other public facilities?			<input checked="" type="checkbox"/>	

DISCUSSION

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

i. Fire protection?

The City of Fresno Fire Department will provide fire protection services to the proposed development. The closest fire station is Fresno City Fire Station 18, which is directly adjacent to the northern boundary of the proposed project. Station 18 was constructed in 2005 and is in good condition; this station is staffed with three FFD employees daily (one captain, one engineer and one firefighter) and has one fire engine. Station 18 was be relocated to its current permanent location on the south

side of the 6000 block of West Shaw Avenue to maximize the department's "4 Minutes to Excellence" response time goal.

The addition of 114 residential units will increase the demand for fire protection services. To support the expansion of fire services, the Project will pay development impact fees, as well as ongoing support via property taxes, sales taxes, and other revenues.

The timing of when new fire service facilities would be required or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As new or expanded fire service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Therefore, the impact is *less than significant*.

ii. Police protection?

The Fresno Police Department will provide services to the proposed development. The Fresno Police Department northwest District is located approximately 3.7 miles east of the proposed project site. The development would increase the demand for police service and equipment with the addition of 114 residential units. To support the expansion of police services, the Project will pay development impact fees, as well as ongoing support via property taxes, sales taxes, and other revenues.

The timing of when new police service facilities would be required or details about size and location cannot be known until such facilities are planned and proposed, and any attempt to analyze impacts to a potential future facility would be speculative. As new or expanded police service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Therefore, the impact is *less than significant*.

iii. Schools?

The proposed project is within the Central Unified School District. Since the proposed project includes the addition of 114 multi-family residential units, the number of students in the school district will increase. The proposed project site is located within the City limits and therefore, growth associated with the Project has been planned and expected.

According to the CUSD Facilities Master Plan (2016), 0.351 students are generated from each residential unit. The 114-unit Project would add an estimated 40 students to the district. Based on student enrollment data, the CUSD is projecting a total enrollment of 16,239 students in the 2027/28 school year, with a capacity for 22,182

students.

The Project would not necessitate a new school. However, the Project is required by state law to pay development impact fees to the school districts at the time of building permit issuance. These impact fees are used by the school districts to maintain existing and develop new facilities, as needed. Therefore, the impact is *less than significant*.

iv. Parks?

The addition of 114 new residential units would result in more use at existing parks. Parks within a half-mile to one-mile radius that would service the proposed development include a community park. This includes Inspiration Park and the Westerra Neighborhood Playground. Since the project would not lower the existing level of services for parks, and the proposed project would contribute its fair share to park facilities through a combination of park development and in-lieu fees, the impact is *less than significant*.

v. Other public facilities?

The proposed project would be required to pay development impact fees to offset increased demand for public services related to transportation, water, wastewater, groundwater recharge, storm drainage, and general governmental services. Fees for transportation, water, wastewater, and general government are based on building square footage and will be calculated prior to the issuance of building permits. Fees for groundwater recharge and storm drainage are based on site acreage.

While the payment of development fees could result in the construction of new or altered public service facilities, no specific projects have been identified at this time. As new or expanded public service facilities become necessary, construction or expansion projects would be subject to their own separate CEQA review in order to identify and mitigate any potential environmental impacts. Therefore, the impact is *less than significant*.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION - Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			<input checked="" type="checkbox"/>	
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?				<input checked="" type="checkbox"/>

DISCUSSION

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

Implementation of the proposed project would result in increased use of existing parks and other recreational facilities, however the project would contribute its fair share to parks facilities through a combination of park development, as well as in-lieu fees, which will be used to support the maintenance of existing parks and other recreational facilities. Nearby parks that may see an increased demand include inspiration park smaller neighborhood parks in the area. The 114-unit Project, with an average household size in Fresno of 3.03, will add approximately 345 residents. Following Policy POSS-1-a, this would require the Project to provide 1.035 acres of Pocket, Neighborhood, and Community parks and 1.725 acres of total parkland. The Project will provide 0.7 acres of common open space for its residents. All other required parkland will be provided via in-lieu fees. The impact is *less than significant*.

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

The proposed project does not include any recreational facilities or require the construction or expansion of any recreational facilities that would have an adverse physical effect on the environment. There is *no impact*.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			<input checked="" type="checkbox"/>	
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			<input checked="" type="checkbox"/>	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?				<input checked="" type="checkbox"/>

A VMT Analysis was prepared for this Project by JLB Traffic in November 2022.

DISCUSSION

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

Bicycle Facilities

The 2017 City of Fresno Active Transportation Plan (ATP) refers to the Caltrans Highway Design Manual for the classification of bicycle facilities as follows:

- o Class I Bikeway (Bike Path): Off-street facilities that provide exclusive use for nonmotorized travel, including bicyclists and pedestrians.
- o Class II Bikeway (Bike Lane): On-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists.
- o Class III Bikeway (Bike Route): On-street pavement markings or signage that connect the bicycle roadway network along corridors that do not provide enough space for dedicated lanes on low-speed and low-volume streets.
- o Class IV Bikeway (Separated Bikeways): Physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. Commonly known as “cycle tracks,” they are located within the street right-of-way but provide

similar comfort when compared to Class I Bikeways.

The ATP shows there are no existing bicycle facilities in the area of the Project. Recently, N. Bryan Avenue added a Class II Bike Lane and segments of a Class I Bike Path south of the Project Site up to Ashlan Avenue to connect with Glacier Point Middle School and Justin Garza High School.

Pedestrian Facilities

Pedestrian connectivity is not well established in the general vicinity of the site. Sidewalks typically exist only within and along the frontage of adjacent residential developments. The Project would be required to construct sidewalks along its frontage. This will connect the sidewalks to the existing sidewalks south of the site. Upon submittal of development permits with the City for the Project, all applicable requirements for updating sidewalks and other related infrastructure will be required from the ATP.

Transit

Fresno Area Express (FAX) is the transit operator in the City of Fresno. The closest is FAX Route 12, located near the intersection of Hayes and Gettysburg Avenues. The Project is not expected to disrupt or impede existing transit facilities. The Project is not expected to disrupt or impede existing or planned bicycle facilities, or pedestrian or transit facilities. The Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities. Impacts related to these facilities will not be greater than those analyzed in the City of Fresno PEIR, and impacts are less than significant.

Table 10 below presents trip generation estimates for the Project.

Land Use (ITE Code)	Size	Unit	Daily		AM (7-9) Peak Hour					PM (4-6) Peak Hour						
			Rate	Total	Trip Rate	In	Out	In	Out	Total	Trip Rate	In	Out	In	Out	Total
						% %						% %				
Multi-Family Housing (Low-Rise) (220)	114	d.u.	6.74	768	0.40	24	76	11	35	46	0.51	63	37	37	21	58
Total Project Trips				768				11	35	46				37	21	58

Note: d.u. = Dwelling Units

Table 10: Project Trip Generations

Trips generated during construction would not likely result in a substantial increase in traffic in relation to the existing roadway capacity nor congestion at intersections. The potential impacts on the local roadway system from the construction of 114 Multi-Family units related to vehicle trips and the Project’s operational traffic on the area roadway and circulation system is minimal. Impacts related to traffic will not be greater than those analyzed in the City of Fresno PEIR, and impacts are *less than significant*.

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

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

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

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

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

The City of Fresno VMT Thresholds adopted a screening standard and criteria that can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis. These criteria may be size, location, proximity to transit, of trip making potential. In general, development projects that are consistent with the City's General Plan and Zoning and that meet one or more of the following criteria can be screened out from a quantitative VMT analysis.

- 1) Project Located in a Transit Priority Area/High Quality Transit Corridor (within 0.5 miles of a transit stop).
- 2) Project is Local-serving Retail of less than 50,000 square feet.
- 3) Project is a Low Trip Generator (Less than 500 average daily trips)
- 4) Project has a High Level of Affordable Housing Units.

- 5) Project is an institutional/Government and Public Service Uses.
- 6) Project is located in a Low VMT Zone.

For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. The Fresno VMT Thresholds document includes thresholds of significance for development projects, transportation projects, and land use plans. These thresholds of significance were developed using the County of Fresno as the applicable region, and the required reduction of VMT (as adopted in the Fresno VMT Thresholds) corresponds to Fresno County’s contribution to the statewide GHG emission reduction target. In order to reach the statewide GHG reduction target of 15%, Fresno County must reduce its GHG emissions by 13%. The method of reducing GHG by 13% is to reduce VMT by 13% as well.

The City’s adopted thresholds for development projects correspond to the regional thresholds set by the Fresno Council of Governments (COG). For residential and non-residential (except retail) development projects, the adopted threshold of significance is a 13% reduction, which means that projects that generate VMT in excess of a 13% reduction from the existing regional VMT per capita or per employee would have a significant environmental impact. Projects that reduce VMT by more than 13% are less than significant. For retail projects, the adopted threshold is any net increase in VMT per employee compared to existing VMT per employee.

Quantitative assessments of the VMT generated by a development project are determined using the COG Activity Based Model (ABM), which is a tour-based model.

The Project’s dwelling units and the Traffic Area Zone (TAZ) were entered into the Fresno COG VMT Calculation Tool to conduct a Project-specific VMT analysis. Based on the Fresno COG VMT Calculation Tool results, the Project is expected to yield an average of 13.9 VMT per capita which is within the City of Fresno’s VMT threshold of 14.0 VMT per capita for residential land uses. Therefore, there are no significant impacts to VMT associated with this Project.

As can be seen in Table 11 below, the Fresno COG VMT Calculation Tool output an average of 13.9 VMT per capita. This VMT is within the City of Fresno's Threshold of 14.0 VMT per capita for residential land uses. In conclusion, there are no significant impacts to VMT associated with this Project pursuant to the City of Fresno VMT Guidelines.

Project Component	Fresno COG VMT Calculation Tool Results	City of Fresno Residential Threshold	Significant VMT Impact?
Multi-Family Residential	13.9	14.0	No
<small>Note: 1 = VMT Results per Fresno COG VMT Calculation Tool (Version 1.38) 2 = VMT Threshold per CEQA Guidelines for Vehicle Miles Traveled Thresholds for the City of Fresno All VMT Outputs are measures as VMT per Employee</small>			

Table 11: VMT Study Results

In conclusion, the Project will result in a *less than significant impact* concerning consistency with CEQA Guidelines Section 15064.3(b).

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

The project does not propose any incompatible uses or include any design features that could increase traffic hazards. The project does include two new vehicle access points via N Bryan Avenue. This improvement will be subject to review by the City's engineer to ensure the new access point does not pose any safety risks due to project design. The proposed project would not substantially increase hazards in or around the project area and there is *no impact*.

d) Result in inadequate emergency access?

This project would not result in inadequate emergency access. Emergency access to the site would be via N Bryan Avenue. A network of drive aisles within the proposed project property provides full access to all buildings within the development. The Project would have *no impact* on emergency access.

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

DISCUSSION

- a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Based on the results of the records search, no previously recorded tribal cultural resources are located within the project site. Although no cultural resources were identified, the presence of remains or unanticipated cultural resources under the ground surface is possible. Implementation of Mitigation Measures CUL-1.1 and CUL-3 will ensure that impacts to this checklist item will be *less than significant with mitigation* incorporation.

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

The lead agency has not determined there to be any known tribal cultural resources located within the project area. Additionally, there are not believed to be any paleontological resources or human remains buried within the project area's vicinity. However, if resources were found to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American Tribe. Implementation of Mitigation Measures CUL-1.1 and CUL-3 will ensure that any impacts resulting from project implementation remain *less than significant with mitigation incorporation*.

