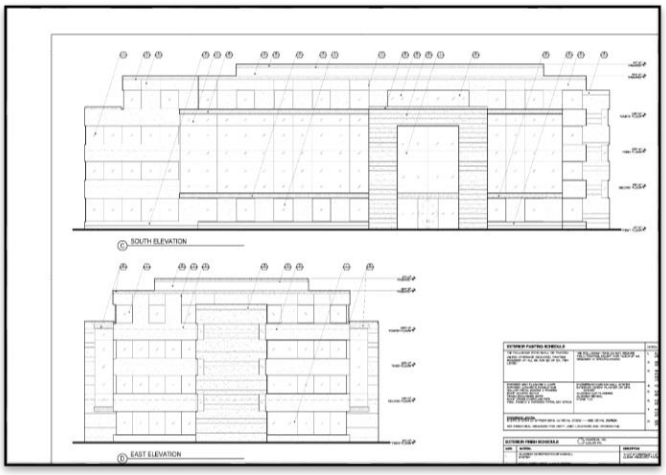

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Fig Garden Land Holdings Office Building - Plan Amendment / Rezone Application No. P18-03659

January 2019

PREPARED FOR:

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

PREPARED BY:

Crawford & Bowen Planning, Inc.
113 N. Church Street, Suite 302
Visalia, CA 93291

Initial Study/ Mitigated Negative Declaration

Fig Garden Land Holdings Office Building Plan Amendment and Rezone Application No. P18-03659

Prepared for:

City of Fresno
Development and Resource Management Department
2600 Fresno Street
Fresno, CA 93721
Contact: Margo Lerwill, Supervising Planner
(559) 621-8153

Prepared by:

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January 2019

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Chapter 1

INTRODUCTION

INTRODUCTION

1.1 Project Summary

This document is the Initial Study / Mitigated Negative Declaration (IS/MND) on the potential environmental effects of the Fig Garden Office Building Project (Project). The Project consists of construction and operation of a four-story 100,000 square foot office building, parking area, and related improvements. The proposed Project is more fully described in Chapter Two – Project Description.

The City of Fresno will act as the Lead Agency for this project pursuant to the *California Environmental Quality Act (CEQA)* and the *CEQA Guidelines.*

1.2 Document Format

This IS/ND contains five chapters, and appendices. Chapter 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, Mitigation and Monitoring Program provides the list of applicable mitigation measures that must be complied with. Chapter 5, List of Preparers, provides a list of key personnel involved in the preparation of the IS/MND.

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less Than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain

how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (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.)

Regardless of the type of CEQA document that must be prepared, the basic purpose of the CEQA process as set forth in the CEQA Guidelines Section 15002(a) is to:

(1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.
(2) Identify ways that environmental damage can be avoided or significantly reduced.
(3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.
(4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

According to Section 15070(b), a Mitigated Negative Declaration is appropriate if it is determined that:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.

The Initial Study contained in Chapter Three of this document has determined that the environmental impacts are less than significant after mitigation and therefore a Mitigated Negative Declaration will be adopted.

Chapter 2

PROJECT DESCRIPTION

Project Description

2.1 Project Background

The proposed project description and actions have been distributed internally to applicable City departments (Planning, Public Works, Police/Fire, etc.) for review. All applicable development requirements have been applied to the project either through project design, conditions of approval, or as mitigation measures outlined in this document.

The project is being proposed by the project applicant to take advantage of the site's strategic location in an area that is suitable for large scale offices that serve a variety of uses. The location provides accessibility, infrastructure and demand in an area that provides an in-fill development opportunity within one of the City's busiest shopping / office areas.

2.2 Project Location and Setting

The proposed Office Complex is located on 1.08 acres at an existing office / commercial area north of Fig Garden Village (east of N. Palm Avenue at San Jose Avenue / Colonial Avenue). The site is known as the Fig Garden Financial Center located at 5204 North Palm Avenue in Fresno, CA 93704. Specifically, the proposed Office Complex is on APN 417-140-21. The proposed new parking area is on a 2.35 acre lot (APN 417-231-16).

Additional components associated with the project (infrastructure, street abandonment, etc.) are on portions of APNs 417-140-26, 417-231-17 and 417-231-19.

See Figure 1 (Project Vicinity Map), Figure 2 (Site Aerial) and Figure 3 (Project Master Plan).

The site is located at the existing Fig Garden Financial Center adjacent to Fig Garden Village in a relatively busy mixed-use area including shopping, services and housing in central Fresno. The immediate vicinity is comprised of large office buildings, parking areas and residential housing. To the north and east of the proposed office building is residential housing while existing office buildings are located to the south and west. The proposed new parking area is surrounded by residential housing to the north and south, a vacant lot to the east, and an office building to the west. The area is highly disturbed with urban uses.

Zoning

APN 417-140-21 is zoned R-I-AH (Medium-Density Residential)

APN 417-231-16 is zoned R-2 (Medium-High-Density Residential)

APN 417-140-26 is zoned RMX (Regional Mixed Use)

APN 417-231-17 is zoned R-I-A-H (Medium-Low-Density Residential)

APN 417-231-19 is zoned C-P/CZ (Office Commercial)

2.3 Project Description

The project consists of construction and operation of a four-story, 100,000 square foot professional office building on a 1.08 acre lot. The footprint of the building is approximately 25,000 square feet with the remainder being occupied by hardscape, parking, landscaping and related features. Each floor of the building will occupy approximately 25,000 square feet of space.

The building will be constructed of concrete, steel and wood-frame structures. Landscaping is proposed along the site's perimeter, entrance and within the parking areas. Some existing trees on the site will be removed to accommodate the project.

Site Access

The project site will be accessed from Palm Avenue through the adjacent Fig Garden Financial Center's driveway and from Shaw Avenue via private driveways through Fig Garden Village Shopping Center. The new parking area can also be accessed from W. San Jose Avenue. Pedestrian access will remain from the surrounding areas.

The project also includes additional parking to accommodate 329 additional parking spaces (the City requires 1 space per 400 sq. ft. of building area which would require a minimum of 250 parking spaces). The existing 140 parking spaces located at the site of the proposed office building will be demolished. However, a total of 470 "new" spaces will be created, thus resulting in a net new parking capacity of 329 spaces.

Figure 1
Project Vicinity Map

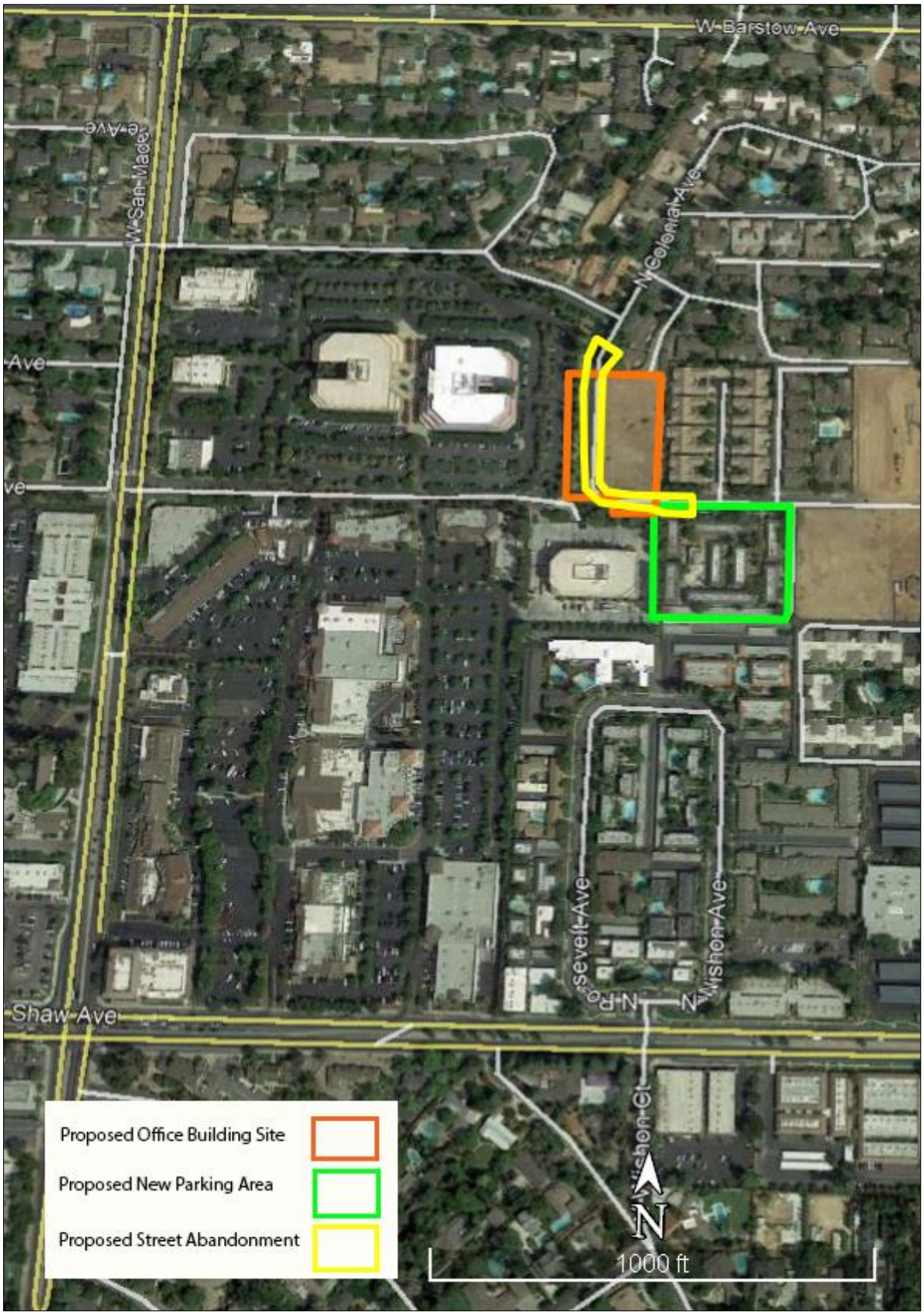


Figure 2
Site Aerial

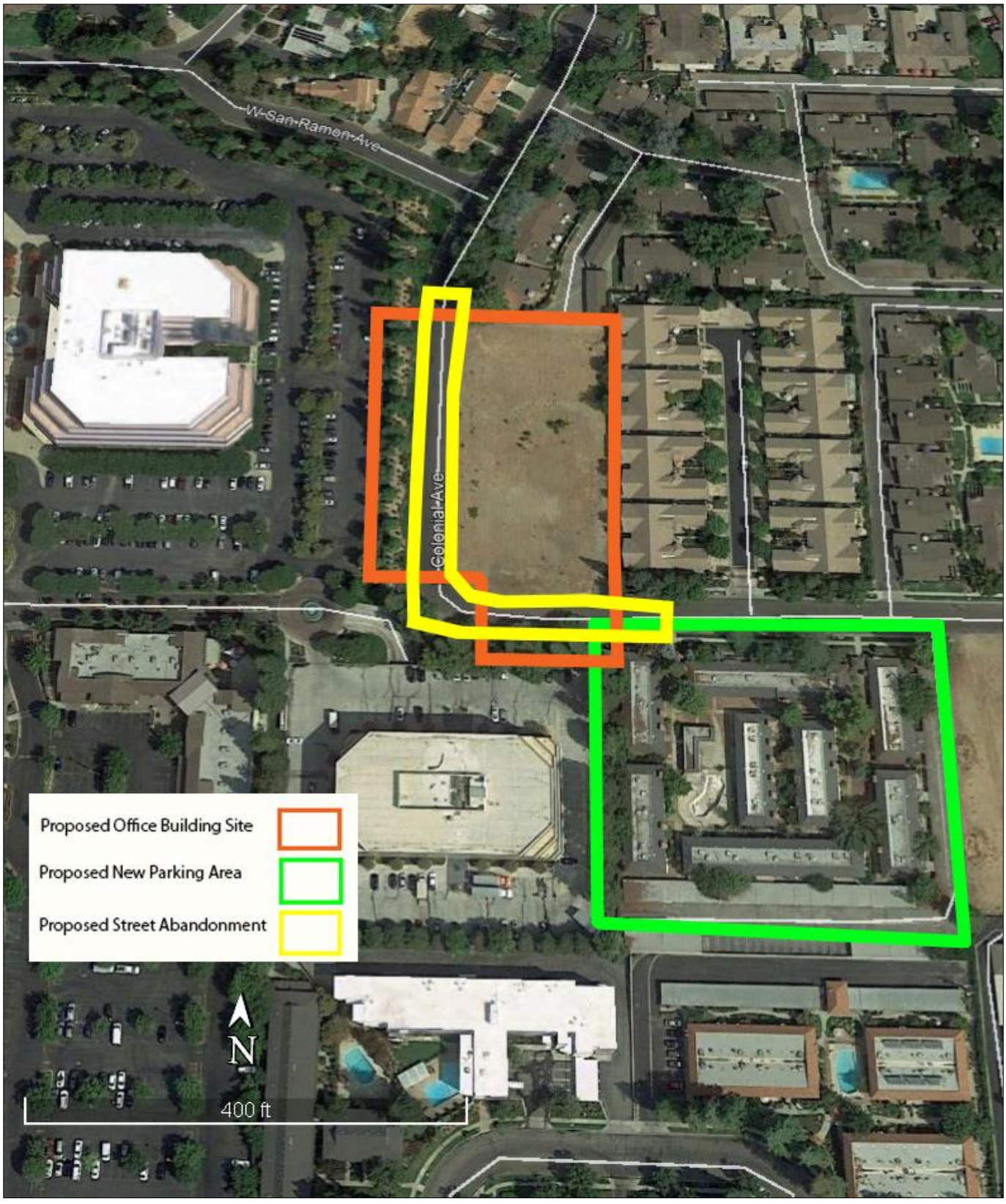
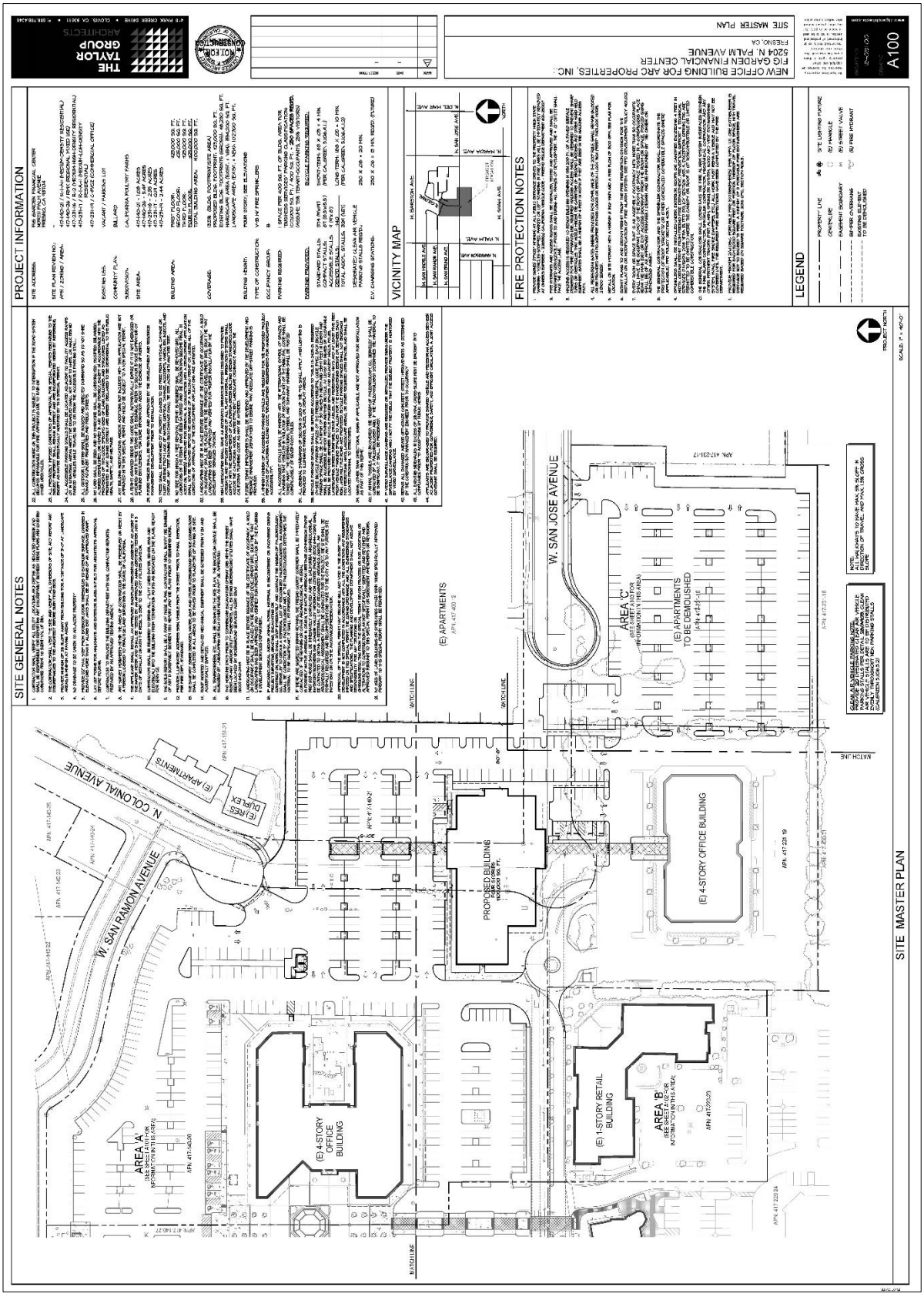


