

APPENDIX G/INITIAL STUDY FOR A NEGATIVE DECLARATION

**Environmental Checklist Form for:
McKinley Avenue Widening Between Marks and Hughes Avenues
(Application No. PW00843)**

1.	Project Title: McKinley Avenue Widening Between Marks and Hughes Avenues (Application No. PW00843)
2.	Lead Agency Name and Address: City of Fresno Capital Projects Department 747 R Street, 2 nd Floor Fresno, CA 93721
3.	Contact Person and Phone Number: Brandon Chacon, Projects Administrator City of Fresno Transportation Project Management, Capital Projects Department (559) 621-8713
4.	Project Location: The project site consists of an approximately 0.5-mile segment of McKinley Avenue between Marks and Hughes Avenues in the City of Fresno, California (Figure 1).
5.	Project Sponsor's Name and Address: Fresno City Council 2600 Fresno Street Fresno, California 93721
6.	General and Community Plan Land Use Designation: The project site consists of the City of Fresno (City) right-of-way (ROW) associated with McKinley Avenue and is surrounded by land within the Neighborhood Mixed-Use (NMX), Business Park (BP), Residential Single-Family – Medium Density (RS-5), Residential Single-Family – Medium High Density (RM-MH), Residential Single-Family – Low Density (RS-3), and Public and Institutional – Elementary and Middle School (PI-E&M) land use designations.

<p>7.</p>	<p>Zoning:</p> <p>The project site consists of the City’s ROW associated with McKinley Avenue and is surrounded by land within the NMX, BP, RS-5, RS-3, RM-MH, and PI zoning districts.</p>
<p>8.</p>	<p>Description of Project:</p> <p>The City proposes to widen an approximately 0.5-mile segment of McKinley Avenue between Marks Avenue and Hughes Avenue (project). The project would include the widening of McKinley Avenue to the ultimate ROW configuration and construction of associated roadway improvements, including installation of curbs, gutters, sidewalks, curb ramps, 15 streetlights, a high-intensity activated crosswalk (HAWK) signal, traffic signal modifications, signage, and striping. The project would result in a new dedicated right-turn lane between Marks Avenue and Pleasant Avenue; however, the project would not create any new through lanes.</p> <p>The proposed project would require partial ROW acquisitions from the following seven parcels along westbound McKinley Avenue, listed by Assessor’s Parcel Number (APN; Figure 2):</p> <ul style="list-style-type: none"> • APN: 442-111-20 • APN: 442-111-12 • APN: 442-111-11 • APN: 442-111-10 • APN: 442-351-08 • APN: 442-351-07 • APN: 442-352-07 <p>The project would not require the removal or demolition of any existing buildings or structures on the parcels proposed for partial ROW acquisition.</p> <p>The project would result in approximately 6.75 acres of ground disturbance, including 650 cubic yards of cut and 650 cubic yards of fill. The maximum depth of excavation would be up to 9 feet for replacement of existing wood Pacific Gas and Electric Company (PG&E) electric poles. The project includes the removal of three ornamental trees. The project includes the temporary relocation of existing public utilities in the project area, including manhole covers, water valves, storm drain inlets, and electric poles. Construction of the proposed project is expected to occur over a 9-month period beginning in June 2026.</p>

9.	<p>Surrounding land uses and setting:</p> <table border="1" data-bbox="284 262 1485 598"> <thead> <tr> <th data-bbox="284 262 406 336"></th> <th data-bbox="406 262 763 336">Planned Land Use</th> <th data-bbox="763 262 1120 336">Existing Zoning</th> <th data-bbox="1120 262 1485 336">Existing Land Use</th> </tr> </thead> <tbody> <tr> <td data-bbox="284 336 406 388">North</td> <td data-bbox="406 336 763 388">NMX, BP, and RS-5</td> <td data-bbox="763 336 1120 388">NMX, BP, and RS-5</td> <td data-bbox="1120 336 1485 388">NMX, BP, and RS-5</td> </tr> <tr> <td data-bbox="284 388 406 441">East</td> <td data-bbox="406 388 763 441">N/A</td> <td data-bbox="763 388 1120 441">N/A</td> <td data-bbox="1120 388 1485 441">N/A</td> </tr> <tr> <td data-bbox="284 441 406 535">South</td> <td data-bbox="406 441 763 535">RM-MH, RS-3, and PI-E&M</td> <td data-bbox="763 441 1120 535">NMX, RS-5, RM-MH, RS-3, and PI</td> <td data-bbox="1120 441 1485 535">RM-MH, RS-3, and PI-E&M</td> </tr> <tr> <td data-bbox="284 535 406 598">West</td> <td data-bbox="406 535 763 598">N/A</td> <td data-bbox="763 535 1120 598">N/A</td> <td data-bbox="1120 535 1485 598">N/A</td> </tr> </tbody> </table>		Planned Land Use	Existing Zoning	Existing Land Use	North	NMX, BP, and RS-5	NMX, BP, and RS-5	NMX, BP, and RS-5	East	N/A	N/A	N/A	South	RM-MH, RS-3, and PI-E&M	NMX, RS-5, RM-MH, RS-3, and PI	RM-MH, RS-3, and PI-E&M	West	N/A	N/A	N/A
	Planned Land Use	Existing Zoning	Existing Land Use																		
North	NMX, BP, and RS-5	NMX, BP, and RS-5	NMX, BP, and RS-5																		
East	N/A	N/A	N/A																		
South	RM-MH, RS-3, and PI-E&M	NMX, RS-5, RM-MH, RS-3, and PI	RM-MH, RS-3, and PI-E&M																		
West	N/A	N/A	N/A																		
10.	<p>Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):</p> <p>N/A</p>																				
11.	<p>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?</p> <p>The State of California requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California Environmental Quality Act (CEQA) Guidelines. Pursuant to California Public Resources Code (PRC) Section 21080.3.1, before public distribution of the document, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe that is either included in or eligible for inclusion in the California Register of Historic Resources (CRHR) or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, chooses to treat the resources as a Tribal Cultural Resources (PRC 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, including Table Mountain, Millerton, Big Sandy, Cold Springs, and Squaw Valley; these Rancherias are not located within the City limits.</p> <p>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 (NAHC) Sacred Lands File (SLF) per PRC Section 5097.96 and the California Historical Resources Information System (CHRIS) administered by the</p>																				

California Office of Historic Preservation (OHP). Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

Pursuant to Assembly Bill (AB) 52, Native American tribes traditionally and culturally affiliated with the project area were invited to consult regarding the project based on a list of contacts provided by the NAHC. The City mailed notices of the proposed project to each of these tribes on January 27, 2022, and the required 30-day time period for tribes to request consultation ended on February 27, 2022. Follow-up phone calls were made on January 5, 2023. One letter response was received from Robert Pennell, Tribal Cultural Resources Director for the Table Mountain Rancheria, in a letter dated February 9, 2022, stating that they "...Decline participation at this time but would appreciate being notified in the unlikely event that cultural resources are identified." All other tribes that were contacted declined consultation.

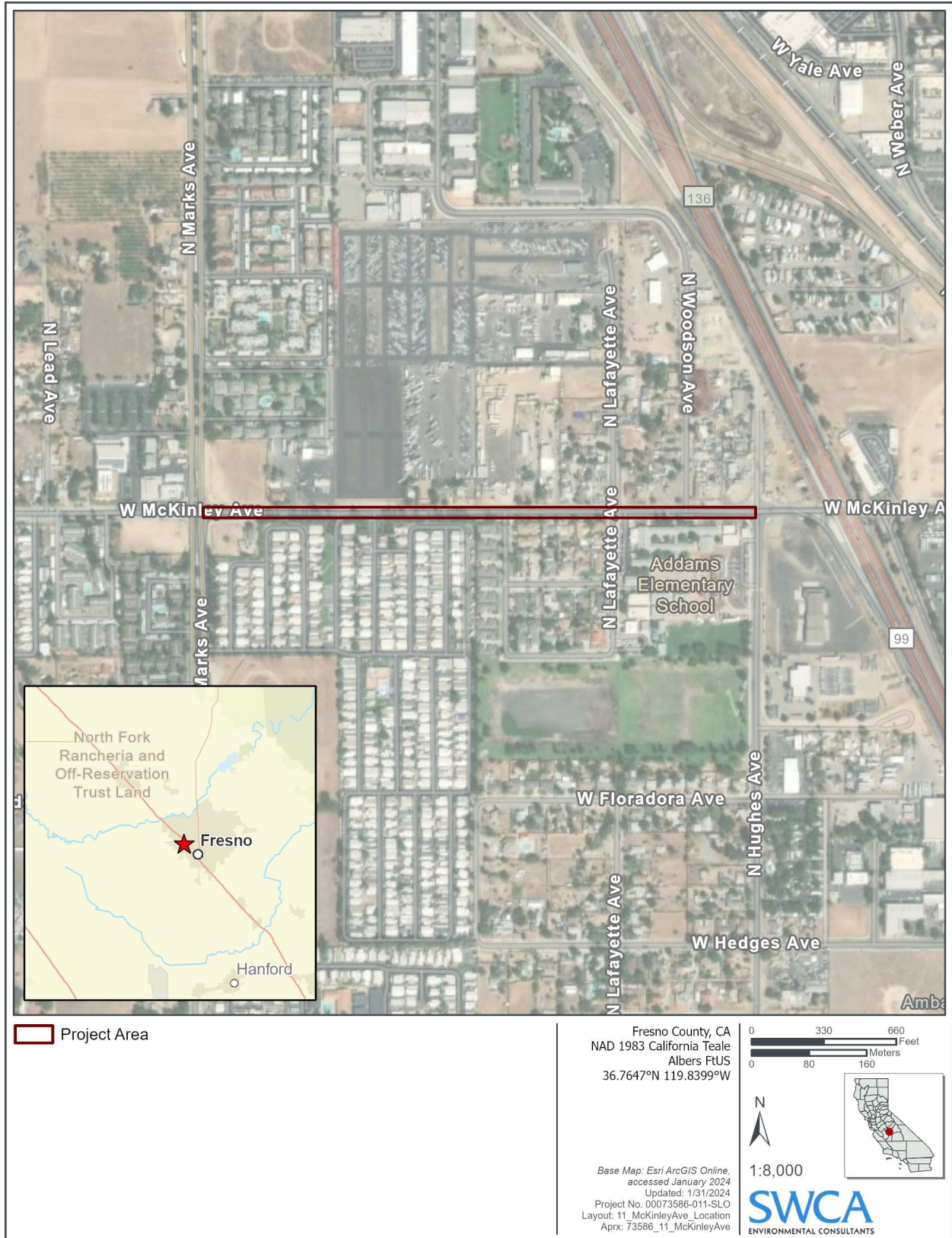


Figure 1. Project Location Map.

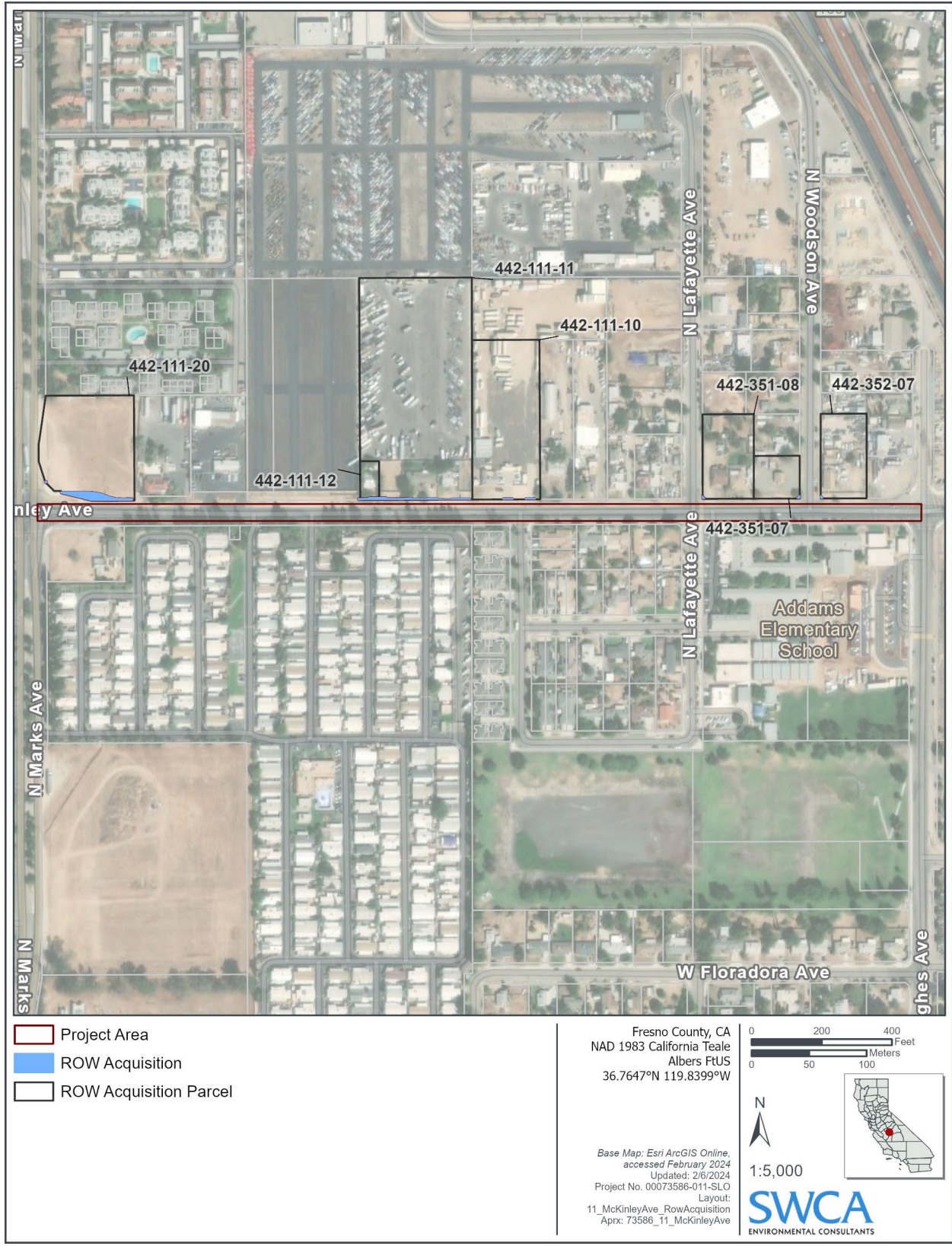


Figure 2. ROW Acquisition Map.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources
<input checked="" type="checkbox"/>	Air Quality	<input checked="" type="checkbox"/>	Biological Resources
<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions
<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Hydrology/Water Quality
<input checked="" 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 checked="" type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Wildfire
<input checked="" 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.
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Brandon Chacon

4/23/2024

Brandon Chacon, Projects Administrator

Date

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

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?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

DISCUSSION

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

A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. The City's approved General Plan identifies six locations along the San Joaquin River bluffs as designated vista points from which views should be maintained. Scenic vistas within the City of Fresno Planning Area could provide distant views of features such as the San Joaquin River to the north and the foothills of the Sierra Nevada Mountains to the east. The project site is not located within any of the scenic vista points identified in the City's General Plan. Furthermore, the proposed project would not significantly affect or block a potentially scenic vista in the City; therefore, *no impact* would occur.