In Conclusion, the Project will not result in any impacts to tribal cultural resources beyond those analyzed in PEIR SCH No. 202111015 prepared for the Fresno General Plan.

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

DISCUSSION

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

The proposed project would not result in the relocation or construction of new or expanded wastewater treatment facilities, stormwater drainage facilities, power plants, natural gas extraction facilities, or telecommunication facilities. The proposed site has no change of use proposal. It is not anticipated that implementation of the proposed project would result in increased demand for any utility services beyond existing conditions. There is *no impact*.

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

Water services will be provided by the City of Fresno. The City's water supply source is comprised of 272 wells that extract water from an underground aquifer, as well as surface water. According to City's Urban Water Management Plan (2020), the projected water supply for Fresno in year 2025 is 329,030 AFY, 341,140 in 2030, and 346,610 in 2035. This supply is comprised of groundwater, surface water, and recycled water. The Plan projects a demand of 199,204 AFY in 2025, 212,756 in 2030, and 222,310 in 2035. This leaves ample amount of projected water supply. The City engages is a variety of strategies to ensure that adequate water resources are available throughout normal, dry, and multiple dry years. These strategies include a water conservation staging ordinance, which establishes five progressively more restrictive stages of water conservation to be implemented during dry and consecutive-dry years. The City also utilizes conjunctive use techniques, which involve diverting excess surface water for groundwater recharge during wet years so that it will be available during dry years. The proposed project is planned to be consistent with the 2020 UWMP, which demonstrates adequate water supply to serve development in the City. The use of these strategies greatly improves the City's control over water supply and demand, which provides water supply flexibility and significantly reduces the City's vulnerability in the event of dry and multiple dry years. Therefore, the impact is *less than significant*.

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

The project does not propose any new or expanded uses and is therefore not anticipated to result in increased demand for wastewater treatment services beyond existing conditions. Additionally, the site's current and future wastewater service demand has been evaluated by the City's PEIR. Because the City sewer system has the capacity to meet the project site's existing demand for wastewater treatment, and it is not anticipated that the project will increase the site's demand for wastewater treatment, it can be inferred

that the existing wastewater treatment system has adequate capacity to serve the proposed project. There is *no impact*.

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

The City of Fresno Department of Public Utilities Solid Waste Management Division provides solid waste services to the proposed project site. The project does not propose any new or expanded uses and is therefore not anticipated to result in increased generation of solid waste beyond the planned uses in the General Plan. According to the DEIR for the West Area Neighborhoods Specific Plan for the City of Fresno, the quantity of waste generated by mixed use land uses are estimated to be 79.28 tons/day. The capacity of American Avenue Landfill is approximately 2200 tons/day, with a permitted capacity of 32,700,000 cubic yards, and a remaining capacity of 29,358,535 cubic yards. Based on these values, it can be inferred that the existing solid waste infrastructure has adequate capacity to serve the proposed project. Additionally, the City's existing landfill infrastructure has the capacity to accommodate the solid waste currently planned in the general plan for and for future expansion of the population. The project would not generate solid waste in excess of State or Local Standards and there is *a less than significant impact*.

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

This proposed project conforms to all applicable statutes and regulations related to solid waste disposal. The proposed project will comply with the adopted policies related to solid waste, and will comply with all applicable federal, state, and local statutes and regulations pertaining to disposal of solid waste, including recycling. Therefore, the proposed project would have *no impact* on solid waste regulations.

In Conclusion, the Project will not result in any impacts to utilities and service systems beyond those analyzed in PEIR SCH No. 202111015 prepared for the Fresno General Plan.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			<input checked="" type="checkbox"/>	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				<input checked="" type="checkbox"/>

DISCUSSION

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

The project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The design of roads, on the Project Site and improvements

to Bryan Avenue, will be consistent with applicable State and City standards for roadway widths, turning radii, and sightlines and would not impair emergency response or emergency evacuation.

According to CAL FIRE's Fire and Resource Assessment Program, the Project Site or any surrounding land are not within the State Responsibility Area or lands classified as Very High Fire Hazard Severity Zone within the Local Responsibility Area. The project will be reviewed by the City of Fresno Fire Chief to ensure the project does not impair emergency response or emergency evacuation. Additionally, the proposed project site is not located within an SRA or a Very High FHSZ. There is *no impact*.

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

The project is located on a flat area of urbanized land which is considered to be at little risk of fire. Additionally, the proposed project site is not located within an SRA or a Very High FHSZ. There is *no impact*.

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

The construction of the project involves adding new local residential streets, and new and relocated utilities. Utilities such as emergency water sources and power lines would be included as part of the proposed development, however all improvements would be subject to City standards and fire chief approval. The proposed project would not exacerbate fire risk and the impact would be *less than significant*.

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

The project site is not located in an area designated as a Fire Hazard Severity Zone and lands associated with the Project site are relatively flat. Therefore, the project would not be susceptible to downslope or downstream flooding or landslides as a result of post-fire instability or drainage changes. There is *no impact*.

In Conclusion, the Project will not result in any wildfire impacts beyond those analyzed in PEIR SCH No. 202111015 prepared for the Fresno General Plan.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		<input checked="" type="checkbox"/>		
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)?			<input checked="" type="checkbox"/>	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			<input checked="" type="checkbox"/>	

DISCUSSION

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or

restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?

As discussed in Section 4, Biological Resources, there are several special status species near the project area. However, mitigation measures BIO-1 through BIO-3 reduce the potential to substantially reduce habitats, special species populations, and the range of rare or endangered plant species. With these mitigation measures in place, the project would not substantially degrade the environment or wildlife within the project area.

Based on the findings discussed in Section 5, Cultural Resources, the project site is not known to be archaeologically sensitive. However, this may change due to the possibility of the unanticipated discovery of archaeological resources during ground disturbing activities. Therefore, project construction activities could potentially impact major periods of California history or prehistory. However, implementation of Mitigation Measures CUL-1 and CUL-2 would reduce these potential impacts to a less than significant level. Implementation of the identified mitigation measures for each respective section would ensure that impacts are *less than significant with mitigation incorporation*.

- 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.)**

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

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

The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the project design to reduce all potentially significant impacts to less than significant, which results in a *less than significant* impact to this checklist item.

Supporting Information and Sources

1. AB 3098 List
2. Air Toxics Hot Spots Program Risk Assessment Guidelines (2015)
3. EMFAC2014
4. City of Fresno General Plan PEIR (2014)
5. Draft Environmental Impact Report – West Area Neighborhoods Specific Plan (2022)
6. Fresno Greenhouse Gas Reduction Plan
7. City of Fresno Master Plan EIR
8. City of Fresno Zoning Ordinance
9. City of Fresno Urban Water Management Plan (2020)
10. California Natural Diversity Database (CNDDDB)
11. Engineering Standards, City of Fresno
12. SJVAPCD Regulations and Guidelines
13. southwest Fresno Specific Plan Final EIR
14. Flood Insurance Rate Maps
15. California Air Resources Board's (CARB's) Air Quality and Land Use Handbook
16. 2019 California Environmental Quality Act CEQA Guidelines
17. California Building Code
18. California Stormwater Pollution Prevention Program (SWPPP)
19. "Construction Noise Handbook." U.S. Department of Transportation/Federal Highway Administration.
20. Government Code Section 65962.5
21. California Environmental Protection Agency (CEPA) San Joaquin Valley Air Pollution Control District Mitigation Measures
(<http://www.valleyair.org/transportation/Mitigation-Measures.pdf>)
22. National Audubon Society
23. PG&E 2021 Power Content Label
24. Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.
25. U.S. Environmental Protection Agency
26. U.S. Fish and Wildlife Service

PROJECT SPECIFIC MITIGATION MONITORING CHECKLIST – May 9th, 2023

This Project Specific Mitigation Monitoring Checklist has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Majestic Palms Apartments (proposed Project). The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies monitoring and reporting requirements as well as conditions recommended by responsible agencies who commented on the project.

The first column of the Table identifies the mitigation measure. The second column, entitled “Party Responsible for Implementing Mitigation,” names the party responsible for carrying out the required action. The third column, “Implementation Timing,” identifies the time the mitigation measure should be initiated. The fourth column, “Party Responsible for Monitoring,” names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last column will be used by the City to ensure that individual mitigation measures have been monitored.