Figure 3
Project Master Plan



Parking

To accommodate the required parking spaces needed for the office building, the project applicant will demolish and remove an existing dilapidated 44-unit apartment structure (currently vacant and owned by the project developer) located southeast of the new office building on a 2.35 acre lot just south of San Jose Avenue (See Figure 2).

Other Improvements

Landscaping, walkways, security lighting, trash enclosures and related appurtenances will be installed. The project also includes a small park area that will be located near the new parking area between the parking stalls and W. San Jose Avenue. The park area will be open to the public.

Street Abandonment

To accommodate the new office building and parking area, the project will require abandonment of a portion N. Colonial Avenue and W. San Jose Avenue where those streets meet adjacent to the project site. The intention is to create a "dead-end" cul-de-sac with an adequately sized turn-around pocket just south of the intersection of N. Colonial Avenue and W. San Ramon Avenue and a second cul-de-sac turn-around pocket on W. San Jose Avenue just north of the proposed new parking area. This will eliminate thru-traffic along this route. However, access to the project will be provided from W. San Jose Avenue. The turn-around pockets have been adequately sized for emergency vehicles and will provide emergency vehicle access to the site and surrounding area as needed. Pedestrian access will be maintained in the area.

Infrastructure

The project will be required to tie into existing infrastructure in the area for sewer, water and storm drain. The existing pipelines for these services are located within the adjacent streets. The project developer will be required to pay for all improvements related to obtaining these facilities to serve the project. This includes constructing appropriately sized water mains that will provide adequate water pressure for fire flow and project water use. The project will require installation of sewer mains to serve the project including any sewer easements that will be required by the City. Storm water will be controlled through implementation of a Storm Water Management Plan and will be directed to the existing storm drains in W. San Jose Avenue. More detailed descriptions of project infrastructure requirements are included in Chapter Three.

The project has been reviewed by City of Fresno Public Works and specifications pertaining to project financial responsibilities for accessing City-provided services have been made conditions of project approval.

Project Schedule

The project developer intends to begin construction in 2019 for completion in 2020.

Entitlements

The project will require the following entitlements from the City of Fresno:

- General Plan amendment from residential to Commercial Office
- Zone change from residential to C-P Office Commercial
- Street abandonment
- Lot merger
- Grading and building permits

2.4 Other Required Approvals

The proposed Project would include, but not be limited to, the following regulatory requirements:

- The adoption of this Mitigated Negative Declaration by the City of Fresno.
- Compliance with other federal, state and local requirements such as the San Joaquin Valley Air Pollution Control District for a dust control plan and the Regional Water Quality Control Board for a Stormwater Pollution Prevention Plan.
- City of Fresno Department of Public Utilities
- Fresno Irrigation District

Chapter 3

IMPACT ANALYSIS

Initial Study Checklist

3.1 Environmental Checklist Form

Project title: Fig Garden Land Holdings Office Building Plan Amendment / Rezone Application No. P18-03659

Lead agency name and address:

City of Fresno
Development and Resource Management Department
2600 Fresno Street, Room 3065
Fresno, CA 93721

Contact person and phone number:

Margo Lerwill
City of Fresno
(559) 621-8153

Project location:

The proposed Office Complex is located on 1.08 acres at an existing office / commercial area north of Fig Garden Village (east of N. Palm Avenue at San Jose Avenue / Colonial Avenue). The site is known as the Fig Garden Financial Center located at 5204 North Palm Avenue in Fresno, CA 93704. Specifically, the proposed Office Complex is on APN 417-140-21. The proposed new parking area is on a 2.35 acre lot (APN 417-231-16).

Additional components associated with the project (infrastructure, street vacation, etc.) are on portions of APNs 417-140-26, 417-231-17 and 417-231-19.

See Figure 1 (Project Vicinity Map) and Figure 2 (Site Aerial).

Project sponsor's name/address:

City of Fresno
2600 Fresno Street
Fresno, CA 93721

General plan designation:

Residential – Medium, Low Density

Zoning:

APN 417-140-21 is zoned R-I-AH (Medium-Density Residential)

APN 417-231-16 is zoned R-2 (Medium-High-Density Residential)

APN 417-140-26 is zoned RMX (Regional Mixed Use)

APN 417-231-17 is zoned R-I-A-H (Medium-Low-Density Residential)

APN 417-231-19 is zoned C-P/CZ (Office Commercial)

Description of project:

The project consists of construction and operation of a four-story, 100,000 square foot professional office building and a new parking area (See Section 2.3 for a full description).

Surrounding land uses/setting:

The site is located at the existing Fig Garden Financial Center adjacent to Fig Garden Village in a relatively busy mixed-use area including shopping, services and housing in central Fresno. The immediate vicinity is comprised of large office buildings, parking areas and residential housing. To the north and east of the proposed office building is residential housing while existing office buildings are located to the south and west. The proposed new parking area is surrounded by residential housing to the north and south, a vacant lot to the east, and an office building to the west. The area is highly disturbed with urban uses.

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

- The adoption of this Mitigated Negative Declaration by the City of Fresno.
- Compliance with other federal, state and local requirements such as the San Joaquin Valley Air Pollution Control District for a dust control plan and the Regional Water Quality Control Board for a Stormwater Pollution Prevention Plan.
- City of Fresno Department of Public Utilities
- Fresno Irrigation District

3.2 Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agriculture Resources and Forest Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology /Soils
☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☒ Transportation/Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance
☐ Tribal Cultural Resources		

3.3 Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a significant effect on the environment, and an

ENVIRONMENTAL IMPACT REPORT is required.

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

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

Margo Lerwill, Supervising Planner — Date

City of Fresno

I. AESTHETICS

Would the project:

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

AFFECTED ENVIRONMENT

The project is located within an urbanized area in the northwest portion of Fresno, in the Fig Garden community. The property is situated near the northeast corner of Palm Avenue and Shaw Avenue, and is bounded by the Fig Garden Financial Center to the west, West San Ramon Avenue, North Colonial Avenue and West San Jose Avenue to the east and northeast, and the Fig Garden Village shopping center to the southwest.

The existing visual character of the site consists of a vacant parcel (location of the proposed office building), parking areas and a vacant 44 unit apartment building (to be demolished for the proposed new parking area). The remainder of the site contains a number of trees, including redwood, pine, palm, olive, and fig species.

Views of the existing development portion of the Fig Garden Financial Center site from the residential neighborhoods to the north and east are impeded by existing block walls and trees. More distant views of the existing Fig Garden Financial Center may be available from the Fig Garden Shopping Center. Views of the project site are available from surrounding streets and existing residential areas.

RESPONSES

a. Have a substantial adverse effect on a scenic vista?
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. A scenic vista is defined as a viewpoint that provides expansive views of highly valued landscape for the benefit of the general public. The Sierra Nevada Mountains are the only natural and visual resource in the Project area. Views of these distant mountains are afforded only during clear conditions due to poor air quality in the valley. Distant views of the Sierra Nevada Mountains would largely be unaffected by the development of the Project because of the nature of the Project, distance and limited visibility of these features. The City of Fresno does not identify views of these features as required to be "protected."

The project site is within an urbanized area of Fresno. The Fig Garden Financial Center is currently occupied by three 60-foot office buildings that are similar in size and nature to the proposed project. There are no scenic vistas or other protected scenic resources on or near the site. Visual character of the site is addressed further in response c. below.

The nearest eligible scenic highway is a section of SR 168 which is located over 20 miles east of the site. However, the Project is not visible to or from this eligible scenic highway due to intervening land uses.

Therefore, the Project has ***no impact*** on scenic vistas or designated scenic resources or highways.

Mitigation Measures: None are required.

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

Less Than Significant Impact. The proposed project would alter the existing visual character of the site and its surroundings by constructing a new four-story office building, removing the existing 44-unit apartment building and constructing a parking area. The building will be approximately 60 feet in height. Elevations of the building are shown in Figures 4 and 5. The project design is subject to the City's Design Guidelines adopted for the City's General Plan which apply to site layout, building design, landscaping, lighting, parking and signage. Detailed architectural plans, color palettes and building materials as well as landscaping plans will be submitted by the project developer to the City of Fresno Development and Resource Management Department. The plans shall be required prior to issuance of any building permits. The review shall be substantially based on the building plans and elevations illustrated within this document.

Figure 4
Office Building Elevation A

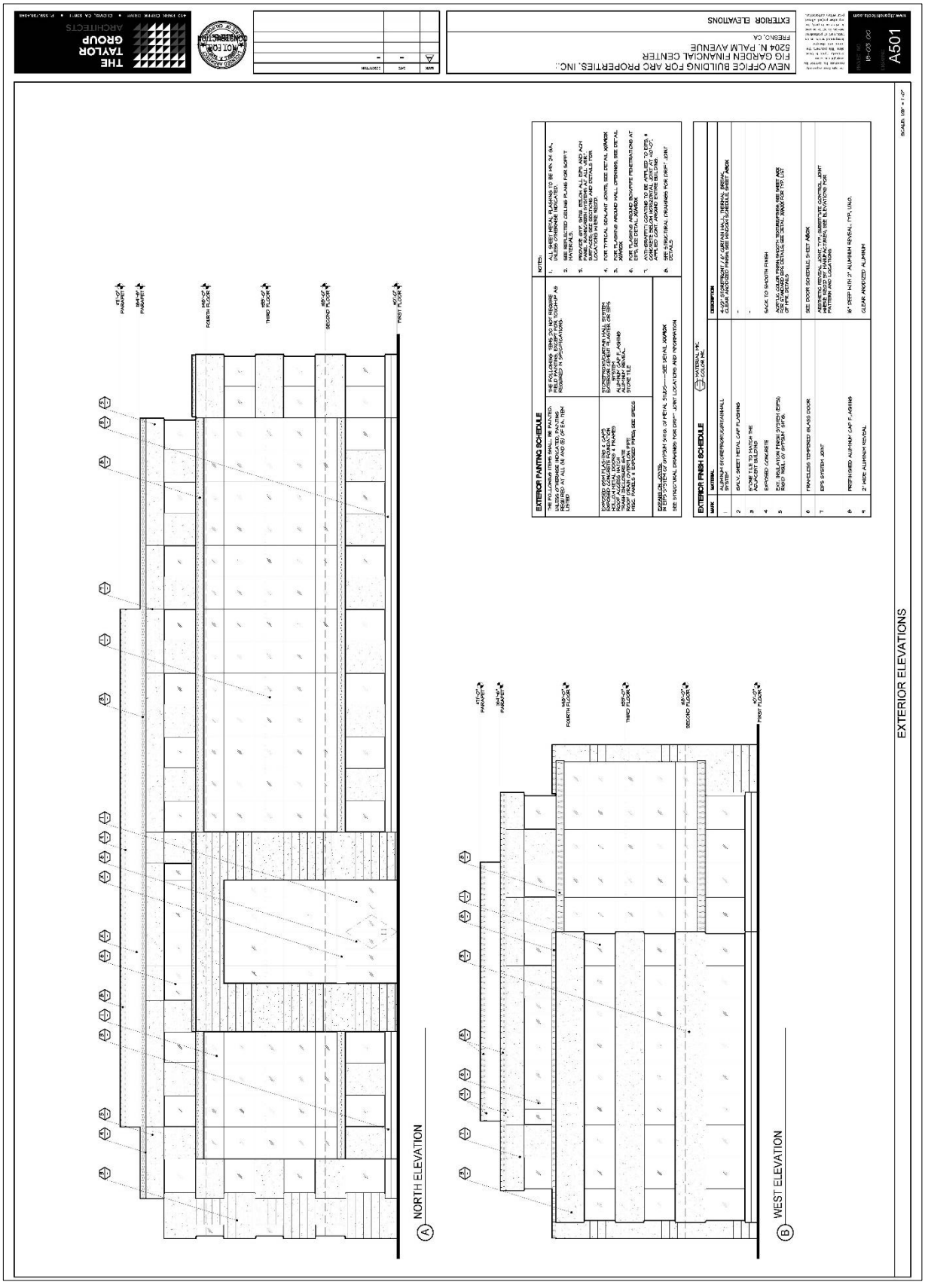
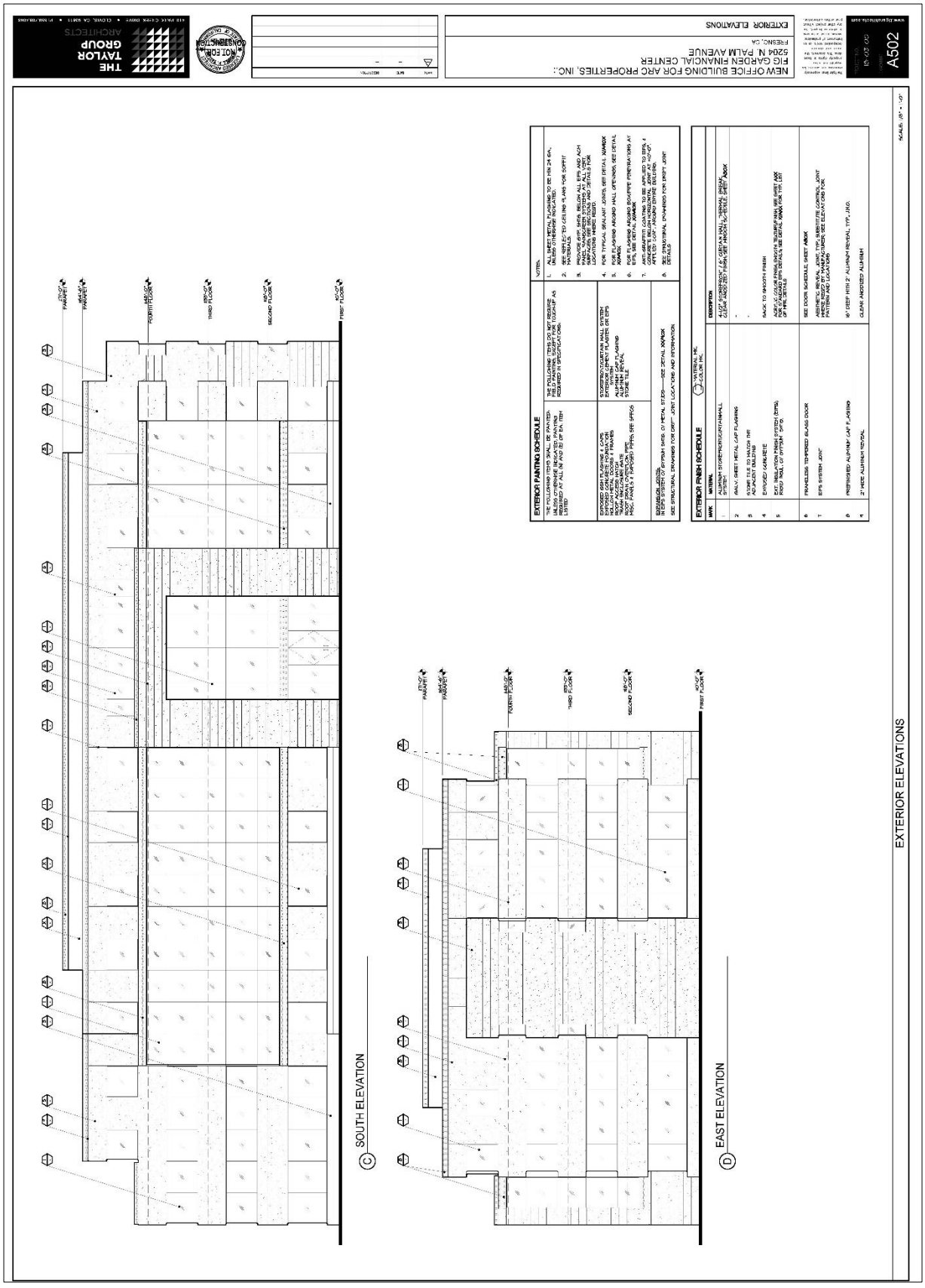