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

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

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

The project site is located in an urbanized area and consists entirely of an existing 0.5-mile segment of McKinley Avenue between Marks and Hughes Avenues in the eastern portion of the City. Surrounding land uses include undeveloped and disturbed land, single-family residences, and commercial uses in the NMX, RS-5, and BP zoning districts to the north and undeveloped and disturbed land, residential units, and Addams Elementary School in the NMX, RS-5, RM-MH, RS-3, and PI zoning districts to the south. The project site and surrounding area are characterized by relatively flat topography. There are scattered ornamental trees located along the existing roadway. There are no surface water features located within or adjacent to the project site.

The proposed project would include the widening of a 0.5-mile segment of McKinley Avenue and construction of associated roadway improvements, including installation of curbs, gutters, sidewalks, curb ramps, streetlights, a HAWK signal, traffic signal modifications, signage, and striping. The project would be primarily limited to roadway improvements and other at-grade improvements, which would reduce the potential to change the visual character in the immediate or surrounding area. Proposed roadway improvements would be required to comply with City Public Works Department requirements for roadway design to ensure consistency with existing roadways within the vicinity of the project site. Aboveground components would be limited to the installation of streetlights and a HAWK signal. As evaluated in *Impact Discussion I(d)*, street lighting would be used for illumination purposes only and would be pointed downward to avoid light spillover to surrounding land uses. Proposed aboveground improvements would be consistent with the visual character of surrounding roadways

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

and land uses and would not include the construction of new features that could substantially degrade the existing visual character of the project area. Further, proposed improvements would be consistent with Objective D-4 of the City's *Urban Form, Land Use, and Design Element*, which aims to preserve and strengthen the City's overall image through the creation of an attractive urban environment. Therefore, the proposed project would not substantially degrade the existing visual character or quality of public views of the project site and its surroundings or conflict with applicable zoning and other regulations governing scenic quality, and proposed impacts would be *less than significant*.

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

The project site is located in an urbanized area subject to preexisting exterior lighting from surrounding developments and existing street lighting. The project includes the installation of 15 new streetlights, which would contribute to existing nighttime lighting in the project area. Street lighting would be used for illumination purposes only and pointed downward to avoid light spillover to surrounding land uses. In addition, the installation of public and private street lighting is exempt from the City's requirements for outdoor lighting (Municipal Code Section 15-2015 Outdoor Lighting and Illumination). Based on compliance with the City's Municipal Code, the proposed project would not create a new source of light and glare, and impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<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>				X
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				X
<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>				X
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>				X

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

DISCUSSION

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

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

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

The project site consists of the McKinley Avenue ROW with surrounding parcels located in the NMX, BP, RS-5, RS-3, RM-MH, and PI zoning districts. The project site is not within or adjacent to land within the Agriculture zoning district. The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract; therefore, *no impact* would occur.

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

The project site and surrounding area is not within forest land, timberland, or timberland production land use or zoning designations; therefore, the proposed project would not conflict with the zoning, or cause rezoning of, designated forest land, timberland, or timberland production, and *no impact* would occur.

² California Department of Conservation. 2022. California Important Farmland Finder. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed February 2024.

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

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

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

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

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		X		

DISCUSSION

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

CEQA requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. An air quality plan describes air pollution control strategies to be implemented by a region, County, or City classified as a non-attainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and state air quality standards. Fresno is located within the San Joaquin Valley Air Basin (SJVAB) and is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAB is designated as Nonattainment-Extreme for the 8-hour ozone standard, Maintenance-Serious for the particulate matter less than 10 microns in diameter (PM₁₀) standard, and Nonattainment-Moderate for the particulate matter less than 2.5 microns in diameter (PM_{2.5}) standard under the National Ambient Air Quality Standards (NAAQS). The SJVAB is designated Nonattainment for the 1-hour ozone standard, the 8-hour ozone standard, the PM₁₀ standards, and the PM_{2.5} standards under the California Ambient Air Quality Standards (CAAQS).

To bring the SJVAB into attainment, the SJVAPCD adopted the *2022 Plan for the 2015 8-Hour Ozone Standard*³ in to satisfy Clean Air Act requirements and ensure attainment of the 70 parts per billion (ppb) 8-hour ozone standard. To assure the SJVAB's continued attainment of the U.S. Environmental Protection Agency (USEPA) respirable particulate matter (PM₁₀) standard, the SJVAPCD adopted the *2007 PM₁₀ Maintenance Plan and Request for Redesignation*.⁴ SJVAPCD Regulation VIII (Fugitive PM₁₀ Prohibitions) is designed to reduce PM₁₀ emissions generated by human activity. Additionally, the SJVAPCD adopted the *2018 Plan for the 1997, 2006,*

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

⁴ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2007. *2007 PM₁₀ Maintenance Plan and Request for Redesignation*. September 20. Available at: https://www.valleyair.org/Air_Quality_Plans/docs/Maintenance%20Plan10-25-07.pdf. Accessed February 2024.

and 2012 PM_{2.5} Standards⁵ to address the USEPA federal annual PM_{2.5} standard of 12 micrograms per cubic meter (µg/m³), established in 2012.

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

Table 1: SJVAPCD Project Construction and Operational Emission Thresholds

	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Annual Construction Emissions*	100.0	10.0	10.0	27.0	15.0	15.0
Annual Operational Emissions*	100.0	10.0	10.0	27.0	15.0	15.0

Source: SJVAPCD (2015)

Notes: CO = carbon monoxide; NO_x = nitrogen oxides; ROG = reactive organic gas; SO_x = sulfur oxides

* Emission units = Tons per Year (tpy)

As discussed in *Impact Discussion III(b)*, emissions associated with the construction or operation of the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. Further, the project would be limited to the operation of an existing roadway segment and would not result in substantial or unplanned population growth or associated vehicle trips in a manner that could conflict with the SJVAPCD 2022 Plan for the 2015 8-Hour Ozone Standard and the 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards. Therefore, the proposed project would not conflict with or obstruct implementation of SJVAPCD air quality plans, and impacts would be *less than significant*.

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

As discussed in *Impact Discussion III(a)*, the SJVAPCD establishes thresholds for carbon monoxide (CO), nitrogen oxides (NO_x), reactive organic gases (ROG), sulfur oxides (SO_x), PM₁₀, or PM_{2.5}. CEQA defines a cumulative impact as two or more individual effects, which, when considered together, are considerable or which compound or increase other environmental impacts. Therefore, if annual emissions of

⁵ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2018. *2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards*. November 15. Available at: <https://www.valleyair.org/pmplans/documents/2018/pm-plan-adopted/2018-Plan-for-the-1997-2006-and-2012-PM2.5-Standards.pdf>. Accessed February 2024.

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

construction- or operational-related criteria air pollutants exceed any applicable thresholds established by the SJVAPCD, the proposed project would result in a cumulatively significant impact.

Construction Emissions

The project includes the widening of McKinley Avenue and construction of associated roadway improvements. Heavy equipment use, earth-moving construction activities, and demolition activities generate fugitive dust and combustion emissions; these may have substantial temporary impacts on local air quality. Fugitive dust emissions would result from land clearing, demolition, excavation, trenching, grading activities, and trip generation. Combustion emissions, such as NO_x and PM₁₀, are most significant when using large diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators, and other types of equipment.

Estimated construction air emissions were calculated for the proposed project using the California Emissions Estimator Model (CalEEMod). The CalEEMod results are included in Appendix A, and the results of the unmitigated estimated construction emission calculations for the proposed project are shown in Table 2.⁷

Table 2: Annual Construction Emissions for the Proposed Project

Source	Criteria Pollutant (TPY)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project Construction	0.21	1.73	2.17	<0.005	0.29	0.09
SJVAPCD Threshold	10	10	100	27	15	15
<i>Exceed threshold?</i>	No	No	No	No	No	No

Source: CalEEMod (2024); Appendix A

Note: TPY = tons per year

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

Operational Emissions

The project would be limited to the operation of an existing roadway and does not include the establishment of new land uses or activities that could generate long-term air pollutant emissions in the region; therefore, the project would not be expected to exceed SJVAPCD operational thresholds. Further, the project would ultimately improve vehicle flow along this portion of McKinley Avenue, which would further

⁷ California Emissions Estimator Model (CalEEMod). 2024. CalEEMod. Available at: <https://www.caleemod.com/>. Accessed February 2024.

contribute to a reduction in vehicle emissions by reducing operational air emissions associated with vehicle idling. Based on an overall improvement to traffic flow and a reduction in existing vehicle emissions, operational impacts would be *less than significant*.

Conclusion

Based on the analysis provided above, the proposed project would not exceed SJVAPCD established significance thresholds for CO, NO_x, ROG, SO_x, PM₁₀, or PM_{2.5} emissions during project construction or operation. Therefore, the proposed project would not result in a cumulatively considerable contribution to a net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be *less than significant*.

c) Expose sensitive receptors to substantial pollutant concentrations?

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants, such as the elderly, children, people with asthma or other respiratory illnesses, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. Some land uses are considered more sensitive to changes in air quality than others due to the population that occupies the uses and the activities involved. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residences. There are single-family residences located directly north and south of this portion of McKinley Avenue. In addition, Addams Elementary School is located approximately 10 feet south of the project site. Therefore, the proposed project has the potential to expose nearby residents and students to short-term construction-related emissions. As discussed in *Impact Discussion III(b)*, construction of the project would generate emissions, including diesel particulate matter (diesel PM) and fugitive dust. Construction and operational emissions would not exceed SJVAPCD thresholds; however, due to the close proximity of sensitive receptors, compliance with the SJVAPCD Standard Regulation VIII Control Measures and Mitigation Measures AQ-1 through AQ-3 would be implemented to reduce the potential for a nuisance and exposure to diesel PM and fugitive dust. Potential impacts related to the exposure of sensitive receptors to other emissions are included in *Impact Discussion III(d)*. Operation of the project would be limited to operation of an existing roadway and would not introduce new sources of air emissions that could expose sensitive receptors to substantial pollutant concentrations. Therefore, potential impacts would be *less than significant with mitigation*.

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

Construction activities generally have the potential to emit odors from diesel equipment, paints, solvents, fugitive dust, and adhesives. Any odors generated by construction activities would be intermittent and temporary, and generally would not extend beyond the construction area. Any construction odors would be temporary and limited to the construction phase of the proposed project. Operation of the proposed project would be limited to the operation of an existing roadway and would not result

in the establishment of new land uses or other activities that could produce any offensive odors, such as land uses including agricultural activities, feedlots, wastewater treatment facilities, landfills, or heavy manufacturing uses.

The project is not located in an area with known potential for naturally occurring asbestos (NOA).⁸ Therefore, construction activities would not have the potential to expose workers or surrounding land uses to harmful levels of NOA. There is potential for asbestos-containing material (ACM) to be present within the roadway and associated structures; therefore, removal of demolished materials within the ROW may result in release of ACM. Mitigation Measure AQ-4 has been included to require ACM testing and identifies the proper protocol for the handling and removal of ACM if identified within materials proposed for demolition. With implementation of Mitigation Measure AQ-4, the proposed project would not result in odors or other emissions; therefore, impacts would be *less than significant with mitigation*.

Mitigation Measures

AQ-1 Permit Requirements. Prior to ground disturbance and construction, the Construction Contractor shall obtain all required permits for dust control and the use of portable equipment, 50 horsepower or greater, from the San Joaquin Valley Air Pollution Control District. Upon application for construction permits, all required mitigation measures shall be shown on all applicable grading or construction plans and implemented during all applicable grading and construction activities.