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure BIO-1a: Avoidance. In order to avoid impacts to nesting birds, tree removal or project construction will occur, if feasible, from September 16th to January 31st, which is outside the avian nesting season.	Project Applicant and qualified biologist	Ongoing during construction	Planning and Development Department	
Mitigation Measure BIO-1b: Preconstruction Surveys If project activities must occur during the nesting season (February 1-September 15), a qualified biologist will conduct preconstruction surveys for active bird nests and/or burrows within 15 days prior to the start of these activities. The survey will include the proposed work area and surrounding lands within 200 feet, where accessible, for all nesting/burrowing birds. The preconstruction survey should also include burrows and dens created by special status mammals. If no active nests, burrows, or dens are found within the survey area, no further mitigation is required.	Project Applicant and qualified biologist	Within 15 days prior to the start of construction	Planning and Development Department	
Mitigation Measure BIO-1c: Establish Buffers. Should any active nests be discovered near proposed work areas, the biologist will determine appropriate construction setback distances based on applicable CDFW guidelines and/or the biology of the affected species. Construction-free buffers will be identified on the ground with flagging, fencing, or by other easily visible means, and will be maintained until the biologist has determined that the young have fledged.	Project Applicant and qualified biologist	Within 15 days prior to the start of construction	Planning and Development Department	
Mitigation Measure HYD-1: Prior to issuance of grading permits, the Project proponent shall submit a NOI and SWPPP to the RWQCB to obtain coverage under the	Project Applicant	Prior to issuance of grading permits.	Public Works Department (PW)	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
<p>General Permit for Discharges of Stormwater Associated with Construction Activity. The SWPPP shall specify and require the implementation of BMPs, with the intent of keeping all products of erosion from moving offsite and into receiving waters during construction. The requirements of the SWPPP shall be incorporated into design specifications and construction contracts. Recommended BMPs for the construction phase shall include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Stockpiling and disposing of demolition debris, concrete, and soil properly; • Protecting existing storm drain inlets and stabilizing disturbed areas; • Implementing erosion controls; • Properly managing construction materials; and • Managing waste, aggressively controlling litter, and implementing sediment controls. <p>The developer shall provide the City of Fresno Engineering Division with evidence of an approved SWPPP prior to issuance of grading permits.</p>			and Planning and Development Department	
<p>Mitigation Measure HYD-2: Prior to issuance of grading permits, the Project proponent shall prepare a drainage plan for the Project for approval by the City Engineer that identifies postconstruction treatment, control, and design measures that minimize surface water runoff, erosion, siltation, and pollution. The drainage plan shall be prepared in accordance with the City's SWMP and California Stormwater Quality Association's Storm Water Best Management Practices Handbook as well as the City Engineer's Technical Specifications and Public Improvement Standards. During final design of the Project, the Project proponent shall implement a suite of post-construction stormwater treatment and control BMPs designed to address the most likely sources of stormwater pollutants resulting from operation and maintenance of the Project. Stormwater infrastructure will be designed adhering to methods and standards described in Section E.12.e.ii.c of the SWRCB Phase II Small MS4, General Permit (Order No. 2013-0001-DWQ), in addition to the Fresno County Drainage and Flood Control Design Standards, which is part of the Improvement Standards for Fresno County. This document contains criteria for storm design capacities for artificial surface drainage facilities, underground storm sewers, and roadway culverts, and specifies other criteria for natural drainage channels.</p> <p>The City Engineer may also require other necessary BMPs and design features. Incorporation of City Engineer-approved BMPs and design features into the Project design and construction documents shall ensure that operational water quality exceeds applicable water quality standards. The Project proponent shall also prepare and submit a Operations and Maintenance Agreement to the City of Fresno for its approval identifying appropriate procedures to ensure that stormwater quality control measures work properly during operations.</p>	Project Applicant	Prior to issuance of grading permits.	Public Works Department (PW) and Planning and Development Department	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
<p>Mitigation Measure HYD-3: A Development Maintenance Manual for the Project shall include comprehensive procedures for maintenance and operations of any stormwater facilities to ensure long term operation and maintenance of post-construction stormwater controls. The maintenance manual shall require that stormwater BMP devices be inspected, cleaned, and maintained in accordance with the manufacturer’s maintenance conditions. The manual shall require that devices be cleaned prior to the onset of the rainy season (i.e., mid-October) and immediately after the end of the rainy season (i.e., mid- May). The manual shall also require that all devices be checked after major storm events. The Development Maintenance Manual shall include the following:</p> <ul style="list-style-type: none"> • Runoff shall be directed away from trash and loading dock areas; • Bins shall be lined or otherwise constructed to reduce leaking of liquid wastes; • Trash areas shall be screened or walled to minimize offsite transport of trash; and, • Impervious berms, trench catch basin, drop inlets, or overflow containment structures nearby docks and trash areas shall be installed to minimize the potential for leaks, spills or wash down water to enter the drainage system. 	Project Applicant	Prior to issuance of grading permits.	Public Works Department (PW) and Planning and Development Department	
Mitigation Measures Incorporated from the City of Fresno General Plan PEIR				
<p>Mitigation Measure AES-1: Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residences.</p>	Project Applicant and project architect	Lighting systems to be confirmed during plan check, prior to issuance of building permits	Public Works Department (PW) and Planning and Development Department	
<p>Mitigation Measure AES-2: Lighting systems for public facilities such as active play areas shall provide adequate illumination for the activity; however, low intensity light fixtures and shields shall be used to minimize spillover light onto adjacent properties.</p>	Project Applicant and project architect	Lighting systems to be confirmed during plan check, prior to issuance of building permits	Public Works Department (PW) and Planning and Development Department	
<p>Mitigation Measure AES-3: Lighting systems for non-residential uses, not including public facilities, shall provide shields on the light fixtures and orient the lighting system away from adjacent properties. Low intensity light fixtures shall also be used if excessive spillover light onto adjacent properties will occur.</p>	Project Applicant and project architect	Lighting systems to be confirmed during plan check, prior to issuance of building permits	Public Works Department (PW) and Planning and Development Department	
<p>Mitigation Measure AES-4: Lighting systems for freestanding signs shall not exceed 100-foot Lamberts (FT-L) when adjacent to streets which have an average light intensity of less than 2.0 horizontal footcandles and shall not exceed 500 FT-L when adjacent to streets which have an average light intensity of 2.0 horizontal footcandles or greater.</p>	Project Applicant and project architect	Lighting systems to be confirmed during plan check, prior to issuance of building permits	Public Works Department (PW) and Planning and Development Department	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
Mitigation Measure AES-5: Materials used on building facades shall be non-reflective.	Project Applicant and project architect	Building materials to be used confirmed during plan check, prior to issuance of building permits.	Public Works Department (PW) and Planning and Development Department	
Mitigation Measure BIO-1.1: Construction of a proposed project should avoid, where possible, vegetation communities that provide suitable habitat for a special-status species known to occur within the Planning Area. If construction within potentially suitable habitat must occur, the presence/absence of any special-status plant or wildlife species must be determined prior to construction, to determine if the habitat supports any special-status species. If a special-status species is determined to occupy any portion of a project site, avoidance and minimization measures shall be incorporated into the construction phase of a project to avoid direct or incidental take of a listed species to the greatest extent feasible.	Project Applicant and qualified biologist	Biological Resources Assessment to be completed during environmental review and prior to approval of discretionary project. The City shall ensure that project-specific mitigation is incorporated into project plans for approval prior to issuance of any grading or construction permits.	Planning and Development Department	
Mitigation Measure BIO-1.2: Direct or incidental take of any state or federally listed species should be avoided to the greatest extent feasible. If construction of a proposed project will result in the direct or incidental take of a listed species, consultation with the resources agencies and/or additional permitting may be required. Agency consultation through the CDFW 2081 and USFWS Section 7 or Section 10 permitting processes must take place prior to any action that may result in the direct or incidental take of a listed species. Specific mitigation measures for direct or incidental impacts to a listed species will be determined on a case-by-case basis through agency consultation.	Project Applicant and qualified biologist	Biological Resources Assessment to be completed during environmental review of project and prior to approval of discretionary project. The City shall ensure that environmental review and agency consultation is completed prior to issuance of any grading or construction permits. Specifications regarding timing of surveys shall be determined by project-specific mitigation measures.	Planning and Development Department, California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Service (USFWS)	
Mitigation Measure BIO-1.3: Development within the Planning Area should avoid, where possible, special-status natural communities and vegetation communities that provide suitable habitat for special-status species. If a proposed project will result in the loss of a special-status natural community or suitable habitat for special-status species, compensatory habitat-based mitigation is required under CEQA and CESA. Mitigation will consist of preserving on-site habitat, restoring similar habitat, or purchasing off-site credits from an approved mitigation bank. Compensatory mitigation will be determined through consultation with the City and/or resource agencies. An appropriate mitigation strategy and ratio will be agreed upon by the developer and lead agency to reduce project impacts to special-status natural communities to a less than significant level. Agreed-upon mitigation ratios will depend on the quality of the habitat and presence/absence of a special-status species. The specific mitigation for project level impacts will be determined on a case-by-case basis.	Project Applicant and qualified biologist	Biological Resources Assessment to be completed during environmental review of project and prior to approval of discretionary project. The City shall ensure that any required compensatory mitigation is determined prior to project approval.	Planning and Development Department, CDFW	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
<p>Mitigation Measure BIO-1.4: Proposed projects within the Planning Area should avoid, if possible, construction within the general nesting season of February through August for avian species protected under Fish and Game Code 3500 and the Migratory Bird Treaty Act (MBTA), if it is determined that suitable nesting habitat occurs on a project site. If construction cannot avoid the nesting season, a pre-construction clearance survey must be conducted to determine if any nesting birds or nesting activity is observed on or within 500-feet of a project site. If an active nest is observed during the survey, a biological monitor must be on site to ensure that no proposed project activities would impact the active nest. A suitable buffer will be established around the active nest until the nestlings have fledged and the nest is no longer active. Project activities may continue in the vicinity of the nest only at the discretion of the biological monitor.</p>	<p>Project Applicant and qualified biologist</p>	<p>Biological Resources Assessment to be completed during environmental review of project and prior to approval of discretionary project. The City shall ensure that pre-construction surveys are conducted within 3 days prior to construction activities, or within a timeframe recommended by a qualified biologist and consistent with applicable regulatory requirements and/or recommendations.</p>	<p>Planning and Development Department, CDFW</p>	
<p>Mitigation Measure CUL-1.1: If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines and the City's Historic Preservation Ordinance.</p> <p>If the resources are determined to be unique historical resources as defined under Section 15064.5 of the CEQA Guidelines, measures shall be identified by the monitor and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the Lead Agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.</p>	<p>Project Applicant and qualified historical resources specialist</p>	<p>Planning and Development Department to review contract specifications to ensure inclusion of provisions included in project-specific mitigation measure. Following discovery of previously unknown resource, a qualified historical resources specialist shall prepare recommendations and submit to the Planning and Development Department. Timing for recommendations shall be established by project-specific mitigation measure.</p>	<p>Planning and Development Department</p>	
<p>Mitigation Measure CUL-3: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native</p>	<p>Project Applicant and qualified historical resources specialist</p>	<p>Planning and Development Department to review construction specifications to ensure inclusion of provisions included in mitigation measure.</p>	<p>Planning and Development Department</p>	

Mitigation Measure	Responsible Party for Implementation	Implementation Timing	Responsible Party for Monitoring	Verification
<p>American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.</p>				
<p>NOI-2: Construction Vibration. The use of heavy construction equipment within 25 feet of existing structures shall be prohibited.</p>	<p>Project Applicant and Planning and Development Department</p>	<p>Prior to issuance of any grading or construction permits, the Planning and Development Department shall ensure that project construction specifications prohibit heavy construction within 25 feet of existing structures.</p>	<p>Planning and Development Department</p>	

ACOUSTICAL ANALYSIS

**MAJESTIC PALMS APARTMENTS
FRESNO, CALIFORNIA**

WJVA Project No. 23-13

PREPARED FOR

4CREEKS

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PREPARED BY

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wjv acoustics

APRIL 26, 2023

INTRODUCTION

The project is a proposed 114-unit multi-family residential development to be located in Fresno, California. The project site is located adjacent to the west side of N. Bryan Avenue, approximately 325 feet south of W. Shaw Avenue. The City of Fresno has requested an acoustical analysis to quantify project site noise exposure and determine noise mitigation requirements. This analysis, prepared by WJV Acoustics, Inc. (WJVA), is based upon a project site plan prepared by R.L. Davidson, Inc. Architects (dated 10-03-22), traffic data provided by the Fresno Council of Governments (Fresno COG) and the findings of on-site noise level measurements. Revisions to the site plan may affect the findings and recommendations of this report. The site plan is provided as Figure 1.

Appendix A provides a description of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported are in A-weighted decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighting, as it provides a high degree of correlation with human annoyance and health effects. Appendix B provides typical A-weighted sound levels for common noise sources.

NOISE EXPOSURE CRITERIA

General Plan

The City of Fresno General Plan Noise Element provides noise level criteria for land use compatibility for both transportation and non-transportation noise sources. The General Plan sets noise compatibility standards for transportation noise sources in terms of the Day-Night Average Level (L_{dn}). The L_{dn} represents the time-weighted energy average noise level for a 24-hour day, with a 10 dB penalty added to noise levels occurring during the nighttime hours (10:00 p.m.-7:00 a.m.). The L_{dn} represents cumulative exposure to noise over an extended period of time and are therefore calculated based upon *annual average* conditions. Table I provides the General Plan noise level standards for transportation noise sources.

TABLE I			
CITY OF FRESNO GENERAL PLAN NOISE LEVEL STANDARDS TRANSPORTATION (NON-AIRCRAFT) NOISE SOURCES			
Noise-Sensitive Land Use	Outdoor Activity Areas ¹		Interior Spaces
	$L_{dn}/CNEL$, dB	$L_{dn}/CNEL$, dB	L_{eq} dB ²
Residential	65	45	---
Transient Lodging	65	45	---
Hospitals, Nursing Homes	65	45	---
Theaters, Auditoriums, Music Halls	---	---	35
Churches, Meeting Halls	65	---	45
Office Buildings	---	---	45
Schools, Libraries, Museums	---	---	45

1 Where the location of the outdoor activity areas is unknown or is not applicable, the exterior noise level standard shall be applied to the property line of the receiving land use.

2 As determined for a typical worst-case hour during periods of use.

Source: City of Fresno General Plan

Implementation Policy NS-1-a of the General Plan provides guidance in regards to the development of new noise sensitive land uses (including residential developments).