Figure 5
Office Building Elevation B



The project will require removal of some trees on site. However, trees and other landscaping will be integrated along the building perimeter, entrance, and within the parking areas. In addition, a small park will be installed next to the new parking area along W. San Jose Avenue.

The improvements such as those proposed by the project are typical of large City urban areas and are generally expected from residents of the City. These improvements would not substantially degrade the visual character of the area and would not diminish the visual quality of the area, as they would be consistent with the existing visual setting. The Project itself is not visually imposing against the scale of the existing adjacent office buildings and nature of the surrounding area.

Therefore, the Project would have ***less than significant impacts*** on the visual character of the area.

Mitigation Measures: None are required.

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

Less Than Significant Impact With Mitigation. With the exception of windows, the project does not propose any significant sources of glare. The use of standard windows in the proposed four-story office building would not result in significant glare impacts. Substantial portions of the overall project site are currently predominantly impacted by light and glare from the adjacent Fig Garden Shopping and Financial Centers and associated lighting sources. The majority of the project site is currently vacant and the only sources of night time light are street lamps and security lighting.

The proposed project would require night lighting on the outside of the building and within the parking areas for security purposes. Additional night lighting sources on the project site, especially any unshielded light, could result in spillover light that could impact surrounding adjacent residential uses. This would create new sources of light that could significantly impact nighttime light levels in the area. However, with mitigation, these impacts are reduced to ***less than significant.***

Mitigation Measures:

AES – 1 Exterior lighting shall be designed to be consistent with the standards of Illuminating Engineering Society of North America "Lighting for Exterior Environments" (1999) to reduce stray light. Prior to the approval of final design plans for the project, the applicant shall submit a lighting plan for review and approval by the City of Fresno Development and Resource Management Department to assure consistence with the above standard. The lighting plan shall indicate the amount, location, height, and intensity of outdoor

lighting sources, limited to the minimum necessary for public safety, including the following requirements: 1) exterior lighting shall be directional; 2) glare from exterior lighting shall be adequately minimized; 3) the source of directional lighting shall not be directly visible; and 4) vegetative screening shall be considered, where appropriate, as a means of reducing development-related light and glare.

II. AGRICULTURE AND FOREST RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

Fresno is located in Fresno County, which is a nationally-leading agricultural producer. The City's General Plan contains several policies intended to protect agricultural resources. The project site, however, does not contain any agricultural resource and therefore, the City's policies are not applicable. There are no agricultural resources near the site or in the surrounding area.

RESPONSES

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

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

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

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

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

No Impact. There are no agricultural resources or forest lands present on the project site, which consists of "Urban and Built-Up Land." Urban and Built-Up Land is not afforded protection under CEQA as it typically consists of land that is not suitable for agricultural uses. Since the majority of the site is developed, there are no existing agricultural uses or operations within the project boundaries, nor in the immediate vicinity. The proposed project would not convert prime farmland, conflict with an existing agricultural use, or result in the conversion of existing farmland. Additionally, no Williamson Act contracted lands would be impacted due to the project.

Therefore, there is ***no impact.***

Mitigation Measures: None are required.

III. AIR QUALITY

Would the project:

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

AFFECTED ENVIRONMENT

The climate of the City of Fresno and the San Joaquin Valley is characterized by long, hot summers and stagnant, foggy winters. Precipitation is low and temperature inversions are common. These characteristics are conducive to the formation and retention of air pollutants and are in part influenced by the surrounding mountains which intercept precipitation and act as a barrier to the passage of cold air and air pollutants.

The proposed Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide

(NO_2), particulate matter (PM_{10} and $PM_{2.5}$), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the applicable air basin into attainment with all state and federal ambient air quality standards designed to protect the health and safety of residents within that air basin. Areas are classified under the Federal Clean Air Act as either "attainment", "non-attainment", or "extreme non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O3, a State and Federal non-attainment area for PM2.5, a State non-attainment area for PM10, and Federal and State attainment area for CO, SO2, NO2, and Pb.

Standards and attainment status for listed pollutants in the Air District can be found in Table 1. Note that both state and federal standards are presented.

Table 1
Standards and Attainment Status for Listed Pollutants in the Air District

	Federal Standard	California Standard
Ozone	0.075 ppm (8-hr avg)	0.07 ppm (8-hr avg) 0.09 ppm (1-hr avg)
Carbon Monoxide	9.0 ppm (8-hr avg) 35.0 ppm (1-hr avg)	9.0 ppm (8-hr avg) 20.0 ppm (1-hr avg)
Nitrogen Dioxide	0.053 ppm (annual avg)	0.30 ppm (annual avg) 0.18 ppm (1-hr avg)
Sulfur Dioxide	0.03 ppm (annual avg) 0.14 ppm (24-hr avg) 0.5 ppm (3-hr avg)	0.04 ppm (24-hr avg) 0.25 ppm (1hr avg)
Lead	1.5 µg/m3 (calendar quarter) 0.15 µg/m3 (rolling 3-month avg)	1.5 µg/m3 (30-day avg)
Particulate Matter (PM10)	150 µg/m3 (24-hr avg)	20 µg/m3 (annual avg) 50 µg/m3 (24-hr avg)
Particulate Matter (PM2.5)	15 µg/m3 (annual avg)	35 µg/m3 (24-hr avg) 12 µg/m3 (annual avg)

µg/m3 = micrograms per cubic meter

Additional State regulations include:

CARB Portable Equipment Registration Program – This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program – The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile

sources to attain State Ambient Air Quality Standards (SAAQS); off- road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NOX) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act – Established in 2006, Assembly Bill 32 (AB 32) requires that California's GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions levels.

RESPONSES

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

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

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

d. Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed Project lies within the San Joaquin Valley Air Basin (SJVAB). At the Federal level, the SJVAB is designated as extreme nonattainment for the 8-hour ozone standard, attainment for PM_{10} and CO, and nonattainment fort $PM_{2.5}$. At the State level, the SJVAB is designated as nonattainment for the 8-hour ozone, PM_{10}, and $PM_{2.5}$ standards. Although the Federal 1-hour ozone standard was revoked in 2005, areas must still attain this standard, and the SJVAPCD recently requested an EPA finding that the SJVAB has attained the standard based on 2011-2013 data[1]. To meet Federal Clean Air Act (CAA) requirements, the SJVAPCD has multiple air quality attainment plan (AQAP) documents, including:

[1] San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 28. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed January 2016.

- Extreme Ozone Attainment Demonstration Plan (EOADP) for attainment of the 1-hour ozone standard (2004);
- 2007 Ozone Plan for attainment of the 8-hour ozone standard;
- 2007 PM_{10} Maintenance Plan and Request for Redesignation; and
- 2008 $PM_{2.5}$ Plan.

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

The annual significance thresholds to be used for the Project for construction and operational emissions are as follows[2]:

- 10 tons per year ROG;
- 10 tons per year NOx;
- 15 tons per year PM_{10}; and
- 15 tons per year $PM_{2.5}$.

The project will result in both construction emissions and operational emissions as described below.

Short-Term (Construction) Emissions

Site preparation and project construction would involve demolition, excavation, grading, hauling, and various activities needed to construct the project. During construction, the project could generate pollutants such as hydrocarbons, oxides of nitrogen, carbon monoxide, and suspended PM. A major source of PM would be windblown dust generated during construction activities. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Vehicles leaving the site could deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM10 emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM10 emissions would depend on soil moisture, the silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be

[2] San Joaquin Valley Air Control District – Air Quality Threshold of Significance – Criteria Pollutants. http://www.valleyair.org/transportation/0714-GAMAQI-Criteria-Pollutant-Thresholds-of-Significance.pdf. Accessed January 2019.

dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Operational Emissions

Operational emissions would primarily be generated from vehicles traveling to and from the office building. According to the Trip Generation Analysis prepared for the project, the office building will generate approximately 993 trips per day. There are no substantial stationary emission generators associated with the project.

Total Project Emissions

The estimated annual construction and operational emissions are shown below. The California Emissions Estimator (CalEEMod), Version 2016.3.2, was used to estimate construction and operational (vehicle trips) emissions resulting from both phases of the proposed Project. The modeling is based on the square footage of the office building, demolition of the apartment building, construction activities, and project trip generation (see traffic section of this document for project trip generation information). Modeling results are provided in Table 2 and the CalEEMod output files are provided in Appendix A.

Table 2
Proposed Project Construction and Operation Emissions

	VOC (ROG) (tons/year)	NO_x (tons/year)	PM_{10} (tons/year)	$PM_{2.5}$ (tons/year
Years 2019/2020 Construction (combined)	0.8419	1.8806	0.2139	0.1404
Year 2020 Operation	2.4214	7.7201	0.6848	0.3271
Total Estimated Emissions	**3.2633**	**9.6007**	**0.8987**	**0.4675**
Threshold of Significance	10	10	15	15
Significant?	No	No	No	No

Source: CalEEMod results (Appendix A). Crawford & Bowen Planning (2019)

As demonstrated in Table 2, estimated construction and operational emissions would not exceed the SJVAPCD's significance thresholds for ROG, NOx, PM_{10}, and $PM_{2.5}$. As a result, the Project uses would not conflict with emissions inventories contained in regional air quality attainment plans, and would not result in a significant contribution to the region's air quality non-attainment status[3].

[3] San Joaquin Valley Air Pollution Control District. Guide to Assessing and Mitigating Air Quality Impacts. March 19, 2015. Page 65. http://www.valleyair.org/transportation/GAMAQI_3-19-15.pdf. Accessed January 2019.

Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. The SJVAPCD provides screening criteria to determine when to quantify local CO concentrations based on impacts to the level of service (LOS) of roadways in the Project vicinity.

As further discussed in the Transportation/Traffic checklist evaluation, the Project would not generate substantial traffic (less than 1,000 trips per day) that would reduce the level of service on local roadways. Therefore, the Project would not significantly contribute to an exceedance that would exceed state or federal CO standards. Additionally, as the estimated construction and operational emissions are below SJVAPCD thresholds, any cumulative considerable increase in criteria pollutants would be less than significant.

Any impacts to air resources would be considered ***less than significant***.

Mitigation Measures: None are required.

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

Less Than Significant Impact. During construction, the various diesel powered vehicles and equipment in use on-site could create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the Project site. In addition, once the Project is operational, there would be no source of odors from the Project. Therefore, the impact is ***less than significant.***

Mitigation Measures: None are required.

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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?	☐	☒	☐	☐
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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The proposed Project site is located in a portion of the central San Joaquin Valley that has, for decades, experienced intensive agricultural and urban disturbances. Like most of California, Fresno and the Central San Joaquin Valley experiences a Mediterranean climate. Warm dry summers are followed by cool moist winters. Summer temperatures usually exceed 90 degrees Fahrenheit, and the relative humidity is generally very low. Winter temperatures rarely raise much above 70 degrees Fahrenheit, with daytime highs often below 60 degrees Fahrenheit. Annual precipitation within the proposed Project site is about 10 inches, almost 85% of which falls between the months of October and March. Nearly all precipitation falls in the form of rain and storm-water readily infiltrates the soils of the surrounding the sites.

Native plant and animal species once abundant in the region have become locally extirpated or have experienced large reductions in their populations due to conversion of upland, riparian, and aquatic habitats to agricultural and urban uses. Remaining native habitats are particularly valuable to native wildlife species including special status species that still persist in the region.

Over the years, the Fresno area has been substantially disturbed by agricultural and residential activities, with lands within the City itself having primarily been converted to urban development.

The Project area is level (nearly flat) and has two predominate habitat types: landscape and ruderal.

The potential ground-disturbance areas associated with the Project consist of asphalt paved parking areas, a vacant dirt lot void of vegetation, and some landscaping/trees. The site is completely surrounded by intense urban development.

RESPONSES

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

Less Than Significant Impact With Mitigation. The Project area and vicinity consist of developed land uses. Existing development has altered the natural landscape by introducing non-native plant species and removing potentially suitable natural habitat for sensitive plant or animal species within the Project area. The vegetation found within and along the project area consists of ornamental non-native species that provide little or no biological importance and value.