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

1. Pre-Activity:
 - a. Pre-water site sufficient to limit VDE to 20% opacity, and
 - b. Phase work to reduce the amount of disturbed surface area at any one time.
2. During Active Operations:
 - a. Apply water or chemical/organic stabilizers/suppressants sufficient to limit VDE to 20% opacity; or

⁸ California Geological Survey (CGS). 2011. *Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California*.

- b. Construct and maintain wind barriers sufficient to limit VDE to 20% opacity. If utilizing wind barriers, control measure 2.a above shall also be implemented.
- c. Apply water or chemical/organic stabilizers/suppressants to unpaved haul/access roads and unpaved vehicle/equipment traffic areas sufficient to limit VDE to 20% opacity and meet the conditions of a stabilized unpaved road surface.

3. Temporary Stabilization During Periods of Inactivity:

- a. Restrict vehicular access to the area; and
- b. Apply water or chemical/organic stabilizers/suppressants, sufficient to comply with the conditions of a stabilized surface. If an area having 0.5 acre or more of disturbed surface area remains unused for 7 or more days, the area must comply with the conditions for a stabilized surface area as defined in Section 3.58 of Rule 8011.

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

AQ-4 Asbestos-Containing Material. An asbestos-containing material (ACM) survey consisting of a visual inspection, sampling, testing, and reporting shall be performed to determine if building materials contain ACM and would require special handling and disposal during demolition. If ACM is detected, California Department of Transportation (Caltrans) Standard Special Provision (SSP) 14-9.02 shall be followed.

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

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

DISCUSSION

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

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

Special-Status Plants

Based on a nine-quadrangle query of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB),⁹ the following six special-status plant species have been previously documented in the project vicinity (Appendix B):

- Succulent owl's-clover (*Castilleja campestris* var. *succulenta*) is a California Rare Plant Rank (CRPR) 1B.2 species that typically occurs in vernal pool and wetland areas. The nearest recorded occurrence is approximately 7.7 miles northeast of the project area (CNDDDB Occ. 7).
- California jewelflower (*Caulanthus californicus*) is a CRPR 1B.1 species that typically occurs in chenopod scrub, pinion and juniper woodlands, and valley and foothill grasslands. The project site is located in a 5-mile buffer area of a previously recorded occurrence of this species (CNDDDB Occ. 38).
- San Joaquin Valley Orcutt grass (*Orcuttia inaequalis*) is a CRPR 1B.1 species that typically occurs in vernal pool and wetland habitats. The nearest recorded occurrence is approximately 6.1 miles northeast of the project area (CNDDDB Occ. 21).
- Hairy Orcutt grass (*Orcuttia pilosa*) is a CRPR 1B.1 species that typically occurs in vernal pool and wetland habitats. The nearest recorded occurrence is approximately 7.7 miles north of the project area (CNDDDB Occ. 28).
- Hartweg's golden sunburst (*Pseudobahia bahiifolia*) is a CRPR 1B.1 that typically occurs in cismontane woodland and valley and foothill grassland habitat. The nearest recorded occurrence is approximately 16 miles northeast of the project area (CNDDDB Occ. 24).
- Greene's tuctoria (*Tuctoria greenei*) is a CRPR 1B.1 species that typically occurs in vernal pool and wetland habitats. The nearest recorded occurrence is approximately 12.4 miles northeast of the project area (CNDDDB Occ. 22).

The project area consists entirely of paved roads, ornamental vegetation and trees, ruderal/disturbed vegetation, bare ground, and existing development and does not

⁹ California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database. Available at: <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>. Accessed February 2024.

support suitable habitat for the special-status plant species listed above. In addition, the project site is subject to frequent human and vehicle disturbance, which further reduces the potential for special-status plant species to occur within the project area. Based on the lack of suitable habitat and frequent human and vehicle disturbance, special-status plant species are not expected to occur within the project area; therefore, the project would not result in adverse effects to special-status plant species and impacts would be *less than significant*.

Special-Status Animals

Based on a nine-quadrangle query of the CDFW CNDDDB, the following 12 special-status animal species have been previously documented in the project vicinity (see Appendix B):

- San Joaquin kit fox (*Vulpes macrotis mutica*) is a federally endangered and state threatened species that typically occurs in chenopod scrub and valley and foothill grasslands. The nearest recorded occurrence is approximately 5 miles northwest of the project area (CNDDDB Occ. 89).
- Fresno kangaroo rat (*Dipodomys nitratooides exilis*) is a federally and state endangered species that typically occurs in chenopod scrub habitat. The nearest recorded occurrence is approximately 30 feet north of the project area (CNDDDB Occ. 15).
- California tiger salamander – Central California Distinct Population Segment (DPS) (*Ambystoma californiense* pop. 1) is a federally and state threatened species that typically occurs in cismontane woodland, meadow and seep, riparian woodland, valley and foothill grassland, vernal pool, and wetland habitats. The project site is located in a 5-mile buffer area of a previously recorded occurrence of this species (CNDDDB Occ. 478).
- Crotch bumble bee (*Bombus crotchii*) is a state candidate endangered species that typically occurs in grassland habitats. The project site is located in a 5-mile buffer area of a previously recorded occurrence of this species (CNDDDB Occ. 53).
- Valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*) is a federally threatened species that typically occurs in chenopod scrub habitat. The nearest recorded occurrence is approximately 6.9 miles northwest of the project area (CNDDDB Occ. 134).
- Vernal pool fairy shrimp (*Branchinecta lynchi*) is a federally threatened species that typically occurs in valley and foothill grassland, vernal pool, and wetland habitats. The nearest recorded occurrence is approximately 11.3 miles northeast of the project area (CNDDDB Occ. 148).
- Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is a federally threatened and state endangered species that typically occurs in riparian forest habitat. The nearest recorded occurrence is approximately 10.1 miles east of the project area (CNDDDB Occ. 87).

- Swainson's hawk (*Buteo swainsoni*) is a state threatened species that typically occurs in grassland, riparian forest, riparian woodland, and valley and foothill grassland habitats. The nearest recorded occurrence is approximately 15.6 miles northwest of the project area (CNDDDB Occ. 2,697).
- Tricolored blackbird (*Agelaius tricolor*) is a state threatened species that typically occurs in freshwater marsh, marsh, swamp, and wetland habitats. The nearest recorded occurrence is approximately 5.6 miles northeast of the project area (CNDDDB Occ. 664).
- Least Bell's vireo (*Vireo bellii pusillus*) is a federally and state threatened species that typically occurs in riparian forest, riparian scrub, and riparian woodland habitats. The nearest recorded occurrence is approximately 7.1 miles northeast of the project area (CNDDDB Occ. 505).
- Western pond turtle (*Emys marmorata*) is a federally proposed threatened species that typically occurs in aquatic habitats. The nearest recorded occurrence is approximately 11.3 miles northeast of the project area (CNDDDB Occ. 1,355).
- western spadefoot (*Spea hammondi*) is a federally proposed threatened species that typically occurs in cismontane woodland, coastal valley scrub, valley and foothill grassland, vernal pool, and wetland habitats. The nearest recorded occurrence is approximately 7 miles northeast of the project area (CNDDDB Occ. 1,246).

Special-status animal species known to occur in the region are not expected to occur within the project area based on the lack of suitable habitat, negligible connectivity to natural areas, and frequent site disturbance; however, there is potential for migratory bird species to nest in the ornamental trees within the project area. Proposed tree removal and other construction activities have the potential to result in direct and indirect disturbance to special-status and nesting migratory bird species if present within the project area during construction. Mitigation Measure BIO-1 has been included to require a preconstruction nesting bird survey and identifies the proper protocol to be implemented if birds are found nesting within the project area. Implementation of Mitigation Measure BIO-1 would avoid and/or minimize potential impacts related to nesting special-status and/or migratory birds; therefore, impacts related to special-status animal species would be *less than significant with mitigation*.

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

The project area consists entirely of paved roads, ornamental vegetation and trees, ruderal/disturbed vegetation, bare ground, and surrounding development. According to the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI)

Surface Waters and Wetlands Mapper,¹⁰ there are no mapped wetland areas within or adjacent to the project area that could support any riparian habitat. In addition, the project site consists of a developed roadway that experiences frequent human and vehicle disturbance and would not support suitable habitat for any sensitive natural communities. The project site does not support riparian habitat or other sensitive natural communities; therefore, the project would not result in a substantial adverse effect on any riparian habitat or other sensitive natural community, and *no impacts* would occur.

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

According to the USFWS NWI Surface Waters and Wetlands Mapper, there are no mapped wetland areas within or adjacent to the project area. Based on the absence of wetlands within the project area, the project would not result in a substantial adverse effect on a federally or state-protected wetland; therefore, *no impacts* would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

The project site and surrounding area consists of existing development, including roadways, residences, businesses, an elementary school, fencing, and other features, which reduces terrestrial habitat connectivity within the area. There are no waterways within the project area that could provide migratory fish or breeding habitat. Since the project area does not provide terrestrial or aquatic habitat connectivity, the project would not preclude use of the project site as a terrestrial or aquatic wildlife corridor. As previously identified, there is low potential for migratory birds to utilize ornamental trees within the project area for nesting habitat. The project would result in the removal of three ornamental trees within the proposed ROW; however, trees located outside of the ROW would remain in place. Therefore, proposed tree removal would not interfere substantially with the movement of migratory species, and impacts would be *less than significant*.

¹⁰ U.S. Fish and Wildlife Service (USFWS). 2024. National Wetlands Inventory (NWI) Surface Waters and Wetlands Mapper. Available at: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed February 2024.

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

Section 13-305 (Tree Preservation) of the City's Municipal Code requires the use of techniques, methods, and procedures to preserve, whenever feasible, all trees in the City, including, but not limited to, trees that are affecting surface improvements or underground facilities or are diseased or located where construction is being considered or will occur. The project would require the removal of three ornamental trees within the proposed ROW. In accordance with Municipal Code Section 13-305(b), the City's Director of Public Works would be responsible for the preservation and removal of trees within the proposed ROW. The proposed project would be consistent with the City's Tree Preservation Ordinance; therefore, impacts would be *less than significant*.

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

The PG&E San Joaquin Valley Operation and Maintenance (O&M) Habitat Conservation Plan (HCP)¹¹ was approved in 2007 and covers portions of nine counties, including Fresno County. This HCP covers PG&E activities that occur as a result of ongoing O&M that would have an adverse impact on any of the 65 covered species and provides incidental take coverage from the USFWS and CDFW. The project site is not located within the covered area of any HCP, Natural Community Conservation Plan (NCCP), or other adopted local, regional, or state HCP. Additionally, no new physical improvements would occur as a result of the proposed project, and the project would not conflict with the provisions of the PG&E O&M HCP. Therefore, *no impact* would occur.

Mitigation Measures

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

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

¹¹ Pacific Gas and Electric Company (PG&E). 2006. *PG&E San Joaquin Valley Operation & Maintenance Habitat Conservation Plan*. Available at: https://ecos.fws.gov/docs/plan_documents/thcp/thcp_838.pdf. Accessed February 2024.

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

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

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

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

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

DISCUSSION

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

A historical resource, as defined by CEQA, includes one or more of the following criteria: 1) the resource is listed, or found eligible for listing in, the CRHR; 2) listed in a local register of historical resources as defined by 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.(a)). Under CEQA, historical resources include built-environment resources and archaeological sites.

A Historical Resources Evaluation Report (HRER)¹² was prepared for the proposed project to determine if historic-aged properties located within the project area would be eligible for listing as a historic resource. The HRER includes findings based on background review and a field survey of the project area. The background review included a records search conducted at the Southern San Joaquin Valley Information Center (SSJVIC) located at California State University, Bakersfield, to identify previously recorded historic and cultural resources within the project area. A field survey of the project area was conducted on October 26, 2021.

Based on the results of the records search, there are five historic-aged properties located within the project area. However, the HRER determined that these buildings do not meet the criteria to be eligible for listing as a historic property; therefore, there are no historic resources located within the project area. Since there are no historic resources located within the project area, the project would not cause a substantial adverse change in the significance of a historical resource, and *no impacts* would occur.

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

According to the State CEQA Guidelines, "When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource" (State CEQA Guidelines Section 15064.5(c)(1)). Those archaeological sites that do not qualify as historical resources shall be assessed to determine if these qualify as "unique archaeological resources" (PRC Section 21083.2).

An Archaeological Survey Report (ASR)¹³ was prepared for the proposed project to determine the presence and the likelihood of presence of cultural resources within the project area. The ASR includes findings based on background review and a field survey of the project area. The background review included a records search

¹² CRM TECH. 2023. *Historical Resources Evaluation Report, McKinley Avenue Widening Between Hughes and Marks Avenues Project*. August 28.

¹³ UltraSystems Environmental, Inc. 2023. *Archaeological Survey Report, STPL 5060 (361) McKinley Avenue Widening Between Hughes and Marks Avenues Project*. August 24.

conducted at the SSJVIC to identify previously recorded cultural resources within the project area. The records search revealed that six cultural resources studies have been previously conducted within the project area; however, no cultural resources have been previously recorded within the project area. In addition, a search of the NAHC Sacred Lands File (SLF) was conducted; the SLF search was negative for previously recorded resources. A field survey of the project area was conducted on October 26, 2021, and no cultural resources or evidence of cultural resources were observed.