Desirable and Generally Acceptable Exterior Noise Environment. Establish 65 dBA L_{dn} or CNEL as the standard for the desirable maximum average exterior noise levels for defined usable exterior areas of residential and noise-sensitive uses for noise, but designate 60 dBA L_{dn} or CNEL (measured at the property line) for noise generated by stationary sources impinging upon residential and noise-sensitive uses. Maintain 65 dBA L_{dn} or CNEL as the maximum average exterior noise levels for non-sensitive commercial land uses, and maintain 70 dBA L_{dn} or CNEL as maximum average exterior noise level for industrial land uses, both to be measured at the property line of parcels where noise is generated which may impinge on neighboring properties.

The General Plan also provides noise level standards for non-transportation (stationary) noise sources. The General Plan noise level standards for non-transportation noise sources are identical to those provided in the City's Municipal code, provided below in Table II.

Implementation Policy NS-1-i of the General Plan Noise Element provides guidance in regards to mitigation for new developments and projects that have potential to result in a noise-related impact at existing noise-sensitive land uses.

Mitigation by New Development. *Require an acoustical analysis where new development of industrial, commercial or other noise generating land uses (including transportation facilities such as roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by [Table I] and [Table II] to determine impacts, and require developers to mitigate these impacts in conformance with Tables 9-2 and 9-3 as a condition of permit approval through appropriate means.*

Noise mitigation measures may include:

- *The screening of noise sources such as parking and loading facilities, outdoor activities, and mechanical equipment;*
- *Providing increased setbacks for noise sources from adjacent dwellings;*
- *Installation of walls and landscaping that serve as noise buffers;*
- *Installation of soundproofing materials and double-glazed windows; and*
- *Regulating operations, such as hours of operation, including deliveries and trash pickup.*

Alternative acoustical designs that achieve the prescribed noise level reduction may be approved by the City, provided a qualified Acoustical Consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces. As a last resort, developers may propose to construct noise walls along roadways when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility, with no City funding.

Implementation Policy NS-1-j of the General Plan Noise Element provides guidance in regards to the establishment of a significance threshold when determining an increase in noise levels over existing ambient noise levels.

Significance Threshold. *Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is*

assumed if the project would increase noise levels in the immediate vicinity by 3 dB L_{dn} or CNEL or more above the ambient noise limits established in this General Plan Update.

Commentary: When an increase in noise would result in a “significant” impact (increase of three dBA or more) to residents or businesses, then noise mitigation would be required to reduce noise exposure. If the increase in noise is less than three dBA, then the noise impact is considered insignificant and no noise mitigation is needed. By setting a specific threshold of significance in the General Plan, this policy facilitates making a determination of environmental impact, as required by the California Environmental Quality Act. It helps the City determine whether (1) the potential impact of a development project on the noise environment warrants mitigation, or (2) a statement of overriding considerations will be required.

Municipal Code

Section 15-2506 of the City of Fresno Municipal code establishes hourly acoustical performance standards for non-transportation noise sources. The standards, provided in Table II, are made more restrictive during the nighttime hours of 10:00 p.m. to 7:00 a.m. Additionally, the municipal code states that when ambient noise levels exceed or equal the levels described in Table II, mitigation shall only be required to limit noise to the existing ambient noise levels, plus five (5) dB. Section 15-2506 of the Municipal Code is consistent with Implementing Policy NS-1-I of the Noise Element of the City of Fresno General Plan (adopted 12/18/14).

TABLE II NON-TRANSPORTATION NOISE LEVEL STANDARDS, dBA CITY OF FRESNO MUNICIPAL CODE, SECTION 15-2506			
Daytime (7 a.m.-10 p.m.)		Nighttime (10 p.m.-7 a.m.)	
L_{eq}	L_{max}	L_{eq}	L_{max}
50	70	45	60

Source: City of Fresno Municipal Code

Additional guidance is provided in Section 10-102(b) of the City’s Municipal Code. Section 10 provides existing ambient noise levels to be applied to various districts, further divided into various hours of the day. Table III describes the assumed minimum ambient noise levels by district and time. Section 10-102(b) states “For the purpose of this ordinance, ambient noise level is the level obtained when the noise level is averaged over a period of fifteen minutes, without inclusion of the offending noise, at the location and time of day at which a comparison with the offending noise is to be made. Where the ambient noise level is less than that designated in this section, however, the noise level specified herein shall be deemed to be the ambient noise level for that location”.

TABLE III
ASSUMED MINIMUM AMBIENT NOISE LEVEL, dBA
CITY OF FRESNO MUNICIPAL CODE, SECTION 10-102(B)

DISTRICT	TIME	SOUND LEVEL, dB L_{eq}
RESIDENTIAL	10 PM TO 7 AM	50
RESIDENTIAL	7 PM TO 10 PM	55
RESIDENTIAL	7 AM TO 7 PM	60
COMMERCIAL	10 PM TO 7 AM	60
COMMERCIAL	7 AM TO 10 PM	65
INDUSTRIAL	ANYTIME	70

Source: City of Fresno Municipal Code

Section 10-106 (Prima Facie Violation) States *“Any noise or sound exceeding the ambient noise level at the properly line of any person offended thereby, or, if a condominium or apartment house, within any adjoining living unit, by more than five decibels shall be deemed to prima facie evidence of a violation of Section 8-305.”*

For noise sources that are not transportation related, which usually includes commercial or industrial activities and other stationary noise sources (such as amplified music), it is common to assume that a 3-5 dB increase in noise levels represents a substantial increase in ambient noise levels. This is based on laboratory tests that indicate that a 3 dB increase is the minimum change perceptible to most people, and a 5 dB increase is perceived as a “definitely noticeable change.”

Appendix A provides definitions of the acoustical terminology used in this report. Unless otherwise stated, all sound levels reported in this analysis are A-weighted sound pressure levels in decibels (dB). A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear. Most community noise standards utilize A-weighted sound levels, as they correlate well with public reaction to noise. Appendix B provides typical A-weighted sound levels for common noise sources.

PROJECT SITE NOISE EXPOSURE

The project site is located adjacent to N. Bryan Avenue, approximately 325 feet south of W. Shaw Avenue, in Fresno, California. The project site is exposed traffic noise associated with vehicles on N. Bryan Avenue. The distance from the closest proposed residential buildings to the centerline of N. Bryan Avenue is approximately 65 feet.

Traffic Noise Exposure

Noise exposure from traffic on N. Bryan Avenue was calculated for existing and future (2046) conditions using the FHWA Traffic Noise Model and traffic data obtained from Fresno COG. A description of the noise model, applied data, methodology and findings is provided below.

WJVA utilized the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA Model is a standard analytical method used for roadway traffic noise calculations. The model is based upon reference energy emission levels for automobiles, medium trucks (2 axles) and heavy trucks (3 or more axles), with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions, and is generally considered to be accurate within ± 1.5 dB. To predict L_{dn} values, it is necessary to determine the hourly distribution of traffic for a typical day and adjust the traffic volume input data to yield an equivalent hourly traffic volume.

Noise level measurements and concurrent traffic counts were conducted by WJVA staff within the project site on April 24, 2023. The purpose of the measurement was to evaluate the accuracy of the FHWA Model in describing traffic noise exposure within the project site. The traffic noise measurement site was located at a setback distance of approximately 55 feet from the centerline of N. Bryan Avenue. The speed limit was assumed to be 45 mph (miles per hour). The project vicinity and noise monitoring site location are provided as Figure 2. A photograph showing the N. Bryan Avenue noise measurement site is provided as Figure 3.

Noise monitoring equipment consisted of Larson-Davis Laboratories Model LDL-820 sound level analyzer equipped with a B&K Type 4176 1/2" microphone. The equipment complies with the specifications of the American National Standards Institute (ANSI) for Type I (Precision) sound level meters. The meter was calibrated in the field prior to use with a B&K Type 4230 acoustic calibrator to ensure the accuracy of the measurements. The microphone was located on a tripod at 5 feet above the ground. The project site presently consists of undeveloped land and a portion is currently used for industrial purposes.

Noise measurements were conducted in terms of the equivalent energy sound level (L_{eq}). Measured L_{eq} values were compared to L_{eq} values calculated (predicted) by the FHWA Model using as inputs the traffic volumes, truck mix and vehicle speed observed during the noise measurements. The results of the comparison are shown in Table IV.

From Table IV it may be determined that the traffic noise levels predicted by the FHWA Model were 0.3 dB lower than those measured for the conditions observed at the time of the noise measurements for N. Bryan Avenue. This is considered to be excellent agreement with the model and therefore no adjustments to the model are necessary.

TABLE IV COMPARISON OF MEASURED AND PREDICTED (FHWA MODEL) NOISE LEVELS MAJESTIC PALMS APARTMENTS, FRESNO	
	N. Bryan Ave.
Measurement Start Time	11:40 p.m.
Observed # Autos/Hr.	432
Observed # Medium Trucks/Hr.	36
Observed # Heavy Trucks/Hr.	12
Observed Speed (MPH)	45
Distance, ft. (from center of roadway)	50
L _{eq} , dBA (Measured)	66.1
L _{eq} , dBA (Predicted)	65.8
Difference between Predicted and Measured L_{eq}, dBA	0.3

Note: FHWA "soft" site assumed for calculations.
Source: WJV Acoustics, Inc.

Annual Average Daily Traffic (AADT) data for N. Bryan Avenue in the project vicinity was obtained from Fresno COG. Truck percentages and the day/night distribution of traffic were estimated by WJVA, based upon previous studies conducted in the project vicinity since project-specific data were not available from government sources. A speed limit of 45 mph was assumed for the roadway. Table V summarizes annual average traffic data used to model noise exposure within the project site.

TABLE V TRAFFIC NOISE MODELING ASSUMPTIONS MAJESTIC PALMS APARTMENTS, FRESNO		
	N. Bryan Ave (s/o W. Shaw Ave)	
	Existing	246
Annual Avenue Daily Traffic (AADT)	2,746	2,424
Day/Night Split (%)	90/10	
Assumed Vehicle Speed (mph)	45	
% Medium Trucks (% AADT)	2	
% Heavy Trucks (% AADT)	1	

Sources: Fresno COG
WJV Acoustics, Inc.

Using data from Table V, the FHWA Model, annual average traffic noise exposure was calculated for the closest proposed setbacks from N. Bryan Avenue. Table VI provides the noise exposure levels for N. Bryan Avenue, at the closest proposed residential setbacks the roadway, for both existing and future (2046) traffic conditions.

TABLE VI MODELED TRAFFIC NOISE LEVELS, N. BRYAN AVENUE, dB, L _{dn} MAJESTIC PALMS APARTMENTS, FRESNO		
Roadway	Existing Conditions	2046 Conditions
N. Bryan Avenue (south of Alicante Avenue)	59.0	58.5

Source: WJV Acoustics
Fresno COG

Reference to Table VI indicates that the traffic noise exposure at the closest proposed residential setbacks to N. Bryan Avenue would be approximately 59 dB L_{dn} for existing conditions and approximately 59 dB L_{dn} for future (2046) traffic conditions. Such noise exposure levels do not exceed the City’s 65 dB L_{dn} exterior noise level standard and mitigation measures are therefore not required for compliance with the City’s exterior noise level standard. It should be noted, the slight decrease in traffic volumes between existing conditions and 2046 traffic conditions is the result of the future alignment of Veterans Boulevard in the project vicinity, which would reduce traffic volumes on N. Bryan Avenue.

Interior Noise Exposure:

The City of Fresno interior noise level standard is 45 dB L_{dn}. The worst-case noise exposure within the proposed residential development would be approximately 59 dB L_{dn} (Existing and 2046 conditions). This means that the proposed residential construction must be capable of providing a minimum outdoor-to-indoor noise level reduction (NLR) of approximately 14 dB (59-45=14).