The California Natural Diversity Database (CNDDB) was examined to determine if any species identified as a candidate, sensitive, or special status species were located in or near the Proposed Project Area. The CNDDB did not identify any species within the Proposed Project area or site. There are no reported records of special status species (which included both listed species and species of concern or of statewide importance).

However, both raptors and migratory birds and their nests are protected under the Migratory Bird Treaty Act 16 U.S.C. §§ 703–712 (MBTA). The proposed Project will likely require removal of some trees to accommodate the project. Tree removal could remove an active nest at the time of project commencement or construction near an active nest could result in nest abandonment. Species with some likelihood to occur (at least for foraging) at the project site include, but are not limited to, the following: red-tailed hawk (*Buteo jamaicensis*), sharp-shinned hawk (*Accipiter striatus*), Cooper's hawk (*Accipter cooperii*), and American kestrel (*Falco sparverius*). While the life histories of these species vary, overlapping nesting and foraging similarities allow for their concurrent discussion. Impacts to nesting birds is potentially significant; however, implementation of Mitigation Measure BIO-1 would reduce this impact to a ***less-than-significant*** level.

Mitigation Measures:

BIO – 1 Protect Nesting Birds

1. To the extent practicable, construction shall be scheduled to avoid the nesting season, which extends from February through August.

2. If it is not possible to schedule construction between September and January, preconstruction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during Project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of construction activities. During this survey, the qualified biologist shall inspect all potential nest substrates in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer to be established around the nest. If work cannot proceed without disturbing the nesting birds, work may need to be halted or redirected to other areas until nesting and fledging are completed or the nest has otherwise failed for non-construction related reasons.

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 U.S. Fish and Wildlife Service?

No Impact. The Proposed Project site is located in an urban area that is surrounded by commercial and residential land uses. The site is not located within an established fish or wildlife migratory corridor. Therefore, ***no impacts*** to 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 would occur as a result of this project.

Mitigation Measures: None are required.

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The United States Army Corps of Engineers (USACE) regulates the dredge and fill of "Waters of the U.S." through Section 404 of the Clean Water Act (CWA). This proposed Project site and area are urbanized and does not contain federally protected waters or wetlands. Therefore, no impacts would occur 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 as a result of this Proposed Project. As such, there would be ***no impacts*** associated with the proposed improvements.

Mitigation Measures: None are required.

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?

No Impact. The Proposed Project site is located in an urban area that is surrounded by commercial and residential land uses. The site is not located within an established fish or wildlife migratory corridor. Therefore, ***no impacts*** to 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 would occur as a result of this project.

Mitigation Measures: None are required.

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

Less Than Significant. The Project is consistent with the relevant biological resource policies of the *Fresno General Plan* and Municipal Code Chapter 13 Article 3 – Street Trees and Parkways pertaining to tree removal and replacement. Therefore, there is a ***less than significant impact.***

Mitigation Measures: None are required.

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

No Impact. The Project site is not subject to any adopted habitat conservation plan, natural community conservation plan or other conservation plan, as there are no adopted plans. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

AFFECTED ENVIRONMENT

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric (before the introduction of writing in a particular area) or historic (after the introduction of writing). The majority of such places in this region are associated with either Native American or Euroamerican occupation of the area. The most frequently encountered prehistoric and early historic Native American archaeological sites are village settlements with residential areas and sometimes cemeteries; temporary camps where food and raw materials were collected; smaller, briefly occupied sites where tools were manufactured or repaired; and special-use areas like caves, rock shelters, and sites of rock art. Historic archaeological sites may include foundations or features such as privies, corrals, and trash dumps.

The City of Fresno lies at the intersection of where ethnographers generally recognize three cultural-geographical divisions of Yokuts: Foothills, Northern Valley, and Southern Valley. The Foothill Yokuts included about 15 named tribes, representing the eastern third of the 40 to 50 recorded Yokuts tribes. The immediate project vicinity consists of intense urban uses.

The project site has been subject to several environmental evaluations for a variety of proposed land uses including residential and commercial. As such, previous cultural resource evaluations have taken place for the project site. The most recent study was a Cultural Resources Literature and Field Review prepared by Basin Research Associates, Inc. (January 2010) and a Historical Evaluation for the property at 507 W. San Jose Avenue (Johnson Architecture, January 2010). Since cultural resources tend to be stationary, it can be reasonably assumed that the cultural evaluation that occurred in 2010 is still applicable, since the site remains undeveloped.

The prehistoric and historic site records and literature search was completed by the California Historical Resources Information System, Southern San Joaquin Valley Information Center (CHRIS/SSJVIC), California State University Bakersfield (File RS# 09-427, November 20, 2009). Specialized listings for cultural resources consulted by the SSJVIC include the Historic Properties Directory for Fresno County with the most recent updates of the National Register of Historic Places, California Historical Landmarks, and California Points of Historical Interest as well as other evaluations of properties reviewed by the State of California Office of Historic Preservation. Other sources consulted by the SSJVIC include California Inventory of Historic Resources, California Points of Historical Interest, and California Register. In addition, The California History Plan and Five Views: An Ethnic Sites Survey for California, Historic Properties Directory and available local and regional surveys/inventories/historic maps were consulted.

The records search found no recorded cultural resources (including archaeological sites and architectural properties) located within or adjacent to the proposed project or within 0.25 miles. This review included cultural resources listed in the National Register of Historic Places, California Register of Historical Resources, California State Landmarks, and the California Points of Historical Interest. None of the archaeological compliance reports on file at the CHRIS/SSJVIC include the project. The review of the Sacred Lands Inventory by the Native American Heritage Commission (NAHC) was negative (Dave Singleton, NAHC, November 2009).

No additional archaeological or historic resources were identified within or near the project site.

RESPONSES

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

No Impact. As discussed above, no historic resources were identified within or near the project site. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

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

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

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

Less Than Significant Impact With Mitigation. The project area is highly disturbed, consisting of office buildings, parking lots and residential housing. There are no known or visible cultural or archaeological resources, paleontological resources, or human remains that exist on the surface of the project area. Therefore, it is determined that the project has low potential to impact any sensitive resources and no further cultural resources work is required unless project plans change to include work not currently identified in the project description.

Although no cultural or archaeological resources, paleontological resources or human remains have been identified in the project area, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. Mitigation Measures CUL – 1 and CUL – 2 will be implemented to ensure that Project will result in ***less than significant impacts with mitigation***.

Mitigation Measures:

CUL – 1 Should evidence of prehistoric archeological resources be discovered during construction, the contractor shall halt all work within 25 feet of the find and the resource shall be evaluated by a qualified archaeologist. If evidence of any archaeological, cultural, and/or historical deposits is found, hand excavation and/or mechanical excavation shall proceed to evaluate the deposits for determination of significance as defined by the CEQA guidelines. The archaeologist shall submit reports, to the satisfaction of the City of Fresno, describing the testing program and subsequent results. These reports shall identify any program mitigation that the project proponent shall complete in order to mitigate archaeological impacts (including resource recovery and/or avoidance testing and analysis, removal, reburial, and curation of archaeological resources).

CUL – 2 In order to ensure that the proposed project does not impact buried human remains during project construction, the project proponent shall be responsible for on-going monitoring of project construction. Prior to the issuance of any grading permit, the project proponent shall provide the City of Fresno with documentation identifying construction personnel that will be responsible for on-site monitoring. If buried human remains are

encountered during construction, further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall be halted until the Fresno coroner is contacted and the coroner has made the determinations and notifications required pursuant to Health and Safety Code Section 7050.5. If the coroner determines that Health and Safety Code Section 7050.5(c) require that he give notice to the Native American Heritage Commission, then such notice shall be given within 24 hours, as required by Health and Safety Code Section 7050.5(c). In that event, the NAHC will conduct the notifications required by Public Resources Code Section 5097.98. Until the consultations described below have been completed, the landowner shall further ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices where Native American human remains are located, is not disturbed by further development activity until the landowner has discussed and conferred with the Most Likely Descendants on all reasonable options regarding the descendants' preferences and treatments, as prescribed by Public Resources Code Section 5097.98(b). The NAHC will mediate any disputes regarding treatment of remains in accordance with Public Resources Code Section 5097.94(k). The landowner shall be entitled to exercise rights established by Public Resources Code Section 5097.98(e) if any of the circumstances established by that provision become applicable.

VI. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☐	☒
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the most recently	☐	☒	☐	☐

VI. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
adopted Uniform Building Code creating substantial risks to life or property?				
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?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The project site is located within the San Joaquin Valley structural basin, bounded to the east by the Sierra Nevada Mountain Range and to the west by the Coastal Ranges. The project area is located on the high alluvial fan of the San Joaquin River. The site is relatively flat at an elevation of 320 feet above mean sea level in an area of intense urban uses. The project site is mapped as containing soils classified as San Joaquin Sandy Loam, shallow, 0-3 percent slopes (Natural Resources Conservation Service, US Department of Agriculture, Soil Survey Geographic Database).

RESPONSES

a-i. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.

a-ii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a-iii. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a-iv. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less Than Significant Impact. The proposed project site is not located in an earthquake fault zone as delineated by the 1972 Alquist-Priolo Earthquake Fault Zoning Map Act. The nearest known potentially active fault is the Clovis Fault, located about nine miles east of the site. No active faults have been mapped within the project boundaries, so there is no potential for fault rupture. It is anticipated that the proposed Project site would be subject to some ground acceleration and ground shaking associated with seismic activity during its design life. The project site would be engineered and constructed in strict accordance with the earthquake resistant design requirements contained in the latest edition of the California Building Code (CBC) for seismic zone III, as well as Title 24 of the California Administrative Code, and therefore would avoid potential seismically induced hazards on planned structures. The impact of seismic hazards on the project would be ***less than significant.***

Mitigation Measures: None are required.

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

Less Than Significant Impact With Mitigation. Construction activities associated with the Project involves excavation of existing asphalt pavement and concrete as well as ground preparation work for the new office building and parking areas. These activities could expose barren soils to sources of wind or water, resulting in the potential for erosion and sedimentation on and off the Project site. During construction, nuisance flow caused by minor rain could flow off-site. The City and/or contractor would be required to employ appropriate sediment and erosion control BMPs as part of a Stormwater Pollution Prevention Plan (SWPPP) that would be required in the California National Pollution Discharge Elimination System (NPDES). In addition, soil erosion and loss of topsoil would be minimized through implementation of the SVJAPCD fugitive dust control measures (See Section III). Once construction is complete, the Project would not result in soil erosion or loss of topsoil. Mitigation Measure GEO – 1 will ensure that impacts remain ***less than significant.***

Mitigation Measures:

GEO – 1 In order to reduce on-site erosion due to project construction and operation, an erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods by a registered civil engineer or certified professional. The erosion control plan shall incorporate best management practices consistent with the requirements of the National Pollution

Discharge Elimination System (NPDES). The erosion component of the plan must at least meet the requirements of the SWPPP required by the California State Water Resources Control Board. If earth disturbing activities are proposed between October 15 and April 15, these activities shall be limited to the extent feasible to minimize potential erosion related impacts. Additional erosion control measures shall be implemented in consultation with the City of Fresno. Prior to the issuance of any permit, the project proponent shall submit detailed plans to the satisfaction of the City of Fresno. The components of the erosion control plan and SWPPP shall be monitored for effectiveness by City of Fresno. Erosion control measures may include, but not be limited to, the following:

a. Limit disturbance of soils and vegetation disturbance removal to the minimum area necessary for access and construction;
b. Confine all vehicular traffic associated with construction to the right-of-way of designated access roads;
c. Adhere to construction schedules designed to avoid periods of heavy precipitation or high winds;
d. Ensure that all exposed soil is provided with temporary drainage and soil protection when construction activity is shut down during the winter periods; and
e. Inform construction personnel prior to construction and periodically during construction activities of environmental concerns, pertinent laws and regulations, and elements of the proposed erosion control measures.

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

d. Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?

Less Than Significant Impact With Mitigation. See Section VIa. above. The site is not at significant risk from earthquakes, ground shaking, liquefaction, or landslide and is otherwise considered geologically stable. Subsidence is typically related to over-extraction of groundwater from certain types of geologic formations where the water is partly responsible for supporting the ground surface. However, the site may be subject to soil hazards including existing fills and settlement potential that

could adversely impact proposed structures. Mitigation Measure GEO – 2 will reduce impacts to a ***less than significant*** level.

Mitigation Measures:

GEO – 2 The project proponent shall retain a registered geotechnical engineer to prepare a design level geotechnical analysis prior to the issuance of any grading and/or building permit. The design-level analysis shall address site preparation measures and foundation design requirements of the project. The design-level analysis shall be prepared to the satisfaction of the City of Fresno. Final design-level project plans shall be designed in accordance with the approved geotechnical analysis. This shall include certification of engineered fills and subgrade preparation through monitoring of earthwork and compaction testing by a geotechnical engineer during construction.

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?

No Impact. The Project does not include the construction, replacement, or disturbance of septic tanks or alternative wastewater disposal systems. The project will be required to tie into existing sewer services (See Utilities section for more details). Therefore, there is ***no impact.***

Mitigation Measures: None are required.

VII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

Various gases in the earth's atmosphere play an important role in moderating the earth's surface temperature. Solar radiation enters earth's atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. GHGs are transparent to solar radiation, but are effective in absorbing infrared radiation. Consequently, radiation that would otherwise escape back into space is retained, resulting in a warming of the earth's atmosphere. This phenomenon is known as the greenhouse effect. Scientific research to date indicates that some of the observed climate change is a result of increased GHG emissions associated with human activity. Among the GHGs contributing to the greenhouse effect are water vapor, carbon dioxide (CO_2), methane (CH_4), ozone, Nitrous Oxide (NO_x), and chlorofluorocarbons. Human-caused emissions of these GHGs in excess of natural ambient concentrations are considered responsible for enhancing the greenhouse effect. GHG emissions contributing to global climate change are attributable, in large part, to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors.

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation. Global climate change is, indeed, a global issue. GHGs are global pollutants, unlike criteria pollutants and TACs (which are pollutants of regional and/or local concern). Global climate change, if it occurs, could potentially affect water resources in California. Rising temperatures could be anticipated to result in sea-level rise (as polar ice caps melt) and possibly change the timing and amount of precipitation, which could alter water quality. According to some, climate change could result in more extreme weather patterns; both heavier precipitation that could lead to flooding, as well as more extended drought

periods. There is uncertainty regarding the timing, magnitude, and nature of the potential changes to water resources as a result of climate change; however, several trends are evident.

Snowpack and snowmelt may also be affected by climate change. Much of California's precipitation falls as snow in the Sierra Nevada and southern Cascades, and snowpack represents approximately 35 percent of the state's useable annual water supply. The snowmelt typically occurs from April through July; it provides natural water flow to streams and reservoirs after the annual rainy season has ended. As air temperatures increase due to climate change, the water stored in California's snowpack could be affected by increasing temperatures resulting in: (1) decreased snowfall, and (2) earlier snowmelt.