The project would result in approximately 6.75 acres of ground disturbance, including 650 cubic yards of cut and 650 cubic yards of fill. The project site consists of previously disturbed and developed areas, which reduces the potential for intact archaeological resources to be present within proposed areas of disturbance. Based on the SSJVIC records and NAHC SLF searches, there are no previously recorded archaeological resources within the project area. Additionally, no archaeological resources or evidence of archaeological resources were observed during a field survey of the project area. Based on the findings of the records search and pedestrian field survey, the project area is considered to have low sensitivity for the presence of unidentified prehistoric or historic archaeological resources; therefore, proposed ground-disturbing activities are not anticipated to adversely affect any known or unknown cultural resource sites within the project area. Further, Mitigation Measure CR-1 requires that in the unlikely event that previously unidentified cultural resources are uncovered during proposed ground-disturbing activities, all work shall cease within the vicinity of the find until a qualified archaeologist is retained to evaluate the significance of the find and determine the need for further study. Based on the low potential to uncover archaeological resources within the project area and implementation of Mitigation Measure CR-1, the project would not result in adverse impacts to known or unknown cultural resources, and impacts would be *less than significant with mitigation*.

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

There are no known human remains or cemeteries located within or in the immediate vicinity of the project site and the project area is considered to have low sensitivity for the presence of unidentified human resources. Mitigation Measure CR-2 has been identified to require the project to comply with California Health and Safety Code Section 7050.5, which outlines the protocol for unanticipated discovery of human remains. Section 7050.5 states that no further disturbance shall occur until the Fresno County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. The Fresno County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the project site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Based on implementation of Mitigation Measure CR-2, the project would not result in disturbance to human

remains; therefore, impacts related to disturbance of human remains would be *less than significant with mitigation*.

Mitigation Measures

- CR-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 of Fresno 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 California Environmental Quality Act (CEQA) Guidelines and the City of Fresno's Historic Preservation Ordinance. If the resources are determined to be unique historical resources as defined under Section 15064.5 of the State 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 project 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 of Fresno-approved institution or person who is capable of providing long-term preservation to allow future scientific study.
- CR-2** 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 California Health and Safety Code Section 7050.5, no further disturbance shall occur until the Fresno County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the California Native American Heritage Commission (NAHC). The NAHC shall then contact the Most Likely Descendent (MLD) 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 MLDs 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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

DISCUSSION

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

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

Following construction, the project would continue to operate as a roadway and would not require significant use of energy resources. Operational energy consumption would be limited to electricity use for the operation of streetlights. Electricity would be provided by PG&E, which consists of 38% renewable energy sources and 57% GHG-free energy sources.¹⁴ By using electricity from PG&E, the project would reduce the long-term use of non-renewable energy resources. The project would be limited to the operation of an existing roadway and does not include the establishment of new land uses or activities that could generate an increase in vehicle trips to and from the project site or would otherwise facilitate an increase in fossil fuel usage. Based on the limited amount of electricity use required for operation of the project, the project would

¹⁴ Pacific Gas and Electric Company (PG&E). 2022. Exploring Clean Energy Solutions. Available at: https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page. Accessed February 2024.

not cause a substantial increase in energy use; therefore, operational impacts would be *less than significant*.

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

The proposed project would be required to comply with the California Green Building Standards Code (CALGreen; California Code of Regulations [CCR] Title 24, Part 11) and California Energy Code (24 CCR Part 6), which include provisions related to insulation and design aimed at minimizing energy consumption. However, energy-efficient building design standards would not apply to the proposed project because the project would be limited to the widening of an existing roadway segment and installation of associated roadway improvements.

The proposed project would also be required to comply with the City's Greenhouse Gas Reduction Plan (GHG Plan). The 2014 GHG Plan provides a comprehensive assessment of the benefits of General Plan and Development Code policies along with existing plans, programs, and initiatives that reduce GHG emissions. In addition, the GHG Plan includes an emission reduction target for demonstrating consistency with state GHG reduction targets. The analysis prepared to quantify GHG emissions and emission reductions provides the basis for the GHG Plan targets and for CEQA significance findings of implementing the approved General Plan and the GHG Plan.

The 2021 *Greenhouse Gas Reduction Plan Update* (2021 GHG Plan) was prepared to re-evaluate the City's existing GHG reduction targets and strategies. The 2021 GHG Plan provides new goals and supporting measures to reflect and ensure compliance with changes in the local and State policies while ensuring it encourages economic growth and keeps the City economically competitive while achieving GHG reductions and maintaining the "CEQA Qualified Plan" status.¹⁵

The project would be limited to the operation of an existing roadway and does not include the establishment of new land uses or activities that would generate an increase in vehicle trips to and from the project site or otherwise increase the use of fossil fuels, which is consistent with applicable state and local energy efficiency objectives. Electricity use for operation of the project would be limited to the installation of streetlights for safety and illumination purposes. Electricity would be provided by PG&E, which consists of 38% renewable energy sources and 57% GHG-free energy sources. By using electricity from PG&E, the project would reduce the long-term use of non-renewable energy resources, and operational energy consumption would be compliant with goals and policies of the 2021 GHG Plan. Therefore, proposed impacts would be *less than significant*.

¹⁵ City of Fresno. 2021. *Program Environmental Impact Report for the City of Fresno General Plan Amendment No. P19-04226, Appendix G: Greenhouse Gas Reduction Plan Update*. Available at: <https://www.fresno.gov/wp-content/uploads/2023/03/Link4AppendixGGHGRPUpdate.pdf>. Accessed February 2024.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

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

DISCUSSION

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

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

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

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

The City of Fresno is located in an area with historically low to moderate level of seismicity. However, strong ground shaking could occur within the project site during seismic events and occurrences have the possibility to result in significant impacts. Major seismic activity along the nearby Great Valley Fault Zone or the Nunez Fault, or other associated faults, could affect the project site through strong seismic ground shaking. Strong seismic ground shaking could potentially cause structural damage to the proposed project. However, based on the distance from known faults, hazards due to ground shaking would be minimal. In addition, proposed roadway improvements would be required to be designed and

constructed in accordance with relevant City Public Works Department standards to avoid risk associated with seismic hazards. Based on low potential for seismic ground shaking and required compliance with applicable roadway design standards, the project would not result in the risk of loss, injury, or death as a result of seismic ground shaking; therefore, impacts would be *less than significant*.

iii. Seismic-related ground failure, including liquefaction?

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

Based on the nature of the subsurface materials and the relatively low to moderate seismicity of the region, potential for seismic related ground failure is low in Fresno.¹⁶ Additionally, the existing roadway prism consists of artificial fill at the ground surface, which reduces the potential for liquefaction to occur at the project site. In addition, proposed roadway improvements would be required to be designed and constructed in accordance with relevant City Public Works Department standards to avoid risk associated with seismic hazards. Based on the low potential for liquefaction and required compliance with applicable roadway design standards, the project would not result in the risk of loss, injury, or death as a result of liquefaction; therefore, impacts would be *less than significant*.

iv. Landslides?

A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. The City of Fresno is located within an area that consists of mostly flat topography within the Central Valley. Accordingly, there is no risk of large landslides in the majority of the City; however, there is the potential for landslides and slumping along the steep banks of rivers, creeks, or drainage basins such as the San Joaquin River bluff and the many unlined basins and canals that trend throughout the City. The project site is located in a relatively flat area and is not in the vicinity of the San Joaquin River bluff or other unlined basins

¹⁶ City of Fresno. 2020. *Program Environmental Impact Report for the City of Fresno General Plan Amendment No. P19-04226, Section 4.7: Geology and Soils*. Available at: <https://www.fresno.gov/wp-content/uploads/2023/03/Fresno-GP-Public-Review-Draft-Program-EIR.pdf>. Accessed February 2024.

or canals; therefore, the potential for landslides to occur within the project site is low. In addition, proposed roadway improvements would be required to be designed and constructed in accordance with relevant City Public Works Department standards to avoid risk associated with seismic hazards. Based on the low potential for landslide and required compliance with applicable roadway design standards, the project would not result in the risk of loss, injury, or death as a result of landslide; therefore, impacts would be *less than significant*.

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

The project would result in approximately 6.75 acres of ground disturbance, including 650 cubic yards of cut and 650 cubic yards of fill. Grading and earth-moving during project construction has the potential to result in erosion and loss of topsoil. The project would disturb more than 1 acre of soils and would be required to comply with Regional Water Quality Control Board (RWQCB) General Construction Permit requirements. In addition, the project would be required to comply with the City Municipal Code Article 7 (Urban Storm Water Quality Management and Discharge Control), which requires the implementation of best management practices (BMPs) to reduce erosive runoff during construction. Following project construction, the project site would be covered with hardscapes, which would reduce the potential for long-term erosion to occur at the project site. Based on required compliance with RWQCB and City requirements, impacts related to substantial erosion would be *less than significant*.

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

As previously stated, soils at the project site would not be subject to liquefaction, lateral spreading, or landslides. Proposed roadway improvements would be required to be designed and constructed in accordance with relevant City Public Works Department standards to avoid risk associated with unstable soils. Based on the low potential for ground failure and required compliance with applicable roadway design standards, the project would not result in the risk associated with ground-failure events; therefore, impacts would be *less than significant*.

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

The surface and near-surface soils observed throughout the City consist of varying combinations of clays, silts, sands, gravels, and cobbles. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. The clayey soils, which consist of very fine particles, are considered to be slightly to moderately expansive. Soils at the project site include Exeter sandy loam, shallow and San Joaquin sandy loam, shallow, 0 to 3 percent slopes, which is largely comprised of sandy loam with minor clay

components;¹⁷ therefore, all soils have relatively low clay content and low potential for expansion. In addition, proposed roadway improvements would be required to be designed and constructed in accordance with relevant City Public Works Department standards to avoid risk associated with development on expansive soils. Based on the low potential for soil expansion and required compliance with applicable roadway design standards, the project would not result in the risk associated with expansive soils; therefore, impacts would be *less than significant*.

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

The project does not include the installation of septic tanks or alternative wastewater disposal systems; therefore, *no impacts* would occur.

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

The project site is underlain by Pleistocene nonmarine deposits from the early quaternary era (Qc). Qc has a low paleontological sensitivity due to its relatively young age.¹⁸ In addition, the project site primarily consists of previously developed areas; therefore, there is low potential for intact paleontological resources to be present within the proposed area of disturbance. Construction activities would be limited to the existing developed prism of the roadway and are not expected to disturb the underlying bedrock. Based on the low paleontological sensitivity of the underlying geologic unit and limited excavation activity, the project would not be expected to disturb paleontological resources; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

¹⁷ Natural Resources Conservation Service (NRCS). 2024. Web Soil Survey. U.S. Department of Agriculture Natural Resources Conservation Service. Available at: <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx>. Accessed February 2024.

¹⁸ U.S. Geological Survey (USGS). 1978. Fresno Sheet. Available at: https://ngmdb.usgs.gov/Prodesc/proddesc_114520.htm. Accessed February 2024.

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

DISCUSSION

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

State CEQA Guidelines Section 15064.4(a) states, “A lead agency shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.” In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, consistent with State CEQA Guidelines Section 15183.5, if a project is consistent with an adopted qualified Greenhouse Gas Reduction Strategy that meets the standards, it can be presumed that the project would not have significant GHG emission impacts. The City’s 2021 GHG Plan meets the requirements for a Qualified Greenhouse Gas Reduction Strategy.

During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. Federal and state regulations in place require fuel-efficient equipment and vehicles and prohibit wasteful activities, such as diesel idling. Construction contractors, in an effort to ensure cost efficiency, would be expected to not engage in wasteful or unnecessary energy and fuel practices. Although not required to reduce already less-than-significant construction-related GHG emissions, Mitigation Measure AQ-3, included in Section III, *Air Quality*, requires

the use of clean off-road construction equipment, including the latest tier equipment, where feasible during project construction, which would further reduce GHG emissions during project construction. Temporary traffic controls may temporarily increase traffic congestion and associated idling emissions during the 9-month construction period; however, following construction, traffic controls would be removed, and traffic flow would be improved in comparison to preconstruction conditions. Therefore, any increase in GHG emissions from vehicle idling would be temporary in nature and would not result in a new, permanent source of GHG emissions in the area. Therefore, construction activities are not anticipated to result in significant emissions, and construction-related impacts would be *less than significant*.

Operation of the project has the potential to generate GHG emissions from electricity and fossil fuel use. Electricity use for the project would be limited to the installation of 15 streetlights, which would be provided by PG&E. The PG&E power mix consists of 38% renewable energy sources and 57% GHG-free energy sources. By using electricity from PG&E, the project would reduce the long-term use of non-renewable energy resources and associated GHG emissions. Operation of the project would be limited to the operation of an existing roadway and would not generate new vehicle trips to and from the project site in a manner that would require the long-term use of fossil fuels that could generate additional GHG emissions in the project area. Additionally, the project would ultimately reduce vehicle congestion and associated vehicle idling along McKinley Avenue, which would contribute to a reduction in existing GHG emissions from fossil fuel use. Based on the limited extent of construction-related and operational GHG emissions generated by the proposed project, the project would be consistent with the 2021 GHG Plan; therefore, impacts would be *less than significant*.

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

As described in *Impact Discussion VIII(a)*, the proposed project would be limited to the operation of an existing roadway and would not result in a new source of substantial GHG emissions; therefore, the proposed project would be consistent with the applicable strategies from the 2021 GHG Plan. The proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions; therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

DISCUSSION

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

The project would require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. during construction, which has the potential to result in an accidental spill or release. However, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the USEPA, U.S. Occupational Safety and Health Administration (OSHA), and California Department of Toxic Substances Control (DTSC). All storage, handling, and disposal of hazardous materials during project construction and operation would be required to comply with applicable safety standards and regulations, including General Plan Policies NS-4-a, NS-4-e, and NS-4-f.¹⁹ No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the project site. Similar to existing conditions, trucks carrying hazardous materials may travel along this roadway; however, the transport of any hazardous materials would be subject to regulations in the Hazardous Materials Transportation Act to avoid risk involving hazardous materials. Therefore, impacts associated with the routine transport, use, or disposal of hazardous materials would be *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?