A specific analysis of interior noise levels was not performed. However, it may be assumed that residential construction methods complying with current building code requirements will reduce exterior noise levels by approximately 25 dB if windows and doors are closed. This will be sufficient for compliance with the City’s 45 dB L_{dn} interior standard at all proposed lots. Requiring that it be possible for windows and doors to remain closed for sound insulation means that air conditioning or mechanical ventilation will be required.

CONCLUSIONS AND RECOMMENDATIONS

The proposed 114-unit multi-family residential development will comply with all City of Fresno exterior and interior noise level standards, without the need for the implementation of mitigation measures, provided that air conditioning or mechanical ventilation is incorporated into final project design.

The conclusions and recommendations of this acoustical analysis are based upon the best information known to WJV Acoustics Inc. (WJVA) at the time the analysis was prepared concerning the proposed project site plan, traffic volumes and roadway configurations. Any significant changes in these factors will require a reevaluation of the findings of this report. Additionally, any significant future changes in motor vehicle technology, noise regulations or other factors beyond WJVA's control may result in long-term noise results different from those described by this analysis.

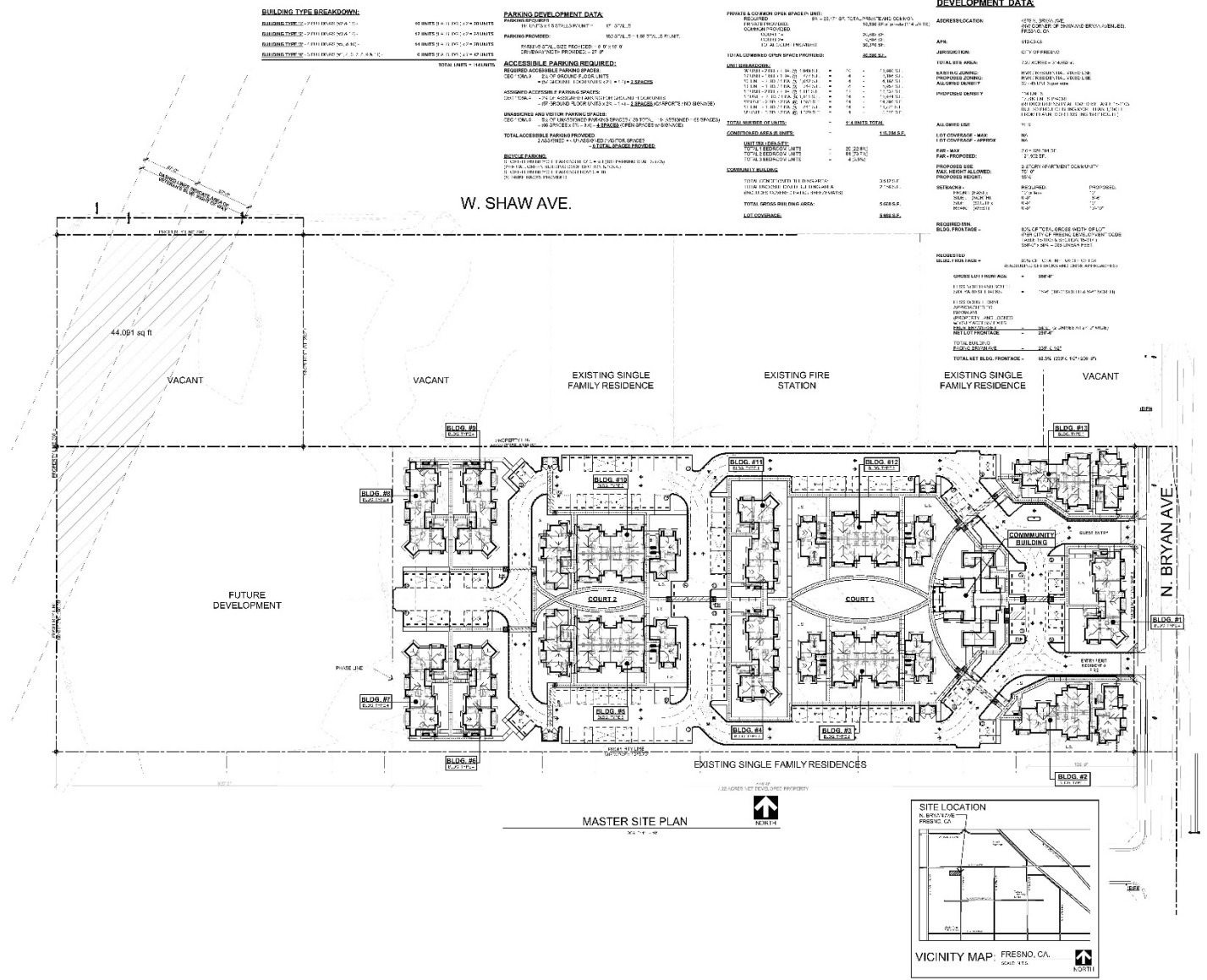
Respectfully submitted,



Walter J. Van Groningen
President

WJV:wjv

FIGURE 1: SITE PLAN



BUILDING TYPE BREAKDOWN:

BUILDING TYPE 1 - 11 UNITS @ 1-BEDROOM	11 UNITS @ 11 UNITS @ 1-BEDROOM
BUILDING TYPE 2 - 11 UNITS @ 1-BEDROOM	11 UNITS @ 11 UNITS @ 1-BEDROOM
BUILDING TYPE 3 - 11 UNITS @ 1-BEDROOM	11 UNITS @ 11 UNITS @ 1-BEDROOM
BUILDING TYPE 4 - 11 UNITS @ 1-BEDROOM	11 UNITS @ 11 UNITS @ 1-BEDROOM
BUILDING TYPE 5 - 11 UNITS @ 1-BEDROOM	11 UNITS @ 11 UNITS @ 1-BEDROOM

PARKING DEVELOPMENT DATA:

PROPOSED PARKING SPACES	100 SPACES
REQUIRED ACCESSIBLE PARKING SPACES	10 SPACES
ADDITIONAL ACCESSIBLE PARKING SPACES	0 SPACES
UNASSIGNED AND VACANT PARKING SPACES	90 SPACES

ACCESSIBLE PARKING REQUIRED:

REQUIRED ACCESSIBLE PARKING SPACES	10 SPACES
ADDITIONAL ACCESSIBLE PARKING SPACES	0 SPACES

PRIVATE & COMMON OPEN SPACE PER UNIT:

PRIVATE OPEN SPACE	100 SQ FT
COMMON OPEN SPACE	100 SQ FT

DEVELOPMENT DATA:

ADDRESS LOCATION	1111 N. BRYAN AVE., FRESNO, CA 93701
APN	017-010-010
JURISDICTION	CITY OF FRESNO
LEGAL SITE AREA	100,000 SQ FT
BUILDING ZONING	MS-1 (MEDIUM DENSITY RESIDENTIAL)
PROPOSED ZONING	MS-1 (MEDIUM DENSITY RESIDENTIAL)
PROPOSED DENSITY	100 UNITS PER ACRE

PERMITTED USES & LIMITS:

USE TYPE	RESIDENTIAL
MAXIMUM HEIGHT	35 FEET
MAXIMUM FLOOR AREA	100,000 SQ FT

PROPOSED USES & LIMITS:

USE TYPE	RESIDENTIAL
MAXIMUM HEIGHT	35 FEET
MAXIMUM FLOOR AREA	100,000 SQ FT



FOR CITY USE ONLY

DATE: _____

BY: _____

FOR: _____

PROJECT: _____

SCALE: _____

FIGURE: _____



MAJESTIC PALMS APARTMENTS

FOR: _____

DATE: _____

BY: _____

FOR: _____

PROJECT: _____

SCALE: _____

FIGURE: _____

A-100

FIGURE 2: PROJECT SITE VICINITY AND NOISE MEASUREMENT LOCATION

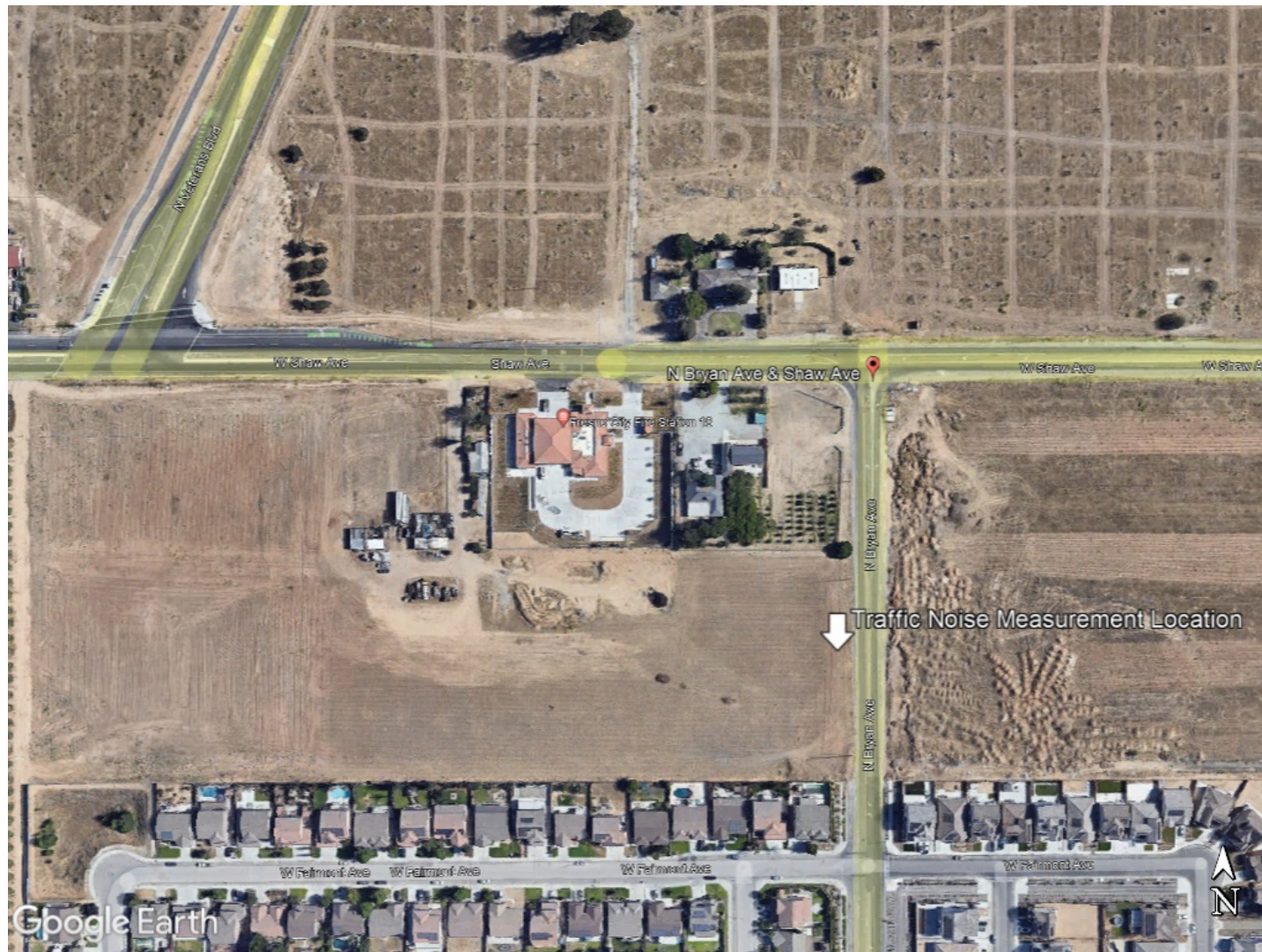


FIGURE 3: N. BRYAN AVENUE NOISE MEASUREMENT SITE



APPENDIX A

ACOUSTICAL TERMINOLOGY

AMBIENT NOISE LEVEL:	The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
CNEL:	Community Noise Equivalent Level. The average equivalent sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.
DECIBEL, dB:	A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
DNL/L_{dn}:	Day/Night Average Sound Level. The average equivalent sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.
L_{eq}:	Equivalent Sound Level. The sound level containing the same total energy as a time varying signal over a given sample period. L _{eq} is typically computed over 1, 8 and 24-hour sample periods.
NOTE:	The CNEL and DNL represent daily levels of noise exposure averaged on an annual basis, while L _{eq} represents the average noise exposure for a shorter time period, typically one hour.
L_{max}:	The maximum noise level recorded during a noise event.
L_n:	The sound level exceeded "n" percent of the time during a sample interval (L ₉₀ , L ₅₀ , L ₁₀ , etc.). For example, L ₁₀ equals the level exceeded 10 percent of the time.