RESPONSES

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

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

Less Than Significant Impact. The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases from sources that in general emit 25,000 metric tons or more of carbon dioxide (CO2) per year. As shown in the CalEEMod results (Appendix A), the project will produce the following CO2:

Construction (2019)	252.66 MT/yr
Construction (2020)	275.50 MT/yr
Operation (2020)	1,071.07 MT/yr
Combined:	**1,599.23 MT/yr**

To be conservative, the proposed project construction and operational CO2 emissions are combined and the project is estimated to produce 1,599.23 tons per year of CO2. This represents approximately six percent of the reporting threshold. The impact is therefore considered ***less than significant.***

Additionally, emissions from construction are temporary in nature. The SJVAPCD has implemented a guidance policy for development projects within their jurisdiction. This policy, "Guidance for Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA," approved by the Board on December 17, 2009, does not address temporary GHG emissions from construction, nor does this policy establish numeric thresholds for ongoing GHG emissions. Therefore, construction-generated GHGs are ***less than significant.***

Mitigation Measures: None are required.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a safety hazard for people residing or working in the project area?				
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	☐	☐	☐	☒

AFFECTED ENVIRONMENT

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. There are no known hazardous material producing facilities in the vicinity of the Project. The Project is located adjacent to and within the existing Fig Garden Financial Center and is adjacent to residential housing. There are no schools within ¼ mile and the project site is not within two miles of any airports.

RESPONSES

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

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

Less Than Significant Impact With Mitigation. Construction of the Project would require the use and transport of hazardous materials, including fuels, oils, and other chemicals (e.g., paints, lead, adhesives, etc.) typically used during construction. It is likely that these hazardous materials and vehicles would be stored by the contractor(s) on-site during construction activities. Improper use and transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. However, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the Department of Toxic Substances Control (DTSC), the U.S. Environmental Protection Agency (EPA) and the Occupational Safety and Health Administration (OSHA). In addition, a Storm Water Pollution Prevention Plan (SWPPP) is required for the Project (see Mitigation Measure GEO – 1) and shall include emergency procedures for incidental hazardous materials releases. The SWPPP also includes Best Management Practices which includes requirements for hazardous materials storage.

The use of hazardous materials would be confined to the Project construction period. The Project itself, once constructed, will not contain, use or produce any hazardous materials.

Existing Apartment Complex Demolition

The project proposes demolition of the existing 44-unit apartment complex located south of W. San Jose Avenue. This includes removal of the apartment buildings, a former swimming pool, and other related structures. The presence of existing hazards on-site may result in a significant public health hazard due to the potential exposure of construction personnel and future site occupants to these hazards if not properly remediated. The presence of known and possible unknown hazards on the project site is considered a potentially significant impact. In order to ensure that potential impacts associated with the exposure of existing on-site hazards are reduced to a less-than-significant level, mitigation is warranted to ensure that all hazardous materials and/or conditions are properly managed. After mitigation, the impact is ***less than significant.***

Mitigation Measures:

HAZ – 1 The project proponent shall retain a qualified consultant to prepare a Phase I Environmental Site Assessment for all project related disturbance areas. If evidence of hazardous materials may be present, the project proponent shall assess and remediate any hazardous materials or hazardous conditions in accordance with local, state, and federal regulatory requirements. Prior to the issuance of a grading permit, the project proponent shall submit written evidence to the City of Fresno that any hazardous conditions have been remediated.

HAZ – 2 In order to reduce potential health risks to construction personnel, the project proponent shall retain a qualified consultant to survey all buildings for asbestos under the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to demolition. If asbestos containing material is documented within existing on-site structures, all potentially friable asbestos shall be removed prior to building demolition in accordance with NESHAP guidelines. Under the San Joaquin Valley Air Pollution Control District's Rule 4002, written notification to the Air District is also required for demolition and asbestos removal activities. Prior to the issuance of a grading permit, the project proponent shall submit written evidence to the City of Fresno from a qualified consultant demonstrating that all asbestos containing material has been properly removed and demolition activities may proceed without exposing construction personnel to asbestos related-hazards.

HAZ – 3 In order to reduce human health risks to construction personnel, the project proponent shall retain a qualified consultant to conduct a lead-based paint survey to evaluate the presence of lead-based paint prior to demolition. If lead-based paint is observed within existing buildings and the surrounding area, all peeling and flaking lead-based paint shall be removed and properly disposed of separately from building debris, in accordance with current Department of Toxic Substances Control polices. All site soils contaminated by lead-based paint shall be removed and properly disposed prior to any construction activities. Prior to the issuance of a grading permit, the project proponent shall submit written evidence to the City of Fresno or designated representative from a qualified consultant demonstrating that all lead-based paint has been properly removed and that no further health hazards related to lead-based paint exist on-site.

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

No Impact. No schools are located within 0.25 mile of the project site. This condition precludes the possibility of activities associated with the proposed project exposing schools within a 0.25-mile radius of the project site to hazardous materials. No impact would occur.

Mitigation Measures: None are required.

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?

Less Than Significant Impact. A database search was conducted to identify recorded hazardous materials incidents in the project area. The search included recorded incidents on the National Priorities List (NPL), State Priority List (SPL), the Superfund Comprehensive Environmental Response Compensation and Liability Information System List (CERLIS), the EPA's emergency response notification system list (ERNS), and other federal, state, and local agency databases. The project site was not listed in any of the databases searched. See also Response b. Pursuant to Mitigation Measure HAZ – 1, the project proponent will be required to prepare a Phase 1 Environmental Site Assessment. Therefore, there the impact will be ***less than significant.***

Mitigation Measures: None are required.

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

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

No Impact. The project site is not located within an airport land use plan. The Fresno Yosemite International Airport is located more than five miles southeast of the project site. The Sierra Sky Park Airport, a privately-owned, public-use airport, is located about three miles northwest of the site. The proposed 60-foot high office building would not create any safety hazards to future occupants or airport operations. Since the project is outside all safety hazard and approach zones for the airports, it is not subject to specific lighting, design, or other measures related to air traffic safety. The project would not impact airport operations. Therefore, there is ***no impact.***

Mitigation Measures: None are required.

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

Less Than Significant Impact. To accommodate the new office building and parking area, the project will require abandonment of a portion N. Colonial Avenue and W. San Jose Avenue where those streets meet adjacent to the project site. The intention is to create a cul-de-sac with an adequately sized turn-around pocket just south of the intersection of N. Colonial Avenue and W. San Ramon Avenue and a second cul-de-sac turn-around pocket on W. San Jose Avenue just north of the

proposed new parking area. This will eliminate thru-traffic along this route. However, access to the new parking area and the new office building will be provided from W. San Jose Avenue. The turn-around pockets have been adequately sized for emergency vehicles and will provide emergency vehicle access to the site and surrounding area as needed.

The City has consulted with its police, fire and ambulance service providers to determine that the proposed project provides adequate emergency access to the project site and surrounding areas. The City will also provide specific construction schedules and pertinent Project information so that adequate access is maintained at all times. Therefore, the Project will have ***a less than significant impact.***

Mitigation Measures: None are required.

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

No Impact. Implementation of the Project would not change the degree of exposure to wildfires because no new housing or businesses will be constructed and there are no wildlands in the Project vicinity. Therefore, there is ***no impact.***

Mitigation Measures: None are required.

IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☒	☐	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or	☐	☒	☐	☐

IX. HYDROLOGY AND WATER QUALITY

Would the project:

		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
	provide substantial additional sources of polluted runoff?				
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j.	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

According to the City's adopted Urban Water Management Plan (2015), the City's existing water system consists of about 1,799 miles of transmission and distribution pipelines, 260 active municipal groundwater wells, 224 of which registered flows in the past year, 2 surface water treatment facilities of rated capacities of 2 and 30 mgd, 3 water storage facilities, and 4 booster pump facilities. The distribution system was previously divided into four quasi-pressure zones to help regulate and optimize system pressures as there is an approximate 120 feet of elevation decrease running across the city from the northeast to the southwest.

The City of Fresno will provide water to the office building, however, project will be required to tie into the City's existing water service infrastructure.

RESPONSES

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

Less Than Significant Impact. The Project has the potential to impact water quality standards and/or waste discharge requirements during construction (temporary impacts) and operation. Impacts are discussed below.

Construction

Although the proposed project site is relatively small in scale, grading, excavation, removal of vegetation cover, and loading activities associated with construction activities could temporarily increase runoff, erosion, and sedimentation. Construction activities also could result in soil compaction and wind erosion effects that could adversely affect soils and reduce the revegetation potential at construction sites and staging areas.

Three general sources of potential short-term construction-related stormwater pollution associated with the proposed project are: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth moving activities which, when not controlled, may generate soil erosion and transportation, via storm runoff or mechanical equipment. Generally, routine safety precautions for handling and storing construction materials may effectively mitigate the potential pollution of stormwater by these materials. These same types of common sense, "good housekeeping" procedures can be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes.

Poorly maintained vehicles and heavy equipment leaking fuel, oil, antifreeze, or other fluids on the construction site are also common sources of stormwater pollution and soil contamination. In addition, grading activities can greatly increase erosion processes. Two general strategies are recommended to prevent construction silt from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed. Secondly, the area should be secured to control offsite migration of pollutants. These Best Management Practices (BMPs) would be required in the Stormwater Pollution Prevention Plan (SWPPP) to be prepared prior to commencement of Project construction. When properly designed and implemented, these "good-housekeeping" practices are expected to reduce short-term construction-related impacts to less than significant.

In accordance with the National Pollution Discharge Elimination System (NPDES) Stormwater Program, as discussed in Section 3.5 Geology and Soils the Project will be required to comply with existing regulatory requirements to prepare a SWPPP designed to control erosion and the loss of topsoil to the extent practicable using BMPs that the Regional Water Quality Control Board (RWQCB) has deemed effective in controlling erosion, sedimentation, runoff during construction activities. The specific controls are subject to the review and approval by the RWQCB and are an existing regulatory requirement.

Operation

The proposed office building will result in wastewater from restroom and kitchen facilities that will be discharged into the City's existing wastewater treatment system. The effluent produced by the project will be typical of other office buildings and therefore is not anticipated to produce any discharge that would violate the City's waste discharge requirements.

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. The project does not propose any wells on the site; the City of Fresno Department of Public Utilities Water Division has determined that no new or expanded water supply facilities are necessary to serve the project. The project's potential impacts related to water supply and groundwater resources (to the extent that groundwater represents the City's primary source of supply) are more appropriately addressed within the context of the adequacy of existing water supply infrastructure in the project area. Please see Section XVIII. Utilities and Service Systems. Water service would be provided to the project by the City of Fresno.

Project demands for groundwater resources in connection with the proposed project would not substantially deplete groundwater supplies and/or otherwise interfere with groundwater recharge efforts being implemented by the City of Fresno. The proposed project is not anticipated to result in additional demands for groundwater resources beyond those considered in the 2015 UWMP. The project would result in less water demand than anticipated in the 2015 UWMP based on the site's existing land use designation. The project would, however, increase demand for ground water

resources beyond existing levels. As discussed in Section XVIII. Utilities and Service Systems, current on-site water use is primarily associated with exterior landscaping and maintenance requirements. No interior water use is currently associated with the existing, vacant, apartment complex. As a result, the project would potentially affect groundwater resources by increasing on-site water use as compared to current on-site use.

While the project would increase demand for groundwater resource beyond current levels, the project would utilize significantly less water than the water demand projections contained in the 2015 UWMP with respect to development of this site. Therefore, the project's water demands were effectively considered under the terms of that UWMP. Based on the assumptions in the City's UWMP, the project would not negatively impact water supplies or otherwise deplete groundwater supplies. Moreover, the proposed project is not anticipated to interfere with groundwater recharge efforts being implemented by the City. The City's UWMP contains a detailed evaluation of existing sources of water supply, anticipated future water demand, extensive conservation measures, and the development of new water supplies (recycled water, increased recharge, surface water treatment, etc.). Measures contained in the UWMP are intended to reduce demands on groundwater resources by augmenting supply and introducing conservation measures and other mitigation strategies. A detailed analysis of the project's potential water demand is contained in Section XVIII. Utilities and Service Systems within the context of water supply.

The proposed project would not substantially deplete groundwater resources such that a significant environmental impact would occur. Therefore, the impact is ***less than significant.***

Mitigation Measures: None are required.

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

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

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

f. Otherwise substantially degrade water quality?

Less Than Significant Impact. The Project includes minor changes to the existing stormwater drainage pattern of the area through the installation of asphalt, the office building, parking areas, landscaping, curb, gutter and sidewalks. The project area was previously planned for residential uses rather than for commercial uses. Therefore, as a condition of approval, the project applicant will be required to mitigate the impacts of increased runoff from the proposed office development and parking area. The project has been reviewed by the Fresno Metropolitan Flood Control District. The project developer will be required to prepare a drainage / grading plan as identified in Mitigation Measure HYD – 1. The Project would not otherwise degrade water quality. Therefore, with mitigation, the project will have a ***less than significant impact.***

Mitigation Measures:

HYD – 1 The project proponent shall retain a qualified consultant to prepare a drainage / grading plan prior to the issuance of any grading and/or building permit. The design-level analysis shall be prepared to the satisfaction of the City of Fresno. The developer may either make improvements to the existing pipeline system to provide additional capacity or may use some type of permanent peak reducing facility in order to eliminate adverse impacts on the existing storm drain system.

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

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

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

j. Inundation by seiche, tsunami, or mudflow?

No Impact. The Project is not within a regulatory floodway or within a base floodplain (100 year) elevation. In addition, the Project does not include any housing or structures that would be subject to flooding either from a watercourse or from dam inundation. There are no bodies of water near the site that would create a potential risk of hazards from seiche, tsunami or mudflow. Therefore, there are ***no impacts.***

Mitigation Measures: None are required.

X. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☒	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The project site is located within the Bullard Community Planning area in the City of Fresno, California. The project site is situated near the northeast corner of Palm Avenue and Shaw Avenue, and is bounded by N. Palm Avenue to the west, W. San Ramon Avenue, N. Colonial Avenue and W. San Jose Avenue to the north, the Fig Garden Village shopping center to the southwest, and single- and multi-family residential development to the north, south, and east.

RESPONSES

a. Physically divide an established community?

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

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?

Less Than Significant Impact. The site is located at the existing Fig Garden Financial Center adjacent to Fig Garden Village in a relatively busy mixed-use area including shopping, services and housing in central Fresno. The immediate vicinity is comprised of large office buildings, parking areas and residential housing. To the north and east of the proposed office building is residential housing while existing office buildings are located to the south and west. The proposed new parking area is surrounded by residential housing to the north and south, a vacant lot to the east, and an office building to the west. The area is highly disturbed with urban uses.

Zoning

APN 417-140-21 is zoned R-I-AH (Medium-Density Residential)

APN 417-231-16 is zoned R-2 (Medium-High-Density Residential)

APN 417-140-26 is zoned RMX (Regional Mixed Use)

APN 417-231-17 is zoned R-I-A-H (Medium-Low-Density Residential)

APN 417-231-19 is zoned C-P/CZ (Office Commercial)

The project will require the following entitlements from the City of Fresno:

- General Plan amendment from residential to Commercial Office
- Zone change from residential to C-P Office Commercial
- Street abandonment
- Lot merger
- Grading and building permits

The Project has no characteristics that would physically divide the City of Fresno. Although a portion of a thru-street will be abandoned, the result would not physically divide an established community, as access to the existing residential and commercial establishments will remain. The Project is consistent with the City's General Plan and there are no plans that the Project conflicts with. Therefore, there is a ***less than significant impact.***

Mitigation Measures: None are required.