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

¹⁹ City of Fresno. 2014. *Fresno General Plan, 9: Noise and Safety Element*, pgs. 9-33 and 9-34. Adopted December 18. Available at: <https://www.fresno.gov/wp-content/uploads/2023/03/9-Noise-and-Safety-02-03-21.pdf>. Accessed February 2024.

A Phase I Initial Site Assessment Report (ISA)²⁰ was prepared to evaluate the presence, or likelihood of presence, of recognized environmental conditions (RECs), which are defined as any hazardous substances or petroleum products that have been discharged into the ground, groundwater, or surface water. The ISA includes the results of a background review of present and past uses of the project site and a site inspection conducted on January 5, 2022. According to the Phase I ISA, the following two RECs have been identified on parcels surrounding McKinley Avenue.

- 2308 West McKinley Avenue. This site is located approximately 100 feet north of the project site. According to the Phase I ISA, there was a 500-gallon gasoline underground storage tank at this location that was removed in December 1995. Confirmation sampling indicated that a release had occurred. No investigation has since been conducted to assess the extent of the contamination. The known contaminated soil in Parcel 2 represents a REC.
- Former Melville E. Wilson Facility at 1805 North Lafayette Avenue. This site is located approximately 655 feet north of the project site. According to the Phase I ISA, historical operations at this property have contaminated the groundwater with 1,2,3-trichloropropane (TCP). TCP was also detected in the municipal groundwater monitoring well located just south of the project site. The TCP contaminated groundwater plume represents a REC.

The project site does not overlap with the RECs identified within the project area. Further, due to distance, the project would not result in ground disturbance within soils with potential to contain hazardous substances or materials.²¹ Therefore, implementation of the project would not result in the disturbance of existing RECs within the project area in a manner that could increase risk related to hazardous materials.

Aerially deposited lead (ADL) from the historical use of leaded gasoline exists along heavily traveled roadways throughout California (i.e., Principal Arterial roadways, freeways, and expressways). According to the Caltrans California Road System – Functional Classification Mapper,²² McKinley Avenue is designated as a minor arterial roadway. Because McKinley Avenue is not a heavily traveled roadway, ADL is not expected to be found within the roadway or surrounding soils. As discussed in Section III, *Air Quality*, the project site is not located in an area with the potential for NOA to occur. However, the project would require the demolition and removal of damaged portions of the roadway and associated roadway features that have the potential to

²⁰ Citadel EHS (Citadel). 2022. *Initial Site Assessment Report McKinley Avenue Widening Between Hughes and Marks Avenues (PW00843) Fresno, California 93728 Federal Project No. 5060 (361)*. March 15.

²¹ City of Fresno. 2023. *Amendment to Existing Initial Site Assessment Dated March 15, 2022*. June 1.

²² California Department of Transportation (Caltrans). 2023. California Road System – Functional Classification Mapper. Available at: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>. Accessed February 2024.

contain ACM. Mitigation Measure AQ-4 has been identified to reduce the potential to disturb ACM during proposed demolition activities. Further, there is potential for lead-containing paint (LCP) to be present within yellow thermoplastic traffic striping along McKinley Avenue, which could be disturbed during removal of the existing roadway. Mitigation Measure HAZ-1 has been identified to require the implementation of appropriate testing, handling and removal techniques to reduce potential hazards associated with LCP during demolition of the existing roadway.

Based on implementation of Mitigation Measures AQ-4 and HAZ-1 and required compliance with existing regulations, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment; therefore, impacts would be *less than significant with mitigation*.

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

Refer to *Impact Discussions IX(a)* and *IX(b)*. The closest existing school is Addams Elementary School, located approximately 10 feet south of the project site. As previously stated, the proposed project would not result in the use or emission of substantial quantities of hazardous materials that would pose a human or environmental health risk. Further, Mitigation Measures AQ-4 and HAZ-1 have been identified to reduce the potential to disturb hazardous materials within 0.25 mile of a school. With implementation of Mitigation Measures AQ-4 and HAZ-1, the project would not result in the emission of hazardous materials or acutely hazardous substances within 0.25 mile of a school. Therefore, impacts would be *less than significant with mitigation*.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

According to the DTSC EnviroStor database²³ and State Water Resources Control Board (SWRCB) GeoTracker database,²⁴ there is an active leaking underground storage tank (LUST) site located approximately 100 feet north of the project site; however, the project site does not overlap with the active LUST site and is not located on a federal superfund site, state response site, voluntary cleanup site, school cleanup site, evaluation site, school investigation site, military evaluation site, tiered permit site, or corrective action site. Additionally, the project site is not included on the list of hazardous waste sites compiled pursuant to California Government Code Section

²³ California Department of Toxic Substances Control (DTSC). 2024. EnviroStor. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=fresno>. Accessed February 2024.

²⁴ State Water Resources Control Board (SWRCB). 2024. GeoTracker. Available at: <https://geotracker.waterboards.ca.gov/>. Accessed February 2024.

65962.5.²⁵ As a result, no hazards to the public or environment are anticipated. Therefore, *no impacts* would occur.

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

The nearest medical center helipad is at the Community Regional Medical Center,²⁶ located approximately 3.4 miles southwest of the project site. The nearest airports include the Fresno Yosemite International Airport, located approximately 5.8 miles northeast of the project site; Fresno Chandler Executive Airport, located approximately 2.1 miles south of the project site; and Sierra Sky Airport, located approximately 7.4 miles northwest of the project site. Each of these airports is considered under the *Fresno County Airport Land Use Compatibility Plan (ALUCP)*, which guides local jurisdictions in determining appropriate compatible land uses with detailed findings and policies. The Fresno County ALUCP includes airport safety zone maps that are based on the likelihood of aircraft accident adjacent to airports. The project site is not located within 2 miles of an airport or within an airport safety zone.²⁷ In addition, the project does not include the construction of new occupiable buildings that could result in a safety hazard for people residing or working in the project area. Therefore, *no impacts* would occur.

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

The California Emergency Services Act requires cities to prepare and maintain an Emergency Plan for natural, manmade, or war-caused emergencies that result in conditions of disaster or in extreme peril to life. The City's full-time Emergency Preparedness Officer (EPO) is responsible for ensuring that Fresno's emergency response plans are up-to-date and implemented properly. The EPO also facilitates cooperation between City departments and other federal, state, and local agencies that would be involved in emergency response operations. The City of Fresno Emergency Operations Center (EOC) serves as the coordination and communication between the City of Fresno and Fresno County Operational Area EOC.

The project would require the implementation of temporary traffic detours along this segment of McKinley Avenue during the 9-month construction period; however, the roadway would remain open during short-term construction activities and would not

²⁵ California Environmental Protection Agency (CalEPA). 2018. California Government Code Section 65962.5(a) Hazardous Waste and Substances Site List. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>. Accessed February 2024.

²⁶ California Department of Transportation (Caltrans). 2019. Caltrans HeliPlates. Available at: <https://heliplates.dot.ca.gov/#>. Accessed February 2024.

²⁷ Fresno Council of Governments. 2021. *Fresno County Airport Land Use Compatibility Plan*. December 2018; Amended December 2021. Available at: <https://fresnocog.wpenginepowered.com/wp-content/uploads/2022/09/Fresno-ALUCP-12-04-17-final-with-Amended-Table.pdf>. Accessed February 2024.

substantially impede emergency response or evacuation efforts. The project would include the widening of the existing roadway and creation of a new dedicated right-turn lane between Marks and Pleasant Avenues, which may ultimately improve vehicle flow and emergency response and evacuation efforts in the project area. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be *less than significant*.

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

The project site is located in an area mapped as Local Responsibility Area (LRA) Unzoned, indicating that the area is urbanized and not susceptible to wildland conflagrations. Additionally, the project is not located within a very high fire hazard severity zone (VHFHSZ).²⁸ The proposed project would be limited to the construction of improvements along an existing roadway and would not include the development of new occupiable buildings or structures that could expose people or structures to a significant loss, injury, or death involving wildland fires. Therefore, impacts would be *less than significant*.

Mitigation Measures

Implement Mitigation Measure AQ-4, included in Section III, *Air Quality*.

HAZ-1 Hazardous Substances. Testing and removal requirements for yellow traffic striping and pavement marking materials shall be performed in accordance with California Department of Transportation (Caltrans) Construction Policy Bulletin 99-2 (Caltrans Construction Manual Chapter 7-107E). If the material contains elevated concentrations of lead and/or chromium, Caltrans Standard Special Provision (SSP) 14-11.12 shall be followed.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	

²⁸ California Department of Forestry and Fire Protection (CAL FIRE). 2024. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed February 2024.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) Result in a substantial erosion or siltation on- or off-site;			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

DISCUSSION

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

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

Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. The project would result in approximately 6.75 acres of ground disturbance, including 650 cubic yards of cut and 650 cubic yards of fill. There are no surface water resources located within or adjacent to the project site. The project would disturb more than 1 acre of soils and would be required to comply with RWQCB General Construction Permit requirements. In addition, the project would be required to comply with City Municipal Code Article 7 (Urban Storm Water Quality Management and Discharge Control), which requires the implementation of BMPs to reduce and/or eliminate pollutant discharge during construction.

Operation of the project would be limited to the operation of an existing roadway segment and would not result in a new source of pollutants in the project area. Further, the project would be required to implement water quality and watershed protection measures in accordance with the City's Storm Drainage and Flood Control Master Plan (SDFCMP), which manages the City's stormwater drainage systems and the City's participation in the Phase 1 National Pollutant Discharge Elimination System (NPDES) Permit for Stormwater Discharges From Municipal Separate Storm Sewer Systems (Phase 1 MS4).

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

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

The project site is located in the Kings Subbasin of the San Joaquin Valley Groundwater Basin.²⁹ The project would result in the widening of a 0.5-mile segment of McKinley Avenue, which would result in a marginal increase in impervious surface area within the Kings Subbasin. The Kings Subbasin encompasses an area of approximately 976,000 acres (1,530 square miles) within Fresno, Kern, and Tulare Counties; therefore, a marginal increase in impervious surface area at the project site

²⁹ California Department of Water Resources (DWR). 2006. San Joaquin Valley Groundwater Basin Kings Subbasin. Available at: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/5_022_08_KingsSubbasin.pdf. Accessed February 2024.

would not substantially interfere with groundwater recharge in a manner that could impede sustainable groundwater management of the basin. In addition, the project does not require any connections to water and would not require any long-term operational water use. During construction, water may be used for dust suppression; however, any water used during construction would be limited in volume and supplied from off-site sources. Therefore, the project would not decrease groundwater supply or interfere with groundwater recharge, and impacts would be *less than significant*.

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

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

The project would result in approximately 6.75 acres of ground disturbance, including 650 cubic yards of cut and 650 cubic yards of fill. Grading and earth-moving during project construction has the potential to result in erosion and loss of topsoil. The project would disturb more than 1 acre of soils and would be required to comply with RWQCB General Construction Permit requirements. In addition, the project would be required to comply with City Municipal Code Article 7, which requires the implementation of BMPs to reduce erosive runoff during construction. Following project construction, the project site would be covered with hardscapes, which would reduce the potential for long-term erosion to occur at the project site. Based on required compliance with RWQCB and City requirements, impacts related to substantial erosion would be *less than significant*.

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

The project would result in the widening of a 0.5-mile segment of McKinley Avenue, which would result in a marginal increase in impervious surface area on-site. The project does not include alteration or other direct impacts to any surface water features. The project includes the installation of drainage improvements, including curbs and gutters, which would capture surface flows and ensure the project would not result in flooding on- or off-site. In addition, the project would be subject to City Municipal Code Article 7 and the SDFCMP for long-term drainage requirements. Based on implementation of drainage improvements and required compliance with City stormwater requirements, the project would not increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; therefore, impacts would be *less than significant*.

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

The project would result in the widening of a 0.5-mile segment of McKinley Avenue, which would result in a marginal increase in impervious surface area on-site. The project would be subject to RWQCB requirements and City Municipal Code Article 7, which requires the implementation of BMPs to reduce and/or eliminate

pollutant discharge from entering the City's storm drain system during construction and operation. Further, the project would be required to implement water quality and watershed protection measures in accordance with the City's SDFCMP. Based on required compliance with RWQCB and City stormwater requirements, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; therefore, impacts would be *less than significant*.

iv. Impede or redirect flood flows?

Code of Federal Regulations (CFR) Title 40, Part 60 regulations and the City's Floodplain Ordinance require that placement of flood provision structures within a floodplain not result in a cumulative change in the floodplain water surface that exceeds 1 foot. In addition, the regulations under 40 CFR Part 60 do not allow placement of structures within a regulatory floodway unless that placement would not result in any increase in the floodplain water surface elevation, meaning that there is no displacement or redirection of the floodway. The City's Floodplain Ordinance requires that a Civil Engineer registered in the State of California certify that no displacement of floodwater would result from the flood proofing of a structure within a floodplain or a regulatory floodway.