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE

CONTOURS:

Lines drawn about a noise source indicating constant levels of noise exposure. CNEL and DNL contours are frequently utilized to describe community exposure to noise.

NOISE LEVEL

REDUCTION (NLR):

The noise reduction between indoor and outdoor environments or between two rooms that is the numerical difference, in decibels, of the average sound pressure levels in those areas or rooms. A measurement of “noise level reduction” combines the effect of the transmission loss performance of the structure plus the effect of acoustic absorption present in the receiving room.

SEL or SENEL:

Sound Exposure Level or Single Event Noise Exposure Level. The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the time-integrated A-weighted squared sound pressure for a stated time interval or event, based on a reference pressure of 20 micropascals and a reference duration of one second.

SOUND LEVEL:

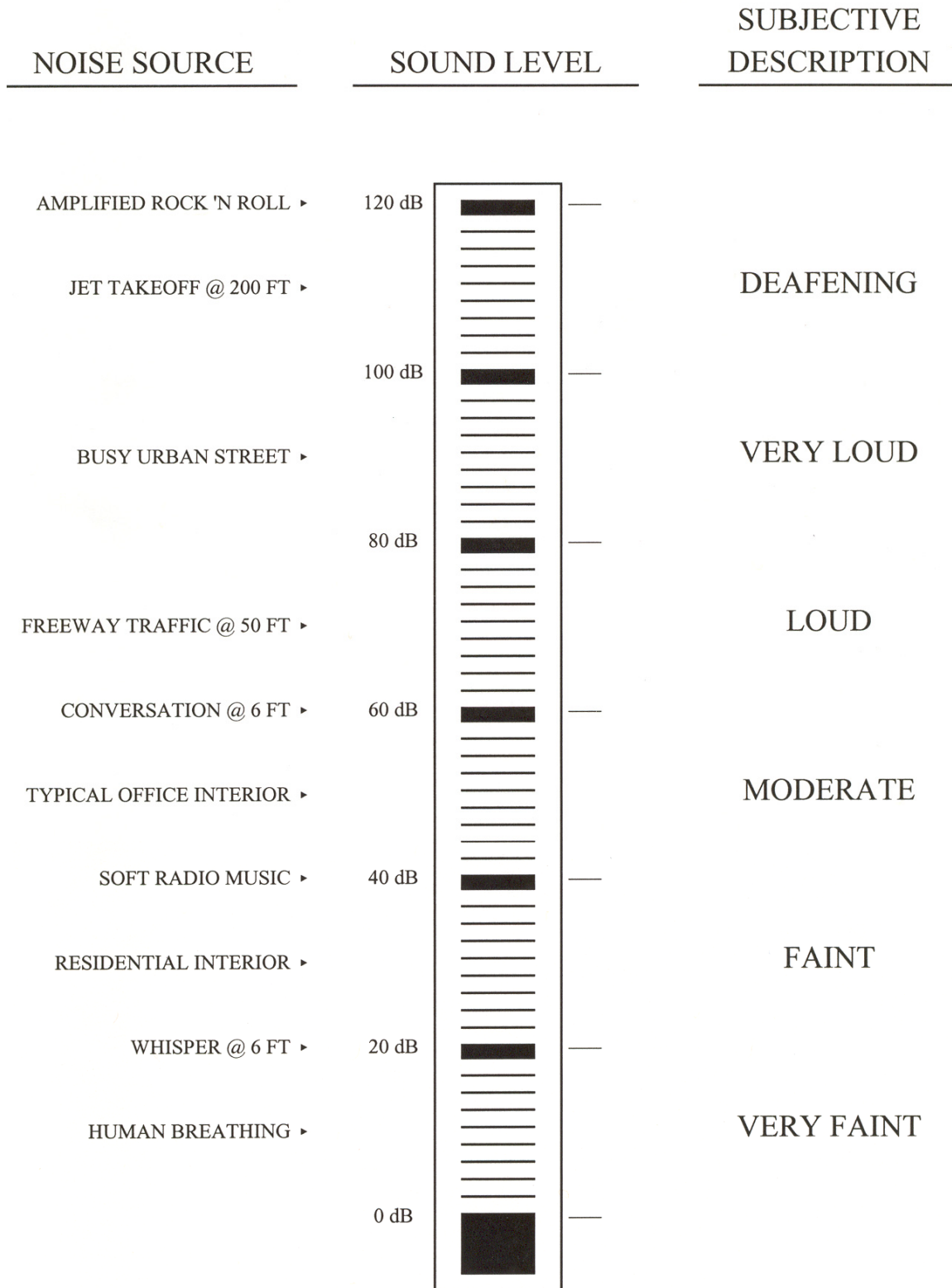
The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

SOUND TRANSMISSION

CLASS (STC):

The single-number rating of sound transmission loss for a construction element (window, door, etc.) over a frequency range where speech intelligibility largely occurs.

APPENDIX B
EXAMPLES OF SOUND LEVELS



Vehicle Miles Traveled Analysis

Majestic Palms Vehicle Miles Traveled Analysis

Located on the Southwest Quadrant of Bryan
Avenue and Shaw Avenue

In the City of Fresno, California

Prepared for:

Majestic Palms
1418 E. Shaw Avenue
Fresno, CA 93710

November 21, 2022

Project No. 004-181



Traffic Engineering, Transportation Planning, & Parking Solutions

516 W. Shaw Ave., Ste. 103

Fresno, CA 93704

Phone: (559) 570-8991

www.JLBtraffic.com



Traffic Engineering, Transportation Planning, & Parking Solutions

Vehicle Miles Traveled Analysis

For the Majestic Palms Project located on the Southwest Quadrant of Bryan Avenue and Shaw Avenue

In the City of Fresno, CA

November 21, 2022

This Vehicle Miles Traveled Analysis has been prepared under the direction of a licensed Traffic Engineer. The licensed Traffic Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data from which recommendations, conclusions and decisions are based.

Prepared by:

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

President



Traffic Engineering, Transportation Planning, & Parking Solutions

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Fresno, CA 93704
Phone: (559) 570-8991
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Appendix A: Fresno COG VMT Calculation Tool Output

Project Description

This report describes a Vehicle Miles Traveled (VMT) Analysis prepared by JLB Traffic Engineering, Inc. (JLB) for the Armstrong Apartments (Project) located on the southwest quadrant of Bryan Avenue and Shaw Avenue in the City of Fresno. The project proposes to develop a 7.22 net acre site with 144 multi-family residential units. Based on information provided to JLB, the Project is consistent with the City of Fresno Plan and will not need to go through a General Plan Amendment or a Rezone.

Project Trip Generation

Trip generation rates for the proposed Project were obtained from the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Table I presents the trip generation for the proposed Project with trip generation rates for Multi-Family Housing. At buildout, the proposed Project is estimated to generate approximately of 768 daily trips, 46 AM peak hour trips and 58 PM peak hour trips.

Table I: Project Trip Generation

Land Use (ITE Code)	Size	Unit	Daily		AM (7-9) Peak Hour						PM (4-6) Peak Hour					
			Rate	Total	Trip Rate	In	Out	In	Out	Total	Trip Rate	In	Out	In	Out	Total
						%	%					%				
Multi-Family Housing (Low-Rise) (220)	114	d.u.	6.74	768	0.40	24	76	11	35	46	0.51	63	37	37	21	58
Total Project Trips				768				11	35	46				37	21	58

Note: d.u. = Dwelling Units

VMT Analysis

Regulatory Setting

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

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

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

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

The City of Fresno VMT Thresholds adopted a screening standard and criteria that can be used to screen out qualified development projects that meet the adopted criteria from needing to prepare a detailed VMT Analysis. These criteria may be size, location, proximity to transit, of trip making potential. In general development projects that are consistent with the City's General Plan and Zoning and that that meet one or more of the following criteria can be screened out from a quantitative VMT analysis.

1. Project Located in a Transit Priority Area/High Quality Transit Corridor (within 0.5 miles of a transit stop).
2. Project is Local-serving Retail of less than 50,000 square feet.
3. Project is a Low Trip Generator (Less than 500 average daily trips)
4. Project has a High Level of Affordable Housing Units
5. Project is an institutional/Government and Public Service Uses
6. Project is located in a Low VMT Zone

This screening tool is consistent with the OPR December 2018 Guidance referenced above. The screening tool includes an analysis of those portions of the City that satisfy the standard of reducing VMT by 13% from existing per capita and per employee VMT averages within the relevant region. The relevant region adopted by the City of Fresno VMT Thresholds is Fresno County.

However, the City of Fresno VMT Thresholds Section 3.1 regarding Development Projects states that "If a project constitutes a General Plan Amendment (GPA) or a Zone Change (ZC), none of the screening criteria may apply". While this particular Project does not include a General Plan Amendment, it does not meet the screening criteria. As such, a quantitative VMT analysis is required, and such was prepared utilizing the Fresno COG VMT Calculation Tool.

For projects that are not screened out, a quantitative analysis of VMT impacts must be prepared and compared against the adopted VMT thresholds of significance. The Fresno VMT Thresholds document includes thresholds of significance for development projects, transportation projects, and land use plans.

These thresholds of significance were developed using the County of Fresno as the applicable region, and the required reduction of VMT (as adopted in the Fresno VMT Thresholds) corresponds to Fresno County's contribution to the statewide GHG emission reduction target. In order to reach the statewide GHG reduction target of 15%, Fresno County must reduce its GHG emissions by 13%. The method of reducing GHG by 13% is to reduce VMT by 13% as well.

VMT Results

VMT is simply the product of a number of trips and those trips' lengths. The first step in a VMT analysis is to establish the baseline average VMT, which requires the definition of a region. The *CEQA Guidelines for Vehicle Miles Traveled Thresholds* for the City of Fresno provide that the Fresno County average VMT per Capita (appropriate for residential land uses) and Employee (appropriate for office/commercial non-retail land uses) are 16.1 and 25.6, respectively. The City's threshold targets a 13% reduction in VMT for residential and office/commercial non-retail land uses and a net zero (0) increase in regional VMT for commercial retail land uses.

The City's adopted thresholds for development projects correspond to the regional averages modeled by Fresno COG's ABM. For residential and non-residential (except retail) development projects, the adopted threshold of significance is a 13% reduction, which means that projects that generate VMT in excess of a 13% reduction from the existing regional VMT per capita or per employee would have a significant environmental impact. Projects that reduce VMT by 13% or more are less than significant. For retail projects, the adopted threshold is any net increase in Regional VMT compared to the existing Regional VMT. Quantitative assessments of the VMT generated by a development project are determined using the COG ABM, which is a tour-based model.