XI. MINERAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

RESPONSES

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

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

No Impact. There are no known mineral resources in the Project area and none are identified in the City's General Plan near the Project site. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XII. NOISE

Would the project:

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

AFFECTED ENVIRONMENT

Noise is most often described as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. The City of Fresno is impacted by a multitude of noise sources. Mobile sources of noise, especially cars and trucks, are the most common and significant sources of noise in most communities, and they are predominant sources of noise in the City. In addition, commercial, industrial, and institutional land uses throughout the City (i.e., schools, fire stations, utilities) generate stationary-source noise. The project is located in an intensively developed commercial/office area, but is adjacent to residential housing. The predominant noise sources in the project area include traffic on local roadways and typical noise associated with shopping centers such as Fig Garden Village and residential noise (lawn mowers, audio equipment, voices, etc.). Sensitive receptors in the area include the residential housing adjacent to the project areas.

RESPONSES

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

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

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

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

Less than Significant Impact.

Short-term (Construction) Noise Impacts

Proposed Project construction related activities will involve temporary noise sources and are anticipated to begin in 2019 through 2020. Typical construction related equipment include graders, trenchers, small tractors and excavators. During the proposed Project construction, noise from construction related activities will contribute to the noise environment in the immediate vicinity. Activities involved in construction will generate maximum noise levels, as indicated in Table 3, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise controls.

Table 3
Typical Construction Noise Levels

Type of Equipment	dBA at 50 ft	
	Without Feasible Noise Control	With Feasible Noise Control
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

The distinction between short-term construction noise impacts and long-term operational noise impacts is a typical one in both CEQA documents and local noise ordinances, which generally recognize the reality that short-term noise from construction is inevitable and cannot be mitigated beyond a certain level. Thus, local agencies frequently tolerate short-term noise at levels that they would not accept for permanent noise sources. A more severe approach would be impractical and might preclude the kind of construction activities that are to be expected from time to time in urban environments. Most residents of urban areas recognize this reality and expect to hear construction activities on occasion.

In addition, construction activities would not occur between the hours of 10:00 PM and 7:00 AM, Monday through Saturday, in accordance with Fresno Municipal Code Section 10-109, which limits work hours "to between the hours of 7 AM and 10 PM on any day except Sunday." Further restrictions on construction noise may be placed on the project as determined through the Conditional Use permit process.

Long-term (Operational) Noise Impacts

The primary source of on-going noise from the project will be from vehicles traveling to and from the site. The project will result in an increase in traffic on some roadways in the project area. However, the relatively low number of new trips associated with the project is not likely to increase the ambient noise levels by a significant amount. Policy H-1-b of the City's Noise Element addresses significant project-related increases in ambient noise levels for evaluation of noise impacts. A significant increase is assumed to occur if a project causes the ambient noise level to increase by the following amounts:

Where ambient noise levels are <60 dB : an increase of 5 dB or more

Where ambient noise levels are 60-65 dB: an increase of 3 dB or more

Where ambient noise levels are >65 dB : an increase of 1.5 dB or more

Given the relatively large amount of existing vehicular activity in the project area, the small increase in traffic associated with the new office building (less than 1,000 daily trips), is not expected to increase ambient noise levels by more than 1 dB. The area is highly active with vehicles, commercial establishments and other noise generating sources and the proposed project will not introduce a new source of noise that isn't already occurring in the area. Other operational noise generation from air conditioning systems or other mechanical equipment will be similar to the other offices in the area and will be shielded to dampen the noise impacts.

Therefore, the impact is considered ***less than significant.***

Mitigation Measures: None are required.

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

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

No Impact. The Project is not located within an airport land use plan or within the vicinity of any airports or airstrips. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XIII. POPULATION AND HOUSING

Would the project:

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

AFFECTED ENVIRONMENT

An existing vacant 44-unit apartment building will be removed as part of the project. There is no new housing associated with the project.

RESPONSES

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

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

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

Less Than Significant Impact. There are no new homes associated with the proposed Project. The apartment building that is being demolished is uninhabitable. The relatively minor amount of new employment opportunities that would be created by the proposed Project could be readily filled by

the existing employment base, given the City's existing unemployment rates. The proposed Project will not affect any regional population, housing, or employment projections anticipated by City policy documents. There is a ***less than significant impact***.

Mitigation Measures: None are required.

XIV. PUBLIC SERVICES

Would the project:

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

AFFECTED ENVIRONMENT

The site is located at the existing Fig Garden Financial Center adjacent to Fig Garden Village in a relatively busy mixed-use area including shopping, services and housing in central Fresno. The immediate vicinity is comprised of large office buildings, parking areas and residential housing. The area is served by City of Fresno Police, Fire, the Fresno Unified School District and other public facilities.

RESPONSES

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

Fire protection?

Police Protection?

Schools?

Parks?

Other public facilities?

Less Than Significant Impact. Police protection services would be provided to the project site from the existing Northwest District Station, which is situated on 3781 N. Hughes Ave, approximately three miles from the project site. The project is located within the Northwest District. The project site is located in an area currently served by the Police Department; the Department would not need to expand its existing service area or construct a new facility to serve the project site.

According to the City of Fresno Fire Department, the proposed project would be served by Station 11, which is located at 5544 North Fresno. Project development would result in an incremental increase in demand for fire protection services due to the introduction of a new commercial office building within the project area. The project site would be served by Station 11, which is located at 5544 N. Fresno, approximately 0.5 miles from the project site. According to the Fire Department, response times to the project site would be within the Department's stated goal of four minutes. As a result, the project would not adversely impact the Department's ability to provide fire protection services within the project area or adversely impact target response times such that additional facilities would need to be constructed.

The proposed project, as a condition of approval, will be required to comply with all applicable fire and building safety codes (California Building Code and Uniform Fire Code) to ensure adequate fire safety elements are incorporated into final project design, including the providing minimum turning radii for fire equipment. Proposed driveways will be required to provide appropriate widths and turning radii to safely accommodate emergency response and the transport of emergency/public safety vehicles. The project will also be designed to meet Fire Department requirements regarding fire flow, water storage requirements, hydrant spacing, infrastructure sizing, and emergency access. As a result, appropriate fire safety considerations will be included as part of the final design of the project. Based on the above analysis, the proposed project would not impact the Department's ability to provide fire protection services within the project area.

The project does not include any housing and thus would not impact any school facilities. In addition, the project includes a small park area that will be open to the public, the environmental impacts of which are addressed in this document.

The Project has no design, construction or operational characteristics that would necessitate the need for new or expanded facilities related to fire protection, police protection, schools, parks, or other public facilities. There is no housing related or population inducing component of the Project. The project applicant will be required to pay standard development impact fees for the public services described herein as determined by the City of Fresno. Therefore, there is a ***less than significant impact.***

Mitigation Measures: None are required.

XV. RECREATION

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

There are no parks or recreational facilities in the immediate vicinity of the project site. However, the project includes construction of a small park area that will be open to the public.

RESPONSES

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

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The project has no design, construction or operational characteristics that would necessitate the need for new or expanded facilities related to recreational facilities. There is no housing related or population inducing component of the project. However, the project is likely to improve park/recreational facilities by constructing a small park to be located north of the new parking area adjacent to W. San Jose Avenue. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XVI. TRANSPORTATION/ TRAFFIC

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e. Result in inadequate emergency access?	☐	☐	☒	☐

XVI. TRANSPORTATION/ TRAFFIC

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Would the project:				
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

AFFECTED ENVIRONMENT

The project site is located near the northeast corner of Palm Avenue and Shaw Avenue, and is bounded by N. Palm Avenue and the Fig Garden Financial Center to the west, W. San Ramon Avenue, N. Colonial Avenue and W. San Jose Avenue to the north, the Fig Garden Village shopping center to the south, and single- and multi-family residential development to the north, south, and east.

A Trip Generation Analysis for the project was prepared by Precision Civil Engineering (See Appendix B).

RESPONSES

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

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

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

e. Result in inadequate emergency access?

Less Than Significant Impact. To accommodate the new office building and parking area, the project will require abandonment of a portion N. Colonial Avenue and W. San Jose Avenue where those streets meet adjacent to the project site. The intention is to create a "dead-end" cul-de-sac with an adequately sized turn-around pocket just south of the intersection of N. Colonial Avenue and W. San Ramon Avenue and a second cul-de-sac turn-around pocket on W. San Jose Avenue just north of the proposed new parking area. This will eliminate thru-traffic along this route. However, access to the project will be provided from W. San Jose Avenue. The turn-around pockets have been adequately sized for emergency vehicles and will provide emergency vehicle access to the site and surrounding area as needed.

The "Mobility and Transportation" element of the City of Fresno General Plan 2035 breaks down the City of Fresno into four Traffic Impact Zones (TIZ's) on General Plan Figure MT-4. The project lies within TIX-II, which represents areas of the City that are mostly developed and built out. To encourage infill development and minimize upfront infrastructure cost, the peak hour Level of Service (LOS) shall be maintained at LOS E or better for all intersections and roadway segments. The trigger for requiring a Traffic Impact Study (TIS) for all development within the TIZ-II is when a project is anticipated to generate 200 or more new peak hour trips. As identified below, the project will result in less than 200 peak hour trips and thus a full TIS is not warranted.

Trip Generation Analysis

Project trip generation was developed assuming approximately 90,000 square feet of usable office space would be available. According to the Institute of Transportation Engineers, Trip Generation (Ninth Edition), the project will generate approximately 993 daily trips and is anticipated to have 141 AM peak hour trips and 134 PM peak hour trips (See Table 4 below).

Table 4
Proposed Project Trip Generation

Project Component	Total Daily Trips	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour In	PM Peak Hour Out
General Office ITE Code 710	993	124	17	23	111
		Total: 141		Total: 134	

With the proposed abandonment and restricted access to the existing local roads, the proposed trips will gain access to the project site through the existing commercial and office developments to the west. San Jose Avenue and Palm Avenue will be the main access point. According to the Trip Generation Analysis, the intersections of Palm/Shaw, Palm/San Jose and Palm/Barstow, are all signalized. The City should continue to monitor these intersections and adjust signal timing as needed to improve the level of service.

In order to ensure that impacts remain ***less than significant***, mitigation measures have been included.

Mitigation Measures:

TRA – 1 Provide pedestrian connectivity to the adjacent commercial shopping center and the existing residential developments to the west and north.

TRA – 2 Provide bicycle storage facilities on-site to encourage use of pedestrian, bicycle and transit modes for accessing the project site.

TRA – 3 Access to San Jose Avenue and N. Colonial Avenue should be restricted to emergency access only.

TRA – 4 The project shall pay into applicable transportation fee programs. These include a Fresno Major Street Impact Fee (FMSI), a Traffic Signal Mitigation Impact Fee (TSMI) and a Regional Transportation Mitigation Fee (RTMF). The FMSI Fee will be calculated and assessed during the building permit process. The RTMF will be calculated and assessed by Fresno COG.

It is also recommended that the City continue to monitor these intersections identified above and adjust signal timing to improve the intersection level of services.

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

No Impact. The Project is not located in the vicinity of any airfields or airports. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

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

No Impact. The Project includes the addition of pedestrian facilities (walkways, sidewalks, curbs and ADA facilities). Implementation of the Project will be beneficial to such facilities. Therefore, there is ***no impact***.

Mitigation Measures: None are required.

XVII. TRIBAL CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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	☐	☐	☒	☐
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.	☐	☐	☒	☐

RESPONSES

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

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.

Less Than Significant Impact. In accordance with Assembly Bill (AB) 52, potentially affected Tribes were formally notified of this Project and were given the opportunity to request consultation on the Project. The City contacted the Native American Heritage Commission, requesting a contact list of applicable Native American Tribes, which was provided to the City. The City provided letters to the listed Tribes, notifying them of the Project and requesting consultation, if desired. The City did not receive any responses from the tribes contacted. Therefore, there is a ***less than significant impact***.

Mitigation Measures: None are required.

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

XVIII. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

AFFECTED ENVIRONMENT

The City of Fresno provides water, sewer, storm drain and solid waste services. The project will be responsible for constructing infrastructure to tie into these services.

RESPONSES

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

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

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

Less Than Significant Impact. The proposed office building will result in wastewater from restroom and kitchen facilities that will be discharged into the City's existing wastewater treatment system. The effluent produced by the project will be typical of other office buildings and therefore is not anticipated to produce any discharge that would violate the City's waste discharge requirements. The City of Fresno Public Works Department has reviewed the project and has determined that it has adequate capacity to serve the project.

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

Mitigation Measures: None are required.

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

Less Than Significant Impact. The Project includes minor changes to the existing stormwater drainage pattern of the area through the installation of asphalt, the office building, parking areas, landscaping, curb, gutter and sidewalks. The project area was previously planned for residential uses rather than for commercial uses. Therefore, as a condition of approval, the project applicant will be required to mitigate the impacts of increased runoff from the proposed office development and parking area. The project has been reviewed by the Fresno Metropolitan Flood Control District and conditions and requirements of the project pertaining to storm drain facilities have been provided to the project developer. The project developer will be required to prepare a drainage / grading plan as identified in Mitigation Measure HYD – 1. Therefore, with mitigation, the project will have a ***less than significant impact.***

Mitigation Measures:

HYD – 1 The project proponent shall retain a qualified consultant to prepare a drainage / grading plan prior to the issuance of any grading and/or building permit. The design-level analysis shall be prepared to the satisfaction of the City of Fresno. The developer may either make improvements to the existing pipeline system to provide additional capacity or may use some type of permanent peak reducing facility in order to eliminate adverse impacts on the existing storm drain system.

d. <u>Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</u>

Less Than Significant Impact. Water service would be provided to the project by the City of Fresno and the City of Fresno Department of Public Utilities Water Division has determined that no new or expanded water supply facilities are necessary to serve the project.

Project demands for groundwater resources in connection with the proposed project would not substantially deplete water supplies. The proposed project is not anticipated to result in additional demands for water resources beyond those considered in the 2015 UWMP. The proposed office building would result in less water demand than anticipated in the 2015 UWMP based on the site's existing land use designation (residential). The project would, however, increase demand for water resources beyond existing levels (vacant land and uninhabited apartment building). Current on-site water use is primarily associated with exterior landscaping and maintenance requirements. No interior water use is currently associated with the existing, vacant, apartment complex. As a result, the project would potentially affect water resources by increasing on-site water use as compared to current on-site use.

While the project would increase demand for water resources beyond current levels, the project would utilize less water than the water demand projections contained in the 2015 UWMP with respect to development of this site. The site is currently designated for residential housing. If the project area were developed fully with residential uses, the water use would exceed that of the office building. Therefore, the project's water demands were effectively considered under the terms of that UWMP. Based on the assumptions in the City's UWMP, the project would not negatively impact water supplies or otherwise deplete groundwater supplies. Moreover, the proposed project is not anticipated to interfere with groundwater recharge efforts being implemented by the City. The City's UWMP contains a detailed evaluation of existing sources of water supply, anticipated future water demand, extensive conservation measures, and the development of new water supplies (recycled water, increased recharge, surface water treatment, etc.). Measures contained in the UWMP are intended to reduce demands on groundwater resources by augmenting supply and introducing conservation measures and other mitigation strategies.