According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 06019C1565H (effective date 2/18/2009), the proposed project is located within Zone X, an area with minimal flood hazard and Shaded Zone X (500-year floodplain), an area of 0.2% annual chance of flood hazard and 1% annual chance of flood with average depth less than 1 foot or with drainage areas of less than 1 square mile. The City's Floodplain Ordinance applies to Special Flood Hazard Areas (SFHAs), including Zones A, AO, A1-A30, AE, A99, and AH. The project site is not located within an SFHA and would not be subject to the City's Floodplain Ordinance.³⁰ Further, the proposed project is limited to the widening of an existing roadway and construction of associated roadway improvements and would not result in new buildings or structures within the floodplain. In addition, the project would be subject to City Municipal Code Article 7 and the SDFCMP for long-term drainage requirements. Based on required compliance with City stormwater requirements, the project would not impede or redirect flood flows; therefore, impacts would be *less than significant*.

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

The project site is not located in tsunami or seiche zones, but it is partially located in a 500-year floodplain as mapped by FEMA. The proposed project would be subject to RWQCB requirements, City Municipal Code Article 7, and the City's SDFCMP for

³⁰ Federal Emergency Management Agency (FEMA). 2020. FEMA Flood Map Service Center: Search By Address. Available at: <https://msc.fema.gov/portal/search?AddressQuery#searchresultsanchor>. Accessed January 2024.

short- and long-term pollutant control and drainage requirements. Based on compliance with RWQCB and City requirements, the project would not risk the release of pollutants due to project inundation; therefore, impacts would be *less than significant*.

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

The project site is located in the Kings Subbasin of the San Joaquin Valley Groundwater Basin (DWR Groundwater Subbasin Number: 5-22.08). As evaluated in *Impact Discussion X(b)*, the project would not decrease groundwater supply or interfere with groundwater recharge in a manner that would impede sustainable management of the groundwater basin. The project site is under the jurisdiction of the Central Valley RWQCB and would be subject to *The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region (Basin Plan)*,³¹ which establishes water quality objectives for beneficial uses of water resources within the Sacramento and San Joaquin River Basins. The project would be required to comply with the Central Valley RWQCB General Construction Permit requirements. In addition, the project would be required to comply with City Municipal Code Article 7, which requires the implementation of BMPs to reduce and/or eliminate pollutant discharge during construction. Further, the project would be required to implement water quality and watershed protection measures in accordance with the City's SDFCMP to address long-term drainage conditions. Based on required compliance with RWQCB and City requirements, the project would not violate any RWQCB water quality standards or waste discharge requirements. The project would be consistent with sustainable management of the San Joaquin Valley groundwater basin and the Basin Plan; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

³¹ Regional Water Quality Control Board (RWQCB). 2019. *The Water Quality Control Plan (Basin Plan) for the California Regional Water Quality Control Board Central Valley Region*. Fifth Edition. Revised February 2019 (with Approved Amendments). Available at: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201902.pdf. Accessed February 2024.

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

DISCUSSION

a) Physically divide an established community?

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community. The project would include the widening of a 0.5-mile segment of McKinley Avenue and construction of additional improvements, including installation of curbs, gutters, sidewalks, curb ramps, streetlights, a HAWK signal, traffic signal modifications, signage, and striping. The project would require temporary traffic controls during the 9-month construction period; however, the roadway would remain open during project construction and temporary traffic controls would be removed following completion of the construction period. Proposed roadway improvements would ultimately reduce traffic congestion along McKinley Avenue. The project would not result in the removal or blockage of existing public roadways or other circulation paths and would not otherwise include any features that would physically divide an established community; therefore, impacts would be *less than significant*.

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

As evaluated throughout this Initial Study, the project would be consistent with standards and policies set forth in the City's General Plan, SJVAPCD 2022 Plan for the 2015 8-Hour Ozone Standard, SJVAPCD 2018 Plan for the 1997, 2006, and 2012 PM_{2.5} Standards, and City's 2021 GHG Plan. The project would be required to

implement Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measure BIO-1, included in Section IV, *Biological Resources*; Mitigation Measures CR-1 and CR-2, included in Section V, *Cultural Resources*; and Mitigation Measure HAZ-1, included in Section IX, *Hazards and Hazardous Materials*, to mitigate potential impacts associated with Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, and Hazards and Hazardous Materials, which is consistent with the identified plans and policies intended to avoid or mitigate adverse environmental effects. Upon implementation of the identified mitigation, the project would not conflict with other local policies or regulations adopted for the purpose of avoiding or mitigating environmental effects; therefore, impacts would be *less than significant with mitigation*.

Mitigation Measures

Implement Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measure BIO-1, included in Section IV, *Biological Resources*; Mitigation Measures CR-1 and CR-2, included in Section V, *Cultural Resources*; and Mitigation Measure HAZ-1, included in Section IX, *Hazards and Hazardous Materials*.

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

DISCUSSION

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

The principal area for mineral resources in the City of Fresno is located along the San Joaquin River Corridor. The California Department of Mines and Geology classifies lands along the San Joaquin River Corridor as Mineral Resource Zone (MRZ)-1, MRZ-2, and MRZ-3. The project site is not located in the vicinity of the San Joaquin River, is not an MRZ, and does not contain an MRZ. The proposed project would not result in the loss of availability of a known mineral resource of value to the region or residents of the state. Therefore, the proposed project would have *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?

Refer to *Impact Discussion XII(a)*. The proposed project would not result in the loss of availability of any known locally important mineral resource recovery sites. Therefore, the proposed project would have *no impact*.

Mitigation Measures

Mitigation measures are not required.

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

DISCUSSION

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

Existing ambient noise levels in the project area consist of vehicle noise along McKinley Avenue and noise from surrounding residential, commercial, and educational land uses. During project construction, noise from construction and

demolition activities may intermittently dominate the noise environment in the immediate project area. The project would require the use of typical construction equipment (e.g., dozers, excavators, etc.) during proposed construction and demolition activities. According to the Federal Highway Administration (FHWA),³² noise from standard construction equipment generally ranges between 80 and 85 A-weighted decibels (dBA) in equivalent sound level (L_{eq}) at 50 feet from the source. The nearest sensitive receptors are residences located to the north and south of McKinley Avenue and Addams Elementary School located directly south of McKinley Avenue. According to City Municipal Code Section 10-109, construction-related noise is exempt from the City's noise standards between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday. Construction-related noise would be temporary and conducted in accordance with the City's Municipal Code; therefore, construction-related noise impacts would be *less than significant*.

The project would be limited to the operation of an existing roadway and would not establish new land uses or induce additional vehicle trips to and from the project site that could permanently increase ambient noise levels within the project area. Therefore, ambient noise levels within the project area would be consistent with existing conditions, and operational noise impacts would be *less than significant*.

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

The proposed project has the potential to generate limited groundborne vibration during construction activities that require the use of heavy equipment. Equipment used during project construction would be most similar to a large bulldozer, which generates a vibration level of 0.089 inches per second. Therefore, vibration from short-term construction activities would be below the 0.3-inch-per-second building damage criterion established by Caltrans. In addition, City Municipal Code Section 15-2507 exempts temporary construction activities from the City's vibration standards. The project would be limited to the operation of an existing roadway and would not include new features that could generate substantial groundborne noise. Therefore, impacts related to groundborne vibration would be *less than significant*.

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

The nearest medical center helipad is at the Community Regional Medical Center,³³ located approximately 3.4 miles southwest of the project site. The nearest airports include the Fresno Yosemite International Airport, located approximately 5.8 miles northeast of the project site; Fresno Chandler Executive Airport, located approximately

³² Federal Highway Administration (FHWA). 2018. *Construction Noise Handbook*. Available at: <https://www.nrc.gov/docs/ML1805/ML18059A141.pdf>. Accessed February 2024.

³³ California Department of Transportation (Caltrans). 2019. Caltrans HeliPlates. Available at: <https://heliplates.dot.ca.gov/#>. Accessed February 2024.

2.1 miles south of the project site; and Sierra Sky Airport, located approximately 7.4 miles northwest of the project site.

Each of these airports is considered under the Fresno County ALUCP,³⁴ which guides local jurisdictions in determining appropriate compatible land uses with detailed findings and policies. The City’s General Plan, other City land use plans, and all City land use decisions must be compatible with the adopted Fresno County ALUCP, which includes community noise equivalent level (CNEL) noise contours based on projected airport and aircraft operations. The project site is not within 2 miles of any airports or within the CNEL noise contours identified in the Fresno County ALUCP. Therefore, the proposed project would not result in the exposure of sensitive receptors to the excessive noise levels from aircraft noise sources, and the proposed project would have *no impact*.

Mitigation Measures

Mitigation measures are not required.

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

³⁴ Fresno Council of Governments. 2021. *Fresno County Airport Land Use Compatibility Plan*. December 2018; Amended December 2021. Available at: <https://fresnocog.wpenginepowered.com/wp-content/uploads/2022/09/Fresno-ALUCP-12-04-17-final-with-Amended-Table.pdf>. Accessed February 2024.

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 proposed project includes the widening of a 0.5-mile segment of McKinley Avenue and construction of associated roadway improvements. The project would be limited to the operation of an existing roadway segment and would not facilitate unplanned growth in a previously isolated area. Further, the project does not include the development of new residences, businesses, or other uses that could directly induce population growth within the City. Proposed construction activities have the potential to generate short-term employment opportunities; however, project construction is expected to use workers from the local employment force and would not require workers to relocate to the project area. Therefore, the project would not result in unplanned or substantial population growth, and impacts would be *less than significant*.

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

The project would require partial ROW acquisition from seven surrounding parcels; however, demolition or removal of existing buildings would not be required. Therefore, the proposed project would not necessitate the displacement or removal of existing housing, and the proposed project would have *no impact*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other public facilities?				X

DISCUSSION

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

i. Fire protection?

The City of Fresno Fire Department (FFD) would provide fire protection services to the proposed project. There are 20 FFD fire stations in Fresno, with the closest fire station, Fire Station 19, located approximately 1.2 miles southwest of the project site. The project would be limited to the operation of an existing roadway segment and would not result in the development of new land uses that could facilitate substantial or unplanned population growth within the City that could increase demand on existing fire protection services within the City. The project would not require new or physically altered governmental facilities for fire protection services; therefore, *no impact* related to fire protection would occur.

ii. Police protection?

The City of Fresno Police Department (FPD) provides police protection to the project site. The FPD Patrol Division is divided into five policing districts, with the project site being within the Northwest District. The project does not include the construction of new residences, businesses, or other uses that would directly increase demand on existing police protection services. The project would be limited to the operation of an existing roadway segment and would not facilitate unplanned or substantial population growth in a manner that would increase demand on existing police protection services. The project would not require new or physically altered governmental facilities for police protection services; therefore, *no impact* would occur.

iii. Schools?

The Fresno Unified School District (FUSD) serves more than 74,000 students and operates 64 elementary schools, 15 middle schools, eight high schools, four alternative schools, and three special education schools. As discussed in Section XIV, *Population and Housing*, the project would not induce direct or indirect population growth. The project would not result in an increase in school-aged children in the area; therefore, the project would not create an increased demand on local schools, and *no impact* would occur.

iv. Parks?

As discussed in Section XIV, *Population and Housing*, the project would not induce direct population growth. The project would not result in a population increase that could result in deterioration of existing recreation facilities or require the expansion of new facilities; therefore, the project would not create an increased demand on public recreation facilities, and *no impact* would occur.

v. Other public facilities?

As discussed in Section XIV, *Population and Housing*, the project would not induce direct population growth. The project does not propose features that would significantly increase the demand on public facilities, such as libraries or post offices, or result in the need for new or physically altered governmental facilities; therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

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

DISCUSSION

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

As discussed in Section XIV, *Population and Housing*, the project would be limited to the widening of McKinley Avenue and would not induce substantial or unplanned population growth in the City. The project would not increase the use of existing recreational facilities in a manner that would lead to substantial deterioration of existing recreational facilities; therefore, *no impact* would occur.

- 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 would not include or require the construction or expansion of existing public recreational facilities. Therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

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

DISCUSSION

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

The proposed project includes the widening of McKinley Avenue and construction of associated roadway improvements. The project would reduce roadway hazards and improve vehicle flow along McKinley Avenue, which is consistent with the *Fresno General Plan Mobility and Transportation Element*.³⁵ Further, the project would be limited to the operation of an existing roadway segment and would not facilitate a substantial number of new vehicle trips within the project area, which is consistent with the objectives of the City's General Plan and Fresno Council of Governments (FCOG) *2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)*.³⁶ Therefore, the project would be consistent with the City's Mobility and Transportation Element and the FCOG 2022 RTP/SCS, and impacts would be *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 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 threshold for transportation impacts.

State CEQA Guidelines Section 15064.3(b)(4) states, "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."

³⁵ City of Fresno. 2014. *Fresno General Plan, 4: Mobility and Transportation Element*. Adopted December 18. Available at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp4-Mobility-and-Transportation-9-30-2021.pdf. Accessed February 2024.

³⁶ Fresno Council of Governments (FCOG). 2022. *2022 Regional Transportation Plan/Sustainable Communities Strategy*. Available at: <https://www.planfresno.com/sustainable-communities-strategies-fall-outreach/>. Accessed February 2024.

On June 25, 2020, the City adopted the *CEQA Guidelines for Vehicle Miles Traveled Thresholds* (Fresno VMT Thresholds), pursuant to SB 743 to be effective July 1, 2020.³⁷ The Fresno VMT Thresholds were prepared and adopted consistent with the requirements of State CEQA Guidelines Sections 15064.3 and 15064.7. The December 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory), published by the California Governor’s Office of Planning and Research,³⁸ was utilized as a reference and guidance document in the preparation of the Fresno VMT Thresholds.