For mixed use projects, the City of Fresno VMT Thresholds state that the VMT can be estimated based on each component of the project, independently, after taking credit for internal trip capture. It also confirms that mixed use projects must use the Fresno COG's Activity Based Model. The VMT per capita (for the residential component) and the total VMT (for the retail component) is then compared against the relevant threshold.

The target VMT for residential and commercial non-retail land uses are $(16.1 \times (1-.13) = 14.0)$ 14.0 VMT per capita and $(25.6 \times (1-.13) = 22.3)$ 22.3 VMT per employee, respectively. In addition, for retail land uses the City's threshold targets a net zero (0) increase in regional VMT for retail land uses (City of Fresno, 2020).

The Project's dwelling units and the Traffic Area Zone (TAZ) were entered into the Fresno COG VMT Calculation Tool to conduct a Project-specific VMT analysis. Based on the Fresno COG VMT Calculation Tool results, the Project is expected to yield an average of 13.9 VMT per capita which is within the City of Fresno's VMT threshold of 14.0 VMT per capita for residential land uses. Therefore, there are no significant impacts to VMT associated with this Project. Appendix A presents the Project VMT output from the Fresno COG VMT Calculation Tool.

Conclusion

As can be seen in Table II below, the Fresno COG VMT Calculation Tool output an average of 13.9 VMT per capita. This VMT is within the City of Fresno's Threshold of 14.0 VMT per capita for residential land uses. In conclusion, there are no significant impacts to VMT associated with this Project pursuant to the City of Fresno VMT Guidelines.

Table II: VMT Results

<i>Project Components</i>	<i>Fresno COG VMT Calculation Tool Results¹</i>	<i>City of Fresno Residential Threshold²</i>	<i>Significant VMT Impact?</i>
Multi-Family Residential	13.9	14.0	No

Note: 1 = VMT Results per Fresno COG VMT Calculation Tool (Version 1.38)

2 = VMT Threshold per *CEQA Guidelines for Vehicle Miles Traveled Thresholds* for the City of Fresno

All VMT Outputs are measures as VMT per Employee

- Based on the Fresno COG VMT Calculation Tool, the Project's VMT is projected to be 13.9 VMT per capita.
- The City of Fresno VMT Threshold for residential land uses is 14.0 VMT per capita.
- As a result, there are no impacts to VMT associated with this Project.

Study Participants

JLB Traffic Engineering, Inc. Personnel

Jose Luis Benavides, PE, TE	Project Manager
Matthew Arndt, EIT	Engineer I/II
Adrian Benavides	Engineering Aide

Persons Consulted:

Jay Bhandal	Majestic Palms
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Appendix A: Fresno COG VMT Calculation Tool Output



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Fresno, CA 93704
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App | A



Fresno COG Vehicle Miles Traveled Analysis Tool Summary Report

Tool Version: Version 1.38 Report Date: 11/18/2022

Project Information

Name:	Majestic Palms
Jurisdiction	Fresno County
TAZ ID	1397

Project Land Use

Residential	Single-family:	0	DU	Multi-family:	114	DU
	Total:	114	DU	Percent Affordable:	0	%
Non-Residential	Office:	0	EMP	Others:		TSF

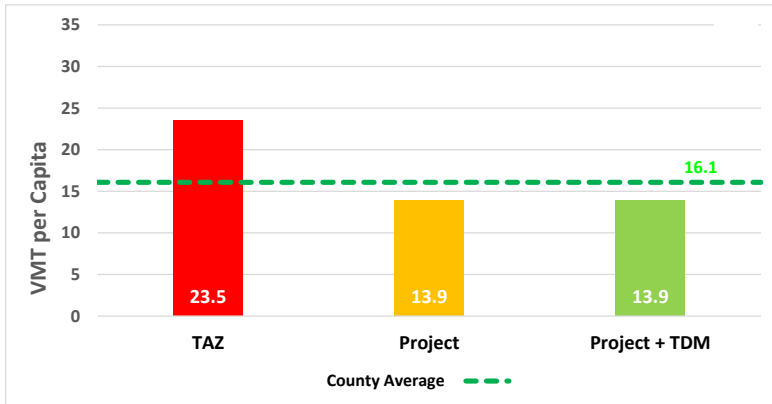
Project TDM measures (VMT reduction strategies)

TDM Strategy	Included in the project	TDM Quantification	% VMT/Capita Reduction	% VMT/Employment Reduction	
Implement Project Specific Vanpool Program	No		N/A		
Implement Project Specific Carpool Program	No			N/A	

Project VMT Results

Residential

Project's VMT/Capita (13.9) is less than County VMT/Capita (14.0 using 13% as threshold)



Project VMT per Capita:	13.9
County VMT / Capita:	16.1
Significant Impact:	No
Project VMT per Capita with TDM Measures:	13.9
Significant Impact with TDM measures:	No

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Majestic Palms

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	114.00	Dwelling Unit	7.22	116,284.00	362

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.7	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2024
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 7.22 acres is the actual site acreage, the square feet changes as well

Construction Phase -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Woodstoves -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	114,000.00	116,284.00
tblLandUse	LotAcreage	7.13	7.22
tblWoodstoves	NumberCatalytic	7.22	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblWoodstoves	:	NumberNoncatalytic	:	7.22	:	0.00
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2.0 Emissions Summary

Majestic Palms - San Joaquin Valley Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0680	0.6193	0.6137	1.2100e-003	0.1857	0.0282	0.2140	0.0892	0.0263	0.1155	0.0000	105.9577	105.9577	0.0253	1.0500e-003	106.9018
2024	1.2676	1.4501	1.9016	3.5900e-003	0.0723	0.0642	0.1365	0.0194	0.0603	0.0797	0.0000	315.6475	315.6475	0.0603	4.6500e-003	318.5402
Maximum	1.2676	1.4501	1.9016	3.5900e-003	0.1857	0.0642	0.2140	0.0892	0.0603	0.1155	0.0000	315.6475	315.6475	0.0603	4.6500e-003	318.5402

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0680	0.6193	0.6137	1.2100e-003	0.1857	0.0282	0.2140	0.0892	0.0263	0.1155	0.0000	105.9576	105.9576	0.0253	1.0500e-003	106.9016
2024	1.2676	1.4501	1.9016	3.5900e-003	0.0723	0.0642	0.1365	0.0194	0.0603	0.0797	0.0000	315.6472	315.6472	0.0603	4.6500e-003	318.5399
Maximum	1.2676	1.4501	1.9016	3.5900e-003	0.1857	0.0642	0.2140	0.0892	0.0603	0.1155	0.0000	315.6472	315.6472	0.0603	4.6500e-003	318.5399

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-23-2023	12-22-2023	0.6457	0.6457
2	12-23-2023	3-22-2024	0.5197	0.5197
3	3-23-2024	6-22-2024	0.5209	0.5209
4	6-23-2024	9-22-2024	0.5171	0.5171
5	9-23-2024	9-30-2024	0.0303	0.0303
		Highest	0.6457	0.6457

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5937	0.0524	0.8643	3.2000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	50.7683	50.7683	2.2700e-003	9.1000e-004	51.0950
Energy	8.3900e-003	0.0717	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	126.5942	126.5942	8.6400e-003	2.3800e-003	127.5184
Mobile	0.4201	0.7511	3.9596	9.4300e-003	0.9036	8.4600e-003	0.9121	0.2419	7.9500e-003	0.2498	0.0000	886.1323	886.1323	0.0464	0.0495	902.0286
Waste						0.0000	0.0000		0.0000	0.0000	10.6449	0.0000	10.6449	0.6291	0.0000	26.3722
Water						0.0000	0.0000		0.0000	0.0000	2.3564	5.2350	7.5914	0.2429	5.8200e-003	15.3968
Total	1.0223	0.8752	4.8544	0.0102	0.9036	0.0224	0.9260	0.2419	0.0219	0.2637	13.0013	1,068.7298	1,081.7310	0.9293	0.0586	1,122.4110

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5887	9.7500e-003	0.8461	4.0000e-005		4.6900e-003	4.6900e-003		4.6900e-003	4.6900e-003	0.0000	1.3827	1.3827	1.3300e-003	0.0000	1.4159
Energy	8.3900e-003	0.0717	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	126.5942	126.5942	8.6400e-003	2.3800e-003	127.5184
Mobile	0.3531	0.5398	2.8569	6.1700e-003	0.5812	5.6600e-003	0.5868	0.1555	5.3100e-003	0.1609	0.0000	579.6953	579.6953	0.0362	0.0351	591.0711
Waste						0.0000	0.0000		0.0000	0.0000	10.6449	0.0000	10.6449	0.6291	0.0000	26.3722
Water						0.0000	0.0000		0.0000	0.0000	2.3564	5.2350	7.5914	0.2429	5.8200e-003	15.3968
Total	0.9502	0.6212	3.7335	6.6700e-003	0.5812	0.0162	0.5973	0.1555	0.0158	0.1714	13.0013	712.9071	725.9084	0.9181	0.0433	761.7744

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	7.05	29.02	23.09	34.67	35.68	27.90	35.50	35.69	27.82	35.03	0.00	33.29	32.89	1.21	25.99	32.13

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/23/2023	10/6/2023	5	10	
2	Grading	Grading	10/7/2023	11/3/2023	5	20	
3	Building Construction	Building Construction	11/4/2023	9/20/2024	5	230	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	9/21/2024	10/18/2024	5	20
5	Architectural Coating	Architectural Coating	10/19/2024	11/15/2024	5	20

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 20

Acres of Paving: 0

Residential Indoor: 235,475; Residential Outdoor: 78,492; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	82.00	12.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	16.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606
Total	0.0133	0.1376	0.0912	1.9000e-004	0.0983	6.3300e-003	0.1046	0.0505	5.8200e-003	0.0563	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2400e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5827	0.5827	2.0000e-005	2.0000e-005	0.5882
Total	2.8000e-004	1.9000e-004	2.2400e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5827	0.5827	2.0000e-005	2.0000e-005	0.5882

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606
Total	0.0133	0.1376	0.0912	1.9000e-004	0.0983	6.3300e-003	0.1046	0.0505	5.8200e-003	0.0563	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	1.9000e-004	2.2400e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5827	0.5827	2.0000e-005	2.0000e-005	0.5882
Total	2.8000e-004	1.9000e-004	2.2400e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5827	0.5827	2.0000e-005	2.0000e-005	0.5882

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0708	0.0000	0.0708	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	0.0171	0.1794	0.1475	3.0000e-004	0.0708	7.7500e-003	0.0786	0.0343	7.1300e-003	0.0414	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	3.2000e-004	3.7300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9711	0.9711	3.0000e-005	3.0000e-005	0.9803
Total	4.7000e-004	3.2000e-004	3.7300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9711	0.9711	3.0000e-005	3.0000e-005	0.9803

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0708	0.0000	0.0708	0.0343	0.0000	0.0343	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	0.0171	0.1794	0.1475	3.0000e-004	0.0708	7.7500e-003	0.0786	0.0343	7.1300e-003	0.0414	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713

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3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	3.2000e-004	3.7300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9711	0.9711	3.0000e-005	3.0000e-005	0.9803
Total	4.7000e-004	3.2000e-004	3.7300e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9711	0.9711	3.0000e-005	3.0000e-005	0.9803