The proposed project would not require new or expanded water entitlements. Therefore, the impact is ***less than significant.***

Mitigation Measures: None are required.

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

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

Less Than Significant Impact. The project will be served by the City of Fresno Department of Public Utilities (Trash Disposal and Recycling) who has reviewed the project. The location will be serviced by Allied Waste and will require a 2-cell trash enclosure with adequate access for trash pickup vehicles. Therefore, the impact is ***less than significant.***

Mitigation Measures: None are required.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

RESPONSES

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

Less than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the proposed Project is not expected to have substantial impact on the environment or on any resources identified in the Initial Study. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to ***less than significant***.

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)?

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

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

Less than Significant Impact With Mitigation. The analyses of environmental issues contained in this Initial Study indicate that the project is not expected to have substantial impact on human beings, either directly or indirectly. Mitigation measures have been incorporated in the Project to reduce all potentially significant impacts to ***less than significant.***

Chapter 4

MITIGATION MONITORING & REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Fig Garden Land Holdings Office Building Plan Amendment / Rezone Application No. P18-03659. The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies monitoring and reporting requirements as well as conditions recommended by responsible agencies who commented on the project.

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

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
AES – 1 Exterior lighting shall be designed to be consistent with the standards of Illuminating Engineering Society of North America "Lighting for Exterior Environments" (1999) to reduce stray light. Prior to the approval of final design plans for the project, the applicant shall submit a lighting plan for review and approval by the City of Fresno Development and Resource Management Department to assure consistence with the above standard. The lighting plan shall indicate the amount, location, height, and intensity of outdoor lighting sources, limited to the minimum necessary for public safety, including the following requirements: 1) exterior lighting shall be directional; 2) glare from exterior lighting shall be adequately minimized; 3) the source of directional lighting shall not be directly visible; and 4) vegetative screening shall be considered, where appropriate, as a means of reducing development-related light and glare.	City of Fresno	Prior to occupancy	City of Fresno	
BIO – 1 Protect Nesting Birds **1.** To the extent practicable, construction shall be	City of Fresno and Construction Contractor	Prior to and During Construction	City of Fresno and Construction Contractor	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
scheduled to avoid the nesting season, which extends from February through August. **2.** If it is not possible to schedule construction between September and January, preconstruction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during Project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of construction activities. During this survey, the qualified biologist shall inspect all potential nest substrates in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the qualified biologist shall determine the extent of a construction-free buffer to be established around the nest. If work cannot proceed without disturbing the nesting birds, work may need to be halted or redirected to other areas until nesting and fledging are completed or the nest has otherwise failed for non-construction related reasons.				

Mitigation Measure		Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
CUL – 1	Should evidence of prehistoric archeological resources be discovered during construction, the contractor shall halt all work within 25 feet of the find and the resource shall be evaluated by a qualified archaeologist. If evidence of any archaeological, cultural, and/or historical deposits is found, hand excavation and/or mechanical excavation shall proceed to evaluate the deposits for determination of significance as defined by the CEQA guidelines. The archaeologist shall submit reports, to the satisfaction of the City of Fresno, describing the testing program and subsequent results. These reports shall identify any program mitigation that the project proponent shall complete in order to mitigate archaeological impacts (including resource recovery and/or avoidance testing and analysis, removal, reburial, and curation of archaeological resources).	City of Fresno and Construction Contractor	Prior to and During Construction	City of Fresno and Construction Contractor	
CUL – 2	In order to ensure that the proposed project does not impact buried human remains during project construction, the project proponent shall be responsible for on-going monitoring of project construction. Prior to				

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
the issuance of any grading permit, the project proponent shall provide the City of Fresno with documentation identifying construction personnel that will be responsible for on-site monitoring. If buried human remains are encountered during construction, further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall be halted until the Fresno coroner is contacted and the coroner has made the determinations and notifications required pursuant to Health and Safety Code Section 7050.5. If the coroner determines that Health and Safety Code Section 7050.5(c) require that he give notice to the Native American Heritage Commission, then such notice shall be given within 24 hours, as required by Health and Safety Code Section 7050.5(c). In that event, the NAHC will conduct the notifications required by Public Resources Code Section 5097.98. Until the consultations described below have been completed, the landowner shall further ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices where				

	Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
	Native American human remains are located, is not disturbed by further development activity until the landowner has discussed and conferred with the Most Likely Descendants on all reasonable options regarding the descendants' preferences and treatments, as prescribed by Public Resources Code Section 5097.98(b). The NAHC will mediate any disputes regarding treatment of remains in accordance with Public Resources Code Section 5097.94(k). The landowner shall be entitled to exercise rights established by Public Resources Code Section 5097.98(e) if any of the circumstances established by that provision become applicable.				
GEO – 1	In order to reduce on-site erosion due to project construction and operation, an erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods by a registered civil engineer or certified professional. The erosion control plan shall incorporate best management practices consistent with the requirements of the National Pollution Discharge Elimination	City of Fresno and Construction Contractor	Prior to and During Construction	City of Fresno and Construction Contractor	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
System (NPDES). The erosion component of the plan must at least meet the requirements of the SWPPP required by the California State Water Resources Control Board. If earth disturbing activities are proposed between October 15 and April 15, these activities shall be limited to the extent feasible to minimize potential erosion related impacts. Additional erosion control measures shall be implemented in consultation with the City of Fresno. Prior to the issuance of any permit, the project proponent shall submit detailed plans to the satisfaction of the City of Fresno. The components of the erosion control plan and SWPPP shall be monitored for effectiveness by City of Fresno. Erosion control measures may include, but not be limited to, the following: a. Limit disturbance of soils and vegetation disturbance removal to the minimum area necessary for access and construction; b. Confine all vehicular traffic associated with construction to the right-of-way of designated access roads; c. Adhere to construction schedules designed to avoid periods of heavy precipitation or high winds;				

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
d. Ensure that all exposed soil is provided with temporary drainage and soil protection when construction activity is shut down during the winter periods; and e. Inform construction personnel prior to construction and periodically during construction activities of environmental concerns, pertinent laws and regulations, and elements of the proposed erosion control measures.				
GEO – 2 The project proponent shall retain a registered geotechnical engineer to prepare a design level geotechnical analysis prior to the issuance of any grading and/or building permit. The design-level analysis shall address site preparation measures and foundation design requirements of the project. The design-level analysis shall be prepared to the satisfaction of the City of Fresno. Final design-level project plans shall be designed in accordance with the approved geotechnical analysis. This shall include certification of engineered fills and subgrade preparation through monitoring of earthwork and compaction testing by a geotechnical engineer during construction.	Project Applicant and City of Fresno	Prior to issuance of grading or building permits	City of Fresno	

	Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
HAZ – 1	The project proponent shall retain a qualified consultant to prepare a Phase I Environmental Site Assessment for all project related disturbance areas. If evidence of hazardous materials may be present, the project proponent shall assess and remediate any hazardous materials or hazardous conditions in accordance with local, state, and federal regulatory requirements. Prior to the issuance of a grading permit, the project proponent shall submit written evidence to the City of Fresno that any hazardous conditions have been remediated.	Project Applicant and City of Fresno	Prior to issuance of grading or building permits	City of Fresno	
HAZ – 2	In order to reduce potential health risks to construction personnel, the project proponent shall retain a qualified consultant to survey all buildings for asbestos under the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to demolition. If asbestos containing material is documented within existing on-site structures, all potentially friable asbestos shall be removed prior to building demolition in accordance with NESHAP guidelines. Under the San Joaquin Valley Air Pollution Control District's Rule 4002,				

	Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
	written notification to the Air District is also required for demolition and asbestos removal activities. Prior to the issuance of a grading permit, the project proponent shall submit written evidence to the City of Fresno from a qualified consultant demonstrating that all asbestos containing material has been properly removed and demolition activities may proceed without exposing construction personnel to asbestos related-hazards.				
HAZ – 3	In order to reduce human health risks to construction personnel, the project proponent shall retain a qualified consultant to conduct a lead-based paint survey to evaluate the presence of lead-based paint prior to demolition. If lead-based paint is observed within existing buildings and the surrounding area, all peeling and flaking lead-based paint shall be removed and properly disposed of separately from building debris, in accordance with current Department of Toxic Substances Control polices. All site soils contaminated by lead-based paint shall be removed and properly disposed prior to any construction activities. Prior to the issuance of a grading permit, the project				

	Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
	proponent shall submit written evidence to the City of Fresno or designated representative from a qualified consultant demonstrating that all lead-based paint has been properly removed and that no further health hazards related to lead-based paint exist on-site.				
HYD – 1	The project proponent shall retain a qualified consultant to prepare a drainage / grading plan prior to the issuance of any grading and/or building permit. The design-level analysis shall be prepared to the satisfaction of the City of Fresno. The developer may either make improvements to the existing pipeline system to provide additional capacity or may use some type of permanent peak reducing facility in order to eliminate adverse impacts on the existing storm drain system.	Project Applicant and City of Fresno	Prior to issuance of grading or building permits	City of Fresno	
TRA – 1	Provide pedestrian connectivity to the adjacent commercial shopping center and the existing residential developments to the west and north.	Project Applicant and City of Fresno	Prior to issuance of occupancy permit	City of Fresno	
TRA – 2	Provide bicycle storage facilities on-site to encourage use of pedestrian, bicycle and transit modes for accessing the project site.				

Mitigation Measure		Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
TRA – 3	Access to San Jose Avenue and N. Colonial Avenue should be restricted to emergency access only.				
TRA – 4	The project shall pay into applicable transportation fee programs. These include a Fresno Major Street Impact Fee (FMSI), a Traffic Signal Mitigation Impact Fee (TSMI) and a Regional Transportation Mitigation Fee (RTMF). The FMSI Fee will be calculated and assessed during the building permit process. The RTMF will be calculated and assessed by Fresno COG.				

Chapter 5

PREPARERS

LIST OF PREPARERS AND CONSULTATIONS

List of Preparers

Crawford & Bowen Planning, Inc.

- Travis Crawford, AICP, Principal Environmental Planner
- Emily Bowen, LEED AP, Principal Environmental Planner

Persons and Agencies Consulted

City of Fresno

- Margo Lerwill, Planner

Appendices

Appendix A

Air Emissions Output Table

Fig Garden Land Holdings Plan Amendment

San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Office Park	90.00	1000sqft	1.08	90,000.00	0
Parking Lot	329.00	Space	2.35	131,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.7	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2000
Utility Company					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project includes a 4-story office building with 90,000 sq ft of floor space on a 1.08 acre lot. Project also includes a 2.35 acre parking lot, which will be built over a demolished 44-unit apartment building.

Construction Phase -

Vehicle Trips - Weekday trip rate has been reconciled with the Trip Generation Analysis performed by Precision Civil Enginnering, Inc.

Mobile Land Use Mitigation - Proposed Project is within 1/4 mile of Fig Garden Village - a major job center and within 1/2 mile of the City of Fresno Palm/Butler Bus Service.

Fig Garden Land Holdings Plan Amendment - San Joaquin Valley Unified APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	2.07	1.08
tblLandUse	LotAcreage	2.96	2.35
tblVehicleTrips	WD_TR	11.42	11.03

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2024	1.8806	1.3831	2.8100e-003	0.1185	0.0954	0.2139	0.0511	0.0893	0.1404	0.0000	251.4244	251.4244	0.0492	0.0000	252.6533
2020	0.8419	1.6818	1.4552	3.0900e-003	0.0623	0.0819	0.1442	0.0169	0.0770	0.0939	0.0000	274.2992	274.2992	0.0481	0.0000	275.5004
Maximum	**0.8419**	**1.8806**	**1.4552**	**3.0900e-003**	**0.1185**	**0.0954**	**0.2139**	**0.0511**	**0.0893**	**0.1404**	**0.0000**	**274.2992**	**274.2992**	**0.0492**	**0.0000**	**275.5004**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019	0.2024	1.8806	1.3831	2.8100e-003	0.1185	0.0954	0.2139	0.0511	0.0893	0.1404	0.0000	251.4242	251.4242	0.0492	0.0000	252.6530
2020	0.8419	1.6818	1.4552	3.0900e-003	0.0623	0.0819	0.1442	0.0169	0.0770	0.0939	0.0000	274.2990	274.2990	0.0481	0.0000	275.5002
Maximum	**0.8419**	**1.8806**	**1.4552**	**3.0900e-003**	**0.1185**	**0.0954**	**0.2139**	**0.0511**	**0.0893**	**0.1404**	**0.0000**	**274.2990**	**274.2990**	**0.0492**	**0.0000**	**275.5002**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Fig Garden Land Holdings Plan Amendment - San Joaquin Valley Unified APCD Air District, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-1-2019	9-30-2019	1.1116	1.1116
2	10-1-2019	12-31-2019	0.9573	0.9573
3	1-1-2020	3-31-2020	0.8603	0.8603
4	4-1-2020	6-30-2020	0.8577	0.8577
5	7-1-2020	9-30-2020	0.7742	0.7742
		Highest	1.1116	1.1116

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4680	5.0000e-005	6.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	7.4900e-003	7.4900e-003	5.0000e-005	0.0000	8.7600e-003
Energy	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4065	109.4065	2.1000e-003	2.0100e-003	110.0566
Mobile	2.2952	9.9751	25.3707	0.0635	0.7080	0.2671	0.9751	0.1907	0.2548	0.4455	0.0000	1,243.4834	1,243.4834	0.2695	0.0000	1,250.2195
Waste						0.0000	0.0000		0.0000	0.0000	16.9903	0.0000	16.9903	1.0041	0.0000	42.0929
Water						0.0000	0.0000		0.0000	0.0000	5.0748	0.0000	5.0748	0.5212	0.0123	21.7732
Total	**2.7742**	**10.0757**	**25.4619**	**0.0641**	**0.7080**	**0.2747**	**0.9827**	**0.1907**	**0.2624**	**0.4531**	**22.0651**	**1,352.8974**	**1,374.9625**	**1.7969**	**0.0143**	**1,424.1510**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.4680	5.0000e-005	6.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	7.4900e-003	7.4900e-003	5.0000e-005	0.0000	8.7600e-003
Energy	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4065	109.4065	2.1000e-003	2.0100e-003	110.0566
Mobile	1.9423	7.6196	19.2470	0.0474	0.4770	0.2002	0.6772	0.1285	0.1909	0.3194	0.0000	891.4175	891.4175	0.2289	0.0000	897.1390
Waste						0.0000	0.0000		0.0000	0.0000	16.9903	0.0000	16.9903	1.0041	0.0000	42.0929
Water						0.0000	0.0000		0.0000	0.0000	5.0748	0.0000	5.0748	0.5212	0.0123	21.7732
Total	**2.4214**	**7.7201**	**19.3383**	**0.0480**	**0.4770**	**0.2078**	**0.6848**	**0.1285**	**0.1986**	**0.3271**	**22.0651**	**1,000.8315**	**1,022.8966**	**1.7563**	**0.0143**	**1,071.0704**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**12.72**	**23.38**	**24.05**	**25.05**	**32.62**	**24.36**	**30.31**	**32.62**	**24.32**	**27.81**	**0.00**	**26.02**	**25.61**	**2.26**	**0.00**	**24.79**