The City of Fresno VMT Thresholds Section 3.0 regarding Project Screening discusses a variety of projects that may be screened out of a VMT analysis, including specific development and transportation projects. For development projects, conditions may exist that would presume that a development project has a less-than-significant impact. These may be size, location, proximity to transit, or trip-making potential. For transportation projects, the primary attribute to consider with transportation projects is the potential to increase vehicle travel, sometimes referred to as “induced travel.”

The proposed project is eligible to screen out because the project would be limited to the widening of an existing roadway and construction of associated roadway improvements that would improve vehicle flow in the project area. Therefore, the project is consistent with State CEQA Guidelines Section 15064.3(b), and impacts would be *less than significant*.

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

The project would include the widening of a 0.5-mile segment of McKinley Avenue to the ultimate ROW configuration and construction of additional improvements, including installation of curbs, gutters, sidewalks, curb ramps, streetlights, a HAWK signal, traffic signal modifications, signage, and striping. Proposed roadway design would be required to comply with American Association of State Highway and Transportation Officials’ (AASHTO’s) “The Green Book”³⁹ and City Public Works Department standards to avoid hazardous roadway design. Proposed roadway improvements would improve vehicle flow and roadway conditions along McKinley Avenue, which may ultimately reduce existing roadway hazards in the project area. The project does not include the establishment of new land uses or activities that could introduce incompatible land uses (i.e., farm equipment) along McKinley Avenue.

³⁷ City of Fresno. 2020. *CEQA Guidelines for Vehicle Miles Traveled Thresholds*. June 18. Available at: <https://fresno.legistar.com/View.ashx?M=F&ID=8601948&GUID=9AEF1630-3BE3-45BF-9BB8-3D4BB9DB1677>. Accessed February 2024.

³⁸ California Governor’s Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December. Available at: https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf. Accessed February 2024.

³⁹ American Association of State Highway and Transportation Officials (AASHTO). 2018. *A Policy on Geometric Design of Highways and Streets*. Seventh Edition. 2018.

Based on required compliance with AASHTO and City Public Works Department requirements, the project would not result in hazards due to proposed roadway design features; therefore, impacts would be *less than significant*.

d) Result in inadequate emergency access?

The project includes the widening of a 0.5-mile portion of McKinley Avenue and is expected to require temporary traffic controls along McKinley Avenue during the approximate 9-month construction period. The project would not require full closure of McKinley Avenue or other proximate roadways, which would maintain emergency access within the project area. The project would ultimately improve vehicle flow along McKinley Avenue and ensure adequate emergency access to the project area. Therefore, the project would improve long-term emergency response and access conditions in the project area, and impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or,				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

DISCUSSION

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

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

As previously discussed in Section V, *Cultural Resources*, there are no historic resources located within the project area, the project would not cause a substantial adverse change in the significance of a historical resource, and *no impacts* would occur.

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

The state requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the State CEQA Guidelines. Pursuant to PRC 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 that is either included in or eligible for inclusion in the CRHR or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, chooses to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1–2)).

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

Pursuant to AB 52, Native American tribes traditionally and culturally affiliated with the project area were invited to consult regarding the project based on a list of contacts provided by the NAHC. The City of Fresno mailed notices of the proposed project to each of these tribes on January 27, 2022, and the required 30-day time period for tribes to request consultation ended on February 27, 2022. Follow-up phone calls were made on January 5, 2023. One letter response was received from Robert Pennell, Tribal Cultural Resources Director for the Table Mountain Rancheria, in a letter dated February 9, 2022, stating that they “...Decline participation at this time but would appreciate being notified in the unlikely event that cultural resources are identified.” All other tribes that were contacted declined consultation.

As previously discussed in Section V, *Cultural Resources*, based on the SSJVIC records and NAHC SLF searches, there are no previously recorded archaeological resources within the project area. Additionally, no archaeological resources or evidence of archaeological resources were observed during a field survey of the project area. Based on the findings of the records search and pedestrian field survey, the project area is considered to have low sensitivity for the presence of unidentified prehistoric or historic archaeological resources; therefore, proposed ground-disturbing activities are not anticipated to adversely affect any known or unknown cultural resource sites within the project area. Further, Mitigation Measure CR-1 requires that in the unlikely event that previously unidentified cultural resources are uncovered during proposed ground-disturbing activities, all work shall cease within the vicinity of the find until a qualified archaeologist is retained to evaluate the significance of the find and determine the need for further study. Further, Mitigation Measure CR-2 has been identified to require the project to comply with California Health and Safety Code Section 7050.5, which outlines the protocol for unanticipated discovery of human remains. Section 7050.5 states that no further disturbance shall occur until the Fresno County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. Based on the low archaeological sensitivity of the project area and implementation of Mitigation Measures CR-1 and CR-2, the project would not result in disturbance to tribal cultural resources; therefore, impacts related to disturbance of human remains would be *less than significant with mitigation*.

Mitigation Measures

Implement Mitigation Measures CR-1 and CR-2, as included in Section V, *Cultural Resources*.

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

DISCUSSION

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

The project includes the widening of McKinley Avenue and installation of associated roadway improvements, including, but not limited to, the replacement of existing PG&E utility poles, installation of 15 streetlights, and temporary relocation of existing public utilities in the project area, including manhole covers, water valves, storm drain inlets, and electric poles. Proposed relocation and installation of utility infrastructure would be installed within the footprint of the proposed project. As evaluated throughout this Initial Study, the project has the potential to result in adverse impacts related to Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, and Hazards and Hazardous Materials. Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measure BIO-1, included in Section IV, *Biological Resources*; Mitigation Measures CR-1 and CR-2, included in Section V, *Cultural Resources*; and Mitigation Measure HAZ-1, included in Section IX, *Hazards and Hazardous Materials*, have been included to avoid and/or minimize adverse impacts to less-than-significant levels. Further, as described in *Impact Discussions XIX(b)* through *XIX(d)*, the project would not increase demand on existing water, wastewater, or solid waste infrastructure in a manner that would require the construction of new or expansion of existing City utility infrastructure elsewhere. Upon implementation of the identified mitigation measures, the project would not result in adverse environmental effects related to the relocation or installation of utility infrastructure; therefore, impacts would be *less than significant with mitigation*.

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

The project does not require any connections to water and would not require any long-term operational water use. During construction, water may be used for dust suppression; however, any water used during construction would be limited in volume and supplied from off-site sources. Therefore, *no impact* would occur.

- 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?**

Operation of the project does not include connection to any public or private wastewater treatment providers. Portable restrooms would likely be used by workers and other personnel throughout the construction period; therefore, the project would not require short- or long-term connections to wastewater treatment providers, and *no impact* would occur.

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

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

The American Avenue Landfill (i.e., American Avenue Disposal Site 10-AA-0009) has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day.⁴⁰ The Clovis Landfill (City of Clovis Landfill 10-AA-0004) is also located in Fresno County and has a maximum remaining permitted capacity of 7,740,000 cubic yards, a maximum permitted throughput of 2,000 tons per day, and an estimated closure date of 2047.⁴¹

Construction of the project may result in a temporary increase in solid waste, which would be disposed of in accordance with applicable state and local laws and regulations, such as CALGreen Sections 4.408 and 5.408, which require diversion of at least 75% of construction waste. Based on required compliance with CALGreen regulations, construction of the project would not generate solid waste in excess of local infrastructure capacity. Solid waste generated by the proposed project would be disposed of at either the Clovis Landfill or the American Avenue Landfill, which have adequate capacity to dispose of the marginal amount of solid waste generated by construction activities. Operation of the project would result in the operation of an existing roadway, consistent with existing operations, and would not generate waste in excess of state or local standards or in excess of the capacity of local infrastructure; therefore, impacts would be *less than significant*.

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

As previously described, operation of the project would not result in the long-term generation of solid waste. Construction-related waste (i.e., excavated soils) would be disposed of according to federal and state regulations, including CALGreen standards for diversion of construction waste. The project would not generate long-term solid waste and would be compliant with solid waste reduction statutes and regulations. Therefore, impacts would be *less than significant*.

⁴⁰ California Department of Resources Recycling and Recovery (CalRecycle). 2024. SWIS Facility/Site Summary: American Avenue Disposal Site (10-AA-0009). Available at: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/352>. Accessed February 2024.

⁴¹ CalRecycle. 2024. SWIS Facility/Site Summary: City of Clovis Landfill (10-AA-0004). Available at: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/347>. Accessed February 2024.

Mitigation Measures

Implement Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measure BIO-1, included in Section IV, *Biological Resources*; Mitigation Measures CR-1 and CR-2, included in Section V, *Cultural Resources*; and Mitigation Measure HAZ-1, included in Section IX, *Hazards and Hazardous Materials*.

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

DISCUSSION

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

The project site is in an urban area and is not located within a VHFHSZ.⁴² The project includes the widening of an approximately 0.5-mile segment of McKinley Avenue and construction of associated roadway improvements. The project would require the implementation of temporary traffic detours along this segment of McKinley Avenue during the 9-month construction period; however, the roadway would remain open during short-term construction activities and would not substantially impede emergency response or evacuation efforts. The project would include the widening of the existing roadway and creation of a new dedicated right-turn lane between Marks and Pleasant Avenues, which may ultimately improve vehicle flow and emergency response and evacuation efforts in the project area. Therefore, the proposed project would be consistent with the *Fresno General Plan Noise and Safety Element*⁴³ and the *Fresno County Multi-Jurisdictional Hazard Mitigation Plan*,⁴⁴ and impacts would be *less than significant*.

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

The project site is in an urban area and is not located within a VHFHSZ. The project does not propose the development of any structures or buildings that could increase the potential for a wildfire to occur in the immediate or surrounding area; therefore, the project would not expose nearby residents to wildfire, and impacts would be *less than significant*.

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

The project includes the widening of McKinley Avenue and installation of associated roadway improvements, including, but not limited to, the replacement of existing PG&E utility poles, installation of 15 streetlights, and temporary relocation of existing public utilities in the project area, including manhole covers, water valves, storm drain inlets, and electric poles. Proposed roadway widening and associated improvements

⁴² California Department of Forestry and Fire Protection (CAL FIRE). 2024. *Fire Hazard Severity Zones in State Responsibility Area*. Available at: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed February 2024.

⁴³ City of Fresno. 2014. *Fresno General Plan, 9: Noise and Safety Element*. Adopted December 18. Available at: <https://www.fresno.gov/wp-content/uploads/2023/03/9-Noise-and-Safety-02-03-21.pdf>. Accessed February 2024.

⁴⁴ County of Fresno. 2018. *Fresno County Multi-Jurisdictional Hazard Mitigation Plan*. May. Available at: <https://www.fresnocountyca.gov/files/sharedassets/county/v/1/public-health/fresno-county-hmp-final.pdf>. Accessed February 2024.

would be conducted in accordance with City Public Works Department requirements, which would reduce the potential to increase wildfire risk within the project area. The roadway and associated improvements would be maintained by the City to further reduce risk of wildfire ignition; therefore, impacts would be *less than significant*.

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

The project site is in an urban area and is not located within a VHFHSZ. Based on the low risk of wildfire within the project area, hazards associated with wildfire, including post-fire instability or drainage changes, have a low potential to occur. Further, the project does not include the development of structures that could be damaged or create a hazard for nearby residents; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		

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

DISCUSSION

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

As discussed in the preceding resource sections, the project has the potential to significantly degrade the quality of the environment, including effects on biological resources. During construction, tree removal and construction equipment use may affect biological resources, including special-status and migratory birds. Mitigation Measure BIO-1, included in Section IV, *Biological Resources*, requires preconstruction nesting bird surveys prior to the start of the construction period and identifies the proper protocol to be implemented if nesting birds are present within the project area at the time of project construction, which would reduce potential impacts a less-than-significant level.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

When project impacts are considered along or in combination with other impacts, the project-related impacts may be significant. Construction and operation of the project would contribute to cumulative impacts related to Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, and Hazards and Hazardous Materials. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. Based on implementation of Mitigation Measures AQ-1 through AQ-4, included in Section III, *Air Quality*; Mitigation Measure BIO-1, included in Section IV, *Biological Resources*; Mitigation Measures CR-1 and CR-2, included in Section V, *Cultural Resources*; and Mitigation Measure HAZ-1, included in Section IX, *Hazards and Hazardous Materials*, the cumulative effects of the proposed project would be less than significant.