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0315	0.2877	0.3249	5.4000e-004		0.0140	0.0140		0.0132	0.0132	0.0000	46.3610	46.3610	0.0110	0.0000	46.6367
Total	0.0315	0.2877	0.3249	5.4000e-004		0.0140	0.0140		0.0132	0.0132	0.0000	46.3610	46.3610	0.0110	0.0000	46.6367

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3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6000e-004	0.0106	3.2500e-003	5.0000e-005	1.5900e-003	7.0000e-005	1.6600e-003	4.6000e-004	7.0000e-005	5.3000e-004	0.0000	4.6396	4.6396	2.0000e-005	6.9000e-004	4.8470
Worker	5.1500e-003	3.4500e-003	0.0408	1.1000e-004	0.0131	7.0000e-005	0.0132	3.4800e-003	6.0000e-005	3.5500e-003	0.0000	10.6175	10.6175	3.3000e-004	3.1000e-004	10.7178
Total	5.4100e-003	0.0141	0.0441	1.6000e-004	0.0147	1.4000e-004	0.0148	3.9400e-003	1.3000e-004	4.0800e-003	0.0000	15.2571	15.2571	3.5000e-004	1.0000e-003	15.5647

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0315	0.2877	0.3249	5.4000e-004		0.0140	0.0140		0.0132	0.0132	0.0000	46.3609	46.3609	0.0110	0.0000	46.6366
Total	0.0315	0.2877	0.3249	5.4000e-004		0.0140	0.0140		0.0132	0.0132	0.0000	46.3609	46.3609	0.0110	0.0000	46.6366

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3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.6000e-004	0.0106	3.2500e-003	5.0000e-005	1.5900e-003	7.0000e-005	1.6600e-003	4.6000e-004	7.0000e-005	5.3000e-004	0.0000	4.6396	4.6396	2.0000e-005	6.9000e-004	4.8470
Worker	5.1500e-003	3.4500e-003	0.0408	1.1000e-004	0.0131	7.0000e-005	0.0132	3.4800e-003	6.0000e-005	3.5500e-003	0.0000	10.6175	10.6175	3.3000e-004	3.1000e-004	10.7178
Total	5.4100e-003	0.0141	0.0441	1.6000e-004	0.0147	1.4000e-004	0.0148	3.9400e-003	1.3000e-004	4.0800e-003	0.0000	15.2571	15.2571	3.5000e-004	1.0000e-003	15.5647

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1398	1.2772	1.5359	2.5600e-003		0.0583	0.0583		0.0548	0.0548	0.0000	220.2567	220.2567	0.0521	0.0000	221.5588
Total	0.1398	1.2772	1.5359	2.5600e-003		0.0583	0.0583		0.0548	0.0548	0.0000	220.2567	220.2567	0.0521	0.0000	221.5588

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2200e-003	0.0504	0.0151	2.3000e-004	7.5600e-003	3.3000e-004	7.8900e-003	2.1800e-003	3.1000e-004	2.5000e-003	0.0000	21.6860	21.6860	9.0000e-005	3.2400e-003	22.6546
Worker	0.0226	0.0145	0.1792	5.3000e-004	0.0623	3.1000e-004	0.0626	0.0166	2.9000e-004	0.0168	0.0000	49.1684	49.1684	1.4100e-003	1.3500e-003	49.6074
Total	0.0238	0.0649	0.1943	7.6000e-004	0.0698	6.4000e-004	0.0705	0.0187	6.0000e-004	0.0193	0.0000	70.8544	70.8544	1.5000e-003	4.5900e-003	72.2620

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1398	1.2772	1.5359	2.5600e-003		0.0583	0.0583		0.0548	0.0548	0.0000	220.2564	220.2564	0.0521	0.0000	221.5585
Total	0.1398	1.2772	1.5359	2.5600e-003		0.0583	0.0583		0.0548	0.0548	0.0000	220.2564	220.2564	0.0521	0.0000	221.5585

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2200e-003	0.0504	0.0151	2.3000e-004	7.5600e-003	3.3000e-004	7.8900e-003	2.1800e-003	3.1000e-004	2.5000e-003	0.0000	21.6860	21.6860	9.0000e-005	3.2400e-003	22.6546
Worker	0.0226	0.0145	0.1792	5.3000e-004	0.0623	3.1000e-004	0.0626	0.0166	2.9000e-004	0.0168	0.0000	49.1684	49.1684	1.4100e-003	1.3500e-003	49.6074
Total	0.0238	0.0649	0.1943	7.6000e-004	0.0698	6.4000e-004	0.0705	0.0187	6.0000e-004	0.0193	0.0000	70.8544	70.8544	1.5000e-003	4.5900e-003	72.2620

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885

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3.5 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552
Total	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884

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3.5 Paving - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552
Total	4.3000e-004	2.8000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	0.9468	0.9468	3.0000e-005	3.0000e-005	0.9552

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0914					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5569
Total	1.0932	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5569

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3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.6800e-003	1.0000e-005	1.2800e-003	1.0000e-005	1.2900e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0099	1.0099	3.0000e-005	3.0000e-005	1.0189
Total	4.6000e-004	3.0000e-004	3.6800e-003	1.0000e-005	1.2800e-003	1.0000e-005	1.2900e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0099	1.0099	3.0000e-005	3.0000e-005	1.0189

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0914					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8100e-003	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5568
Total	1.0932	0.0122	0.0181	3.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004	0.0000	2.5533	2.5533	1.4000e-004	0.0000	2.5568

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3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.6800e-003	1.0000e-005	1.2800e-003	1.0000e-005	1.2900e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0099	1.0099	3.0000e-005	3.0000e-005	1.0189
Total	4.6000e-004	3.0000e-004	3.6800e-003	1.0000e-005	1.2800e-003	1.0000e-005	1.2900e-003	3.4000e-004	1.0000e-005	3.5000e-004	0.0000	1.0099	1.0099	3.0000e-005	3.0000e-005	1.0189

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Improve Walkability Design

Improve Destination Accessibility

Increase Transit Accessibility

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.3531	0.5398	2.8569	6.1700e-003	0.5812	5.6600e-003	0.5868	0.1555	5.3100e-003	0.1609	0.0000	579.6953	579.6953	0.0362	0.0351	591.0711
Unmitigated	0.4201	0.7511	3.9596	9.4300e-003	0.9036	8.4600e-003	0.9121	0.2419	7.9500e-003	0.2498	0.0000	886.1323	886.1323	0.0464	0.0495	902.0286

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	834.48	927.96	715.92	2,407,788	1,548,578
Total	834.48	927.96	715.92	2,407,788	1,548,578

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	7.30	7.50	45.60	19.00	35.40	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.511221	0.052103	0.170611	0.160645	0.028932	0.007649	0.013284	0.025916	0.000654	0.000315	0.023645	0.001472	0.003552

5.0 Energy Detail

Historical Energy Use: N

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5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	43.5729	43.5729	7.0500e-003	8.5000e-004	44.0038
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	43.5729	43.5729	7.0500e-003	8.5000e-004	44.0038
NaturalGas Mitigated	8.3900e-003	0.0717	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	83.0213	83.0213	1.5900e-003	1.5200e-003	83.5147
NaturalGas Unmitigated	8.3900e-003	0.0717	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	83.0213	83.0213	1.5900e-003	1.5200e-003	83.5147

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.55576e+006	8.3900e-003	0.0717	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	83.0213	83.0213	1.5900e-003	1.5200e-003	83.5147
Total		8.3900e-003	0.0717	0.0305	4.6000e-004		5.8000e-003	5.8000e-003		5.8000e-003	5.8000e-003	0.0000	83.0213	83.0213	1.5900e-003	1.5200e-003	83.5147

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Mitigated
5.2 Energy by Land Use - NaturalGas

Land Use	tons/yr													Land Use			
	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2		Total CO2		
Apartments Low Rise	1.55576e+06	8.3900e-003	0.0717	0.0305	4.6000e-004	5.8000e-003	5.8000e-003	5.8000e-003	5.8000e-003	5.8000e-003	5.8000e-003	0.0000	83.0213	83.0213	1.5900e-003	1.5200e-003	83.5147
Total		8.3900e-003	0.0717	0.0305	4.6000e-004	5.8000e-003	5.8000e-003	5.8000e-003	5.8000e-003	5.8000e-003	5.8000e-003	0.0000	83.0213	83.0213	1.5900e-003	1.5200e-003	83.5147

Unmitigated
5.3 Energy by Land Use - Electricity

Land Use	Electricity Use	Total CO2				Land Use
		CH4	N2O	CO2e	MT/yr	
Apartments Low Rise	470937	43.5729	7.0500e-003	8.5000e-004	44.0038	
Total		43.5729	7.0500e-003	8.5000e-004	44.0038	

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5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	470937	43.5729	7.0500e-003	8.5000e-004	44.0038
Total		43.5729	7.0500e-003	8.5000e-004	44.0038

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5887	9.7500e-003	0.8461	4.0000e-005		4.6900e-003	4.6900e-003		4.6900e-003	4.6900e-003	0.0000	1.3827	1.3827	1.3300e-003	0.0000	1.4159
Unmitigated	0.5937	0.0524	0.8643	3.2000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	50.7683	50.7683	2.2700e-003	9.1000e-004	51.0950

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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1091					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4542					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	4.9900e-003	0.0426	0.0182	2.7000e-004		3.4500e-003	3.4500e-003		3.4500e-003	3.4500e-003	0.0000	49.3856	49.3856	9.5000e-004	9.1000e-004	49.6791
Landscaping	0.0254	9.7500e-003	0.8461	4.0000e-005		4.6900e-003	4.6900e-003		4.6900e-003	4.6900e-003	0.0000	1.3827	1.3827	1.3300e-003	0.0000	1.4159
Total	0.5937	0.0524	0.8643	3.1000e-004		8.1400e-003	8.1400e-003		8.1400e-003	8.1400e-003	0.0000	50.7683	50.7683	2.2800e-003	9.1000e-004	51.0950

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6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1091					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.4542					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0254	9.7500e-003	0.8461	4.0000e-005		4.6900e-003	4.6900e-003		4.6900e-003	4.6900e-003	0.0000	1.3827	1.3827	1.3300e-003	0.0000	1.4159
Total	0.5887	9.7500e-003	0.8461	4.0000e-005		4.6900e-003	4.6900e-003		4.6900e-003	4.6900e-003	0.0000	1.3827	1.3827	1.3300e-003	0.0000	1.4159

7.0 Water Detail

7.1 Mitigation Measures Water

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.5914	0.2429	5.8200e-003	15.3968
Unmitigated	7.5914	0.2429	5.8200e-003	15.3968

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	7.42756 / 4.68259	7.5914	0.2429	5.8200e-003	15.3968
Total		7.5914	0.2429	5.8200e-003	15.3968

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	7.42756 / 4.68259	7.5914	0.2429	5.8200e-003	15.3968
Total		7.5914	0.2429	5.8200e-003	15.3968

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.6449	0.6291	0.0000	26.3722
Unmitigated	10.6449	0.6291	0.0000	26.3722

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

Waste Disposed	Total CO2	CH4	N2O	CO2e
tons	MT/yr			
52.44	10.6449	0.6291	0.0000	26.3722
Apartments Low Rise				
Total	10.6449	0.6291	0.0000	26.3722

Mitigated

Waste Disposed	Total CO2	CH4	N2O	CO2e
tons	MT/yr			
52.44	10.6449	0.6291	0.0000	26.3722
Apartments Low Rise				
Total	10.6449	0.6291	0.0000	26.3722

9.0 Operational Offroad

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

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

Equipment Type	Number
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11.0 Vegetation