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

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

APPENDIX A

CalEEMod Results

McKinley Avenue Widening Summary Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	McKinley Avenue Widening
Construction Start Date	6/1/2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	22.6
Location	36.76480115004267, -119.83996509752023
County	Fresno
City	Fresno
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2460
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.21

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Road Widening	0.50	Mile	6.75	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.34	3.66	30.2	38.0	0.07	1.31	3.97	5.28	1.20	0.46	1.67	—	8,018	8,018	0.32	0.09	1.14	8,055
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.31	3.64	30.2	37.7	0.07	1.31	3.97	5.28	1.20	0.46	1.67	—	7,992	7,992	0.32	0.09	0.03	8,028
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.35	1.14	9.49	11.9	0.02	0.40	1.21	1.61	0.37	0.14	0.51	—	2,491	2,491	0.10	0.03	0.15	2,502
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.25	0.21	1.73	2.17	< 0.005	0.07	0.22	0.29	0.07	0.03	0.09	—	412	412	0.02	< 0.005	0.03	414

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A

Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	99.0
Healthy Places Index Score for Project Location (b)	0.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

APPENDIX B

CDFW CNDDDB Query Results

Query Summary:

Quad **IS** (Herndon (3611978) **OR** Fresno North (3611977) **OR** Fresno South (3611967) **OR** Lanes Bridge (3611987) **OR** Gregg (3611988) **OR** Kearney Park (3611968) **OR** Malaga (3611966) **OR** Clovis (3611976) **OR** Friant (3611986))

Print

Close

CNDDDB Element Query Results

Scientific Name	Common Name	Taxonomic Group	Element Code	Total Occs	Returned Occs	Federal Status	State Status	Global Rank	State Rank	CA Rare Plant Rank	Other Status	Habitats
Agelaius tricolor	tricolored blackbird	Birds	ABPBXB0020	960	3	None	Threatened	G1G2	S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_EN-Endangered, USFWS_BCC-Birds of Conservation Concern	Freshwater marsh, Marsh & swamp, Swamp, Wetland
Ambystoma californiense pop. 1	California tiger salamander - central California DPS	Amphibians	AAAAA01181	1326	49	Threatened	Threatened	G2G3T3	S3	null	CDFW_WL-Watch List, IUCN_VU-Vulnerable	Cismontane woodland, Meadow & seep, Riparian woodland, Valley & foothill grassland, Vernal pool, Wetland
Anniella pulchra	Northern California legless lizard	Reptiles	ARACC01020	386	1	None	None	G3	S2S3	null	CDFW_SSC-Species of Special Concern, USFS_S-Sensitive	Chaparral, Coastal dunes, Coastal scrub
Antrozous pallidus	pallid bat	Mammals	AMACC10010	420	1	None	None	G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive	Chaparral, Coastal scrub, Desert wash, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Riparian woodland, Sonoran desert scrub, Upper montane coniferous forest, Valley & foothill grassland
Ardea alba	great egret	Birds	ABNGA04040	43	1	None	None	G5	S4	null	CDF_S-Sensitive, IUCN_LC-Least Concern	Brackish marsh, Estuary, Freshwater marsh, Marsh & swamp, Riparian forest, Wetland
Arizona elegans occidentalis	California glossy snake	Reptiles	ARADB01017	260	1	None	None	G5T2	S2	null	CDFW_SSC-Species of Special Concern	null
Athene cucularia	burrowing owl	Birds	ABNSB10010	2017	6	None	None	G4	S2	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFWS_BCC-Birds of Conservation Concern	Coastal prairie, Coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran desert scrub, Valley & foothill grassland
Bombus crotchii	Crotch bumble bee	Insects	IIHYM24480	437	1	None	Candidate Endangered	G2	S2	null	IUCN_EN-Endangered	null
Bombus pensylvanicus	American bumble bee	Insects	IIHYM24260	320	1	None	None	G3G4	S2	null	IUCN_VU-Vulnerable	Coastal prairie, Great Basin grassland, Valley & foothill grassland

Branchinecta lynchi	vernal pool fairy shrimp	Crustaceans	ICBRA03030	804	46	Threatened	None	G3	S3	null	IUCN_VU-Vulnerable	Valley & foothill grassland, Vernal pool, Wetland
Branchinecta mesoallensis	midvalley fairy shrimp	Crustaceans	ICBRA03150	147	11	None	None	G2	S2S3	null	null	Vernal pool, Wetland
Buteo swainsoni	Swainson's hawk	Birds	ABNKC19070	2576	5	None	Threatened	G5	S4	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Great Basin grassland, Riparian forest, Riparian woodland, Valley & foothill grassland
Calycadenia hooveri	Hoover's calycadenia	Dicots	PDAST1P040	37	1	None	None	G2	S2	1B.3	null	Cismontane woodland, Valley & foothill grassland
Castilleja campestris var. succulenta	succulent owl's-clover	Dicots	PDSCR0D3Z1	99	11	Threatened	Endangered	G4? T2T3	S2S3	1B.2	null	Vernal pool, Wetland
Caulanthus californicus	California jewelflower	Dicots	PDBRA31010	67	1	Endangered	Endangered	G1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_SBBG-Santa Barbara Botanic Garden, SB_UCBG-UC Botanical Garden at Berkeley	Chenopod scrub, Pinon & juniper woodlands, Valley & foothill grassland
Coccyzus americanus occidentalis	western yellow-billed cuckoo	Birds	ABNRB02022	165	2	Threatened	Endangered	G5T2T3	S1	null	BLM_S-Sensitive, USFS_S-Sensitive	Riparian forest
Desmocerus californicus dimorphus	valley elderberry longhorn beetle	Insects	IICOL48011	271	2	Threatened	None	G3T3	S3	null	null	Riparian scrub
Dipodomys nitratoides exilis	Fresno kangaroo rat	Mammals	AMAFD03151	12	2	Endangered	Endangered	G3TH	SH	null	IUCN_VU-Vulnerable	Chenopod scrub
Downingia pusilla	dwarf downingia	Dicots	PDCAM060C0	132	1	None	None	GU	S2	2B.2	null	Valley & foothill grassland, Vernal pool, Wetland
Efferia antiochi	Antioch efferian robberfly	Insects	IIDIP07010	4	2	None	None	G1G2	S1S2	null	null	Interior dunes
Egretta thula	snowy egret	Birds	ABNGA06030	20	1	None	None	G5	S4	null	IUCN_LC-Least Concern	Marsh & swamp, Meadow & seep, Riparian forest, Riparian woodland, Wetland
Emys marmorata	western pond turtle	Reptiles	ARAAD02030	1559	2	Proposed Threatened	None	G3G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_VU-Vulnerable, USFS_S-Sensitive	Aquatic, Artificial flowing waters, Klamath/North coast flowing waters, Klamath/North coast standing waters, Marsh & swamp, Sacramento/San Joaquin flowing waters, Sacramento/San Joaquin standing waters, South coast flowing waters, South coast standing waters, Wetland
Eremophila alpestris actia	California horned lark	Birds	ABPAT02011	94	1	None	None	G5T4Q	S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern	Marine intertidal & splash zone communities, Meadow & seep
Eryngium spinosepalum	spiny-sealed button-celery	Dicots	PDAPI0Z0Y0	108	3	None	None	G2	S2	1B.2	BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden	Valley & foothill grassland, Vernal pool, Wetland

Euderma maculatum	spotted bat	Mammals	AMACC07010	68	1	None	None	G4	S3	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	null
Eumops perotis californicus	western mastiff bat	Mammals	AMACD02011	296	4	None	None	G4G5T4	S3S4	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern	Chaparral, Cismontane woodland, Coastal scrub, Valley & foothill grassland
Gonidea angulata	western ridged mussel	Mollusks	IMBIV19010	158	1	None	None	G3	S2	null	IUCN_VU-Vulnerable	Aquatic
Great Valley Mixed Riparian Forest	Great Valley Mixed Riparian Forest	Riparian	CTT61420CA	68	1	None	None	G2	S2.2	null	null	Riparian forest
Imperata brevifolia	California satintail	Monocots	PMPOA3D020	32	1	None	None	G3	S3	2B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden, SB_SBBG-Santa Barbara Botanic Garden, USFS_S-Sensitive	Chaparral, Coastal scrub, Meadow & seep, Mojavean desert scrub, Riparian scrub, Wetland
Lasiurus cinereus	hoary bat	Mammals	AMACC05032	238	1	None	None	G3G4	S4	null	IUCN_LC-Least Concern	Broadleaved upland forest, Cismontane woodland, Lower montane coniferous forest, North coast coniferous forest
Layia munzii	Munz's tidy-tips	Dicots	PDAST5N0B0	68	1	None	None	G2	S2	1B.2	BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden	Chenopod scrub, Valley & foothill grassland
Leptosiphon serrulatus	Madera leptosiphon	Dicots	PDPLM09130	26	2	None	None	G3	S3	1B.2	BLM_S-Sensitive, SB_SBBG-Santa Barbara Botanic Garden, USFS_S-Sensitive	Cismontane woodland, Lower montane coniferous forest
Linderiella occidentalis	California linderiella	Crustaceans	ICBRA06010	508	16	None	None	G2G3	S2S3	null	IUCN_NT-Near Threatened	Vernal pool
Lytta moesta	moestan blister beetle	Insects	IICOL4C020	12	1	None	None	G2	S2	null	null	Valley & foothill grassland
Lytta molesta	molestan blister beetle	Insects	IICOL4C030	17	2	None	None	G2	S2	null	null	Vernal pool, Wetland
Metapogon hurdi	Hurd's metapogon robberfly	Insects	IIDIP08010	3	1	None	None	G1G2	S1S2	null	null	Interior dunes
Mylopharodon conocephalus	hardhead	Fish	AFCJB25010	33	1	None	None	G3	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern, USFS_S-Sensitive	Klamath/North coast flowing waters, Sacramento/San Joaquin flowing waters
Nannopterum auritum	double-crested cormorant	Birds	ABNFD01020	39	1	None	None	G5	S4	null	CDFW_WL-Watch List, IUCN_LC-Least Concern	Riparian forest, Riparian scrub, Riparian woodland
Navarretia myersii ssp. myersii	pincushion navarretia	Dicots	PDPLM0C0X1	16	1	None	None	G2T2	S2	1B.1	null	Vernal pool, Wetland
Northern Claypan Vernal Pool	Northern Claypan Vernal Pool	Herbaceous	CTT44120CA	21	1	None	None	G1	S1.1	null	null	Vernal pool, Wetland
Northern Hardpan Vernal Pool	Northern Hardpan Vernal Pool	Herbaceous	CTT44110CA	126	8	None	None	G3	S3.1	null	null	Vernal pool, Wetland
Nycticorax nycticorax	black-crowned night heron	Birds	ABNGA11010	37	1	None	None	G5	S4	null	IUCN_LC-Least Concern	Marsh & swamp, Riparian forest, Riparian woodland, Wetland

Orcuttia inaequalis	San Joaquin Valley Orcutt grass	Monocots	PMPOA4G060	47	10	Threatened	Endangered	G1	S1	1B.1	null	Vernal pool, Wetland
Orcuttia pilosa	hairy Orcutt grass	Monocots	PMPOA4G040	35	7	Endangered	Endangered	G1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Vernal pool, Wetland
Perognathus inornatus	San Joaquin pocket mouse	Mammals	AMAFD01060	140	3	None	None	G2G3	S2S3	null	BLM_S-Sensitive, IUCN_LC-Least Concern	Cismontane woodland, Mojavean desert scrub, Valley & foothill grassland
Phrynosoma blainvillii	coast horned lizard	Reptiles	ARACF12100	841	1	None	None	G4	S4	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Chaparral, Cismontane woodland, Coastal bluff scrub, Coastal scrub, Desert wash, Pinon & juniper woodlands, Riparian scrub, Riparian woodland, Valley & foothill grassland
Pseudobahia bahiifolia	Hartweg's golden sunburst	Dicots	PDAST7P010	27	5	Endangered	Endangered	G1	S1	1B.1	SB_CalBG/RSABG-California/Rancho Santa Ana Botanic Garden	Cismontane woodland, Valley & foothill grassland
Sagittaria sanfordii	Sanford's arrowhead	Monocots	PMALI040Q0	143	10	None	None	G3	S3	1B.2	BLM_S-Sensitive	Marsh & swamp, Wetland
Spea hammondii	western spadefoot	Amphibians	AAABF02020	1444	52	Proposed Threatened	None	G2G3	S3S4	null	BLM_S-Sensitive, CDFW_SSC-Species of Special Concern, IUCN_NT-Near Threatened	Cismontane woodland, Coastal scrub, Valley & foothill grassland, Vernal pool, Wetland
Sycamore Alluvial Woodland	Sycamore Alluvial Woodland	Riparian	CTT62100CA	17	1	None	None	G1	S1.1	null	null	Riparian woodland
Taxidea taxus	American badger	Mammals	AMAJF04010	645	3	None	None	G5	S3	null	CDFW_SSC-Species of Special Concern, IUCN_LC-Least Concern	Alkali marsh, Alkali playa, Alpine, Alpine dwarf scrub, Bog & fen, Brackish marsh, Broadleaved upland forest, Chaparral, Chenopod scrub, Cismontane woodland, Closed-cone coniferous forest, Coastal bluff scrub, Coastal dunes, Coastal prairie, Coastal scrub, Desert dunes, Desert wash, Freshwater marsh, Great Basin grassland, Great Basin scrub, Interior dunes, lone formation, Joshua tree woodland, Limestone, Lower montane coniferous forest, Marsh & swamp, Meadow & seep, Mojavean desert scrub, Montane dwarf scrub, North coast

												coniferous forest, Oldgrowth, Pavement plain, Redwood, Riparian forest, Riparian scrub, Riparian woodland, Salt marsh, Sonoran desert scrub, Sonoran thorn woodland, Ultramafic, Upper montane coniferous forest, Upper Sonoran scrub, Valley & foothill grassland
Tuctoria greenei	Greene's tuctoria	Monocots	PMPOA6N010	50	1	Endangered	Rare	G1	S1	1B.1	null	Vernal pool, Wetland
Vireo bellii pusillus	least Bell's vireo	Birds	ABPBW01114	505	2	Endangered	Endangered	G5T2	S3	null	null	Riparian forest, Riparian scrub, Riparian woodland
Vulpes macrotis mutica	San Joaquin kit fox	Mammals	AMAJA03041	1020	2	Endangered	Threatened	G4T2	S3	null	null	Chenopod scrub, Valley & foothill grassland