3.0 Construction Detail

Construction Phase

Fig Garden Land Holdings Plan Amendment - San Joaquin Valley Unified APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/1/2019	7/26/2019	5	20	
2	Site Preparation	Site Preparation	7/27/2019	8/2/2019	5	5	
3	Grading	Grading	8/3/2019	8/14/2019	5	8	
4	Building Construction	Building Construction	8/15/2019	7/1/2020	5	230	
5	Paving	Paving	7/2/2020	7/27/2020	5	18	
6	Architectural Coating	Architectural Coating	7/28/2020	8/20/2020	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 2.35

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 135,000; Non-Residential Outdoor: 45,000; Striped Parking Area: 7,896 (Architectural Coating – sqft)

OffRoad Equipment

Fig Garden Land Holdings Plan Amendment - San Joaquin Valley Unified APCD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	84.00	36.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8672
Total	**0.0351**	**0.3578**	**0.2206**	**3.9000e-004**		**0.0180**	**0.0180**		**0.0167**	**0.0167**	**0.0000**	**34.6263**	**34.6263**	**9.6300e-003**	**0.0000**	**34.8672**

3.2 Demolition - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-004	4.9000e-004	4.9200e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1113	1.1113	4.0000e-005	0.0000	1.1122
Total	**7.0000e-004**	**4.9000e-004**	**4.9200e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.1113**	**1.1113**	**4.0000e-005**	**0.0000**	**1.1122**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0351	0.3578	0.2206	3.9000e-004		0.0180	0.0180		0.0167	0.0167	0.0000	34.6263	34.6263	9.6300e-003	0.0000	34.8671
Total	**0.0351**	**0.3578**	**0.2206**	**3.9000e-004**		**0.0180**	**0.0180**		**0.0167**	**0.0167**	**0.0000**	**34.6263**	**34.6263**	**9.6300e-003**	**0.0000**	**34.8671**

3.2 Demolition - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-004	4.9000e-004	4.9200e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.1113	1.1113	4.0000e-005	0.0000	1.1122
Total	**7.0000e-004**	**4.9000e-004**	**4.9200e-003**	**1.0000e-005**	**1.2000e-003**	**1.0000e-005**	**1.2100e-003**	**3.2000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.1113**	**1.1113**	**4.0000e-005**	**0.0000**	**1.1122**

3.3 Site Preparation - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
Total	**0.0108**	**0.1139**	**0.0552**	**9.0000e-005**	**0.0452**	**5.9800e-003**	**0.0512**	**0.0248**	**5.5000e-003**	**0.0303**	**0.0000**	**8.5422**	**8.5422**	**2.7000e-003**	**0.0000**	**8.6097**

3.3 Site Preparation - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3334	0.3334	1.0000e-005	0.0000	0.3337
Total	**2.1000e-004**	**1.5000e-004**	**1.4800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3334**	**0.3334**	**1.0000e-005**	**0.0000**	**0.3337**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0108	0.1139	0.0552	9.0000e-005		5.9800e-003	5.9800e-003		5.5000e-003	5.5000e-003	0.0000	8.5422	8.5422	2.7000e-003	0.0000	8.6097
Total	**0.0108**	**0.1139**	**0.0552**	**9.0000e-005**	**0.0452**	**5.9800e-003**	**0.0512**	**0.0248**	**5.5000e-003**	**0.0303**	**0.0000**	**8.5422**	**8.5422**	**2.7000e-003**	**0.0000**	**8.6097**

3.3 Site Preparation - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.5000e-004	1.4800e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3334	0.3334	1.0000e-005	0.0000	0.3337
Total	**2.1000e-004**	**1.5000e-004**	**1.4800e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3334**	**0.3334**	**1.0000e-005**	**0.0000**	**0.3337**

3.4 Grading - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	**0.0103**	**0.1134**	**0.0652**	**1.2000e-004**	**0.0262**	**5.5900e-003**	**0.0318**	**0.0135**	**5.1400e-003**	**0.0186**	**0.0000**	**10.6569**	**10.6569**	**3.3700e-003**	**0.0000**	**10.7412**

3.4 Grading - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.0000e-004	1.9700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4445	0.4445	1.0000e-005	0.0000	0.4449
Total	**2.8000e-004**	**2.0000e-004**	**1.9700e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4445**	**0.4445**	**1.0000e-005**	**0.0000**	**0.4449**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0103	0.1134	0.0652	1.2000e-004		5.5900e-003	5.5900e-003		5.1400e-003	5.1400e-003	0.0000	10.6569	10.6569	3.3700e-003	0.0000	10.7412
Total	**0.0103**	**0.1134**	**0.0652**	**1.2000e-004**	**0.0262**	**5.5900e-003**	**0.0318**	**0.0135**	**5.1400e-003**	**0.0186**	**0.0000**	**10.6569**	**10.6569**	**3.3700e-003**	**0.0000**	**10.7412**

3.4 Grading - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.0000e-004	1.9700e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4445	0.4445	1.0000e-005	0.0000	0.4449
Total	**2.8000e-004**	**2.0000e-004**	**1.9700e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4445**	**0.4445**	**1.0000e-005**	**0.0000**	**0.4449**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1169	1.0434	0.8496	1.3300e-003		0.0639	0.0639		0.0600	0.0600	0.0000	116.3766	116.3766	0.0284	0.0000	117.0853
Total	**0.1169**	**1.0434**	**0.8496**	**1.3300e-003**		**0.0639**	**0.0639**		**0.0600**	**0.0600**	**0.0000**	**116.3766**	**116.3766**	**0.0284**	**0.0000**	**117.0853**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.7000e-003	0.2377	0.0478	5.1000e-004	0.0118	1.8000e-003	0.0136	3.4100e-003	1.7200e-003	5.1300e-003	0.0000	48.5283	48.5283	4.0500e-003	0.0000	48.6296
Worker	0.0193	0.0136	0.1365	3.4000e-004	0.0332	2.4000e-004	0.0335	8.8400e-003	2.3000e-004	9.0600e-003	0.0000	30.8049	30.8049	9.9000e-004	0.0000	30.8296
Total	**0.0280**	**0.2512**	**0.1842**	**8.5000e-004**	**0.0451**	**2.0400e-003**	**0.0471**	**0.0123**	**1.9500e-003**	**0.0142**	**0.0000**	**79.3333**	**79.3333**	**5.0400e-003**	**0.0000**	**79.4591**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1169	1.0434	0.8496	1.3300e-003		0.0639	0.0639		0.0600	0.0600	0.0000	116.3764	116.3764	0.0284	0.0000	117.0852
Total	**0.1169**	**1.0434**	**0.8496**	**1.3300e-003**		**0.0639**	**0.0639**		**0.0600**	**0.0600**	**0.0000**	**116.3764**	**116.3764**	**0.0284**	**0.0000**	**117.0852**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.7000e-003	0.2377	0.0478	5.1000e-004	0.0118	1.8000e-003	0.0136	3.4100e-003	1.7200e-003	5.1300e-003	0.0000	48.5283	48.5283	4.0500e-003	0.0000	48.6296
Worker	0.0193	0.0136	0.1365	3.4000e-004	0.0332	2.4000e-004	0.0335	8.8400e-003	2.3000e-004	9.0600e-003	0.0000	30.8049	30.8049	9.9000e-004	0.0000	30.8296
Total	**0.0280**	**0.2512**	**0.1842**	**8.5000e-004**	**0.0451**	**2.0400e-003**	**0.0471**	**0.0123**	**1.9500e-003**	**0.0142**	**0.0000**	**79.3333**	**79.3333**	**5.0400e-003**	**0.0000**	**79.4591**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1389	1.2567	1.1036	1.7600e-003		0.0732	0.0732		0.0688	0.0688	0.0000	151.7045	151.7045	0.0370	0.0000	152.6298
Total	**0.1389**	**1.2567**	**1.1036**	**1.7600e-003**		**0.0732**	**0.0732**		**0.0688**	**0.0688**	**0.0000**	**151.7045**	**151.7045**	**0.0370**	**0.0000**	**152.6298**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3400e-003	0.2870	0.0544	6.7000e-004	0.0156	1.5800e-003	0.0172	4.5200e-003	1.5100e-003	6.0300e-003	0.0000	63.6707	63.6707	5.0300e-003	0.0000	63.7963
Worker	0.0233	0.0158	0.1604	4.4000e-004	0.0440	3.1000e-004	0.0443	0.0117	2.9000e-004	0.0120	0.0000	39.5006	39.5006	1.1300e-003	0.0000	39.5289
Total	**0.0326**	**0.3028**	**0.2149**	**1.1100e-003**	**0.0596**	**1.8900e-003**	**0.0615**	**0.0162**	**1.8000e-003**	**0.0180**	**0.0000**	**103.1712**	**103.1712**	**6.1600e-003**	**0.0000**	**103.3252**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1389	1.2567	1.1036	1.7600e-003		0.0732	0.0732		0.0688	0.0688	0.0000	151.7044	151.7044	0.0370	0.0000	152.6296
Total	**0.1389**	**1.2567**	**1.1036**	**1.7600e-003**		**0.0732**	**0.0732**		**0.0688**	**0.0688**	**0.0000**	**151.7044**	**151.7044**	**0.0370**	**0.0000**	**152.6296**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.3400e-003	0.2870	0.0544	6.7000e-004	0.0156	1.5800e-003	0.0172	4.5200e-003	1.5100e-003	6.0300e-003	0.0000	63.6707	63.6707	5.0300e-003	0.0000	63.7963
Worker	0.0233	0.0158	0.1604	4.4000e-004	0.0440	3.1000e-004	0.0443	0.0117	2.9000e-004	0.0120	0.0000	39.5006	39.5006	1.1300e-003	0.0000	39.5289
Total	**0.0326**	**0.3028**	**0.2149**	**1.1100e-003**	**0.0596**	**1.8900e-003**	**0.0615**	**0.0162**	**1.8000e-003**	**0.0180**	**0.0000**	**103.1712**	**103.1712**	**6.1600e-003**	**0.0000**	**103.3252**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506
Paving	3.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0137**	**0.1062**	**0.1105**	**1.7000e-004**		**5.8600e-003**	**5.8600e-003**		**5.4000e-003**	**5.4000e-003**	**0.0000**	**14.7348**	**14.7348**	**4.6300e-003**	**0.0000**	**14.8506**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.6000e-004	5.2000e-004	5.2500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2923	1.2923	4.0000e-005	0.0000	1.2932
Total	**7.6000e-004**	**5.2000e-004**	**5.2500e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.2923**	**1.2923**	**4.0000e-005**	**0.0000**	**1.2932**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0107	0.1062	0.1105	1.7000e-004		5.8600e-003	5.8600e-003		5.4000e-003	5.4000e-003	0.0000	14.7348	14.7348	4.6300e-003	0.0000	14.8506
Paving	3.0800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0137**	**0.1062**	**0.1105**	**1.7000e-004**		**5.8600e-003**	**5.8600e-003**		**5.4000e-003**	**5.4000e-003**	**0.0000**	**14.7348**	**14.7348**	**4.6300e-003**	**0.0000**	**14.8506**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.6000e-004	5.2000e-004	5.2500e-003	1.0000e-005	1.4400e-003	1.0000e-005	1.4500e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.2923	1.2923	4.0000e-005	0.0000	1.2932
Total	**7.6000e-004**	**5.2000e-004**	**5.2500e-003**	**1.0000e-005**	**1.4400e-003**	**1.0000e-005**	**1.4500e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.2923**	**1.2923**	**4.0000e-005**	**0.0000**	**1.2932**

3.7 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6532					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
Total	**0.6554**	**0.0152**	**0.0165**	**3.0000e-005**		**1.0000e-003**	**1.0000e-003**		**1.0000e-003**	**1.0000e-003**	**0.0000**	**2.2979**	**2.2979**	**1.8000e-004**	**0.0000**	**2.3024**

3.7 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.4000e-004	4.4600e-003	1.0000e-005	1.2200e-003	1.0000e-005	1.2300e-003	3.3000e-004	1.0000e-005	3.3000e-004	0.0000	1.0984	1.0984	3.0000e-005	0.0000	1.0992
Total	**6.5000e-004**	**4.4000e-004**	**4.4600e-003**	**1.0000e-005**	**1.2200e-003**	**1.0000e-005**	**1.2300e-003**	**3.3000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.0984**	**1.0984**	**3.0000e-005**	**0.0000**	**1.0992**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6532					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1800e-003	0.0152	0.0165	3.0000e-005		1.0000e-003	1.0000e-003		1.0000e-003	1.0000e-003	0.0000	2.2979	2.2979	1.8000e-004	0.0000	2.3024
Total	**0.6554**	**0.0152**	**0.0165**	**3.0000e-005**		**1.0000e-003**	**1.0000e-003**		**1.0000e-003**	**1.0000e-003**	**0.0000**	**2.2979**	**2.2979**	**1.8000e-004**	**0.0000**	**2.3024**

3.7 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	4.4000e-004	4.4600e-003	1.0000e-005	1.2200e-003	1.0000e-005	1.2300e-003	3.3000e-004	1.0000e-005	3.3000e-004	0.0000	1.0984	1.0984	3.0000e-005	0.0000	1.0992
Total	**6.5000e-004**	**4.4000e-004**	**4.4600e-003**	**1.0000e-005**	**1.2200e-003**	**1.0000e-005**	**1.2300e-003**	**3.3000e-004**	**1.0000e-005**	**3.3000e-004**	**0.0000**	**1.0984**	**1.0984**	**3.0000e-005**	**0.0000**	**1.0992**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Improve Destination Accessibility

Increase Transit Accessibility

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.9423	7.6196	19.2470	0.0474	0.4770	0.2002	0.6772	0.1285	0.1909	0.3194	0.0000	891.4175	891.4175	0.2289	0.0000	897.1390
Unmitigated	2.2952	9.9751	25.3707	0.0635	0.7080	0.2671	0.9751	0.1907	0.2548	0.4455	0.0000	1,243.4834	1,243.4834	0.2695	0.0000	1,250.2195

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Office Park	992.70	147.60	68.40	1,854,444	1,249,486
Parking Lot	0.00	0.00	0.00		
Total	992.70	147.60	68.40	1,854,444	1,249,486

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Office Park	0.471860	0.098559	0.152637	0.110567	0.032842	0.006164	0.021078	0.096768	0.001251	0.001645	0.002796	0.001124	0.002709
Parking Lot	0.471860	0.098559	0.152637	0.110567	0.032842	0.006164	0.021078	0.096768	0.001251	0.001645	0.002796	0.001124	0.002709

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4065	109.4065	2.1000e-003	2.0100e-003	110.0566
NaturalGas Unmitigated	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4065	109.4065	2.1000e-003	2.0100e-003	110.0566

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	2.0502e+006	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4065	109.4065	2.1000e-003	2.0100e-003	110.0566
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0111**	**0.1005**	**0.0844**	**6.0000e-004**		**7.6400e-003**	**7.6400e-003**		**7.6400e-003**	**7.6400e-003**	**0.0000**	**109.4065**	**109.4065**	**2.1000e-003**	**2.0100e-003**	**110.0566**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	2.0502e+006	0.0111	0.1005	0.0844	6.0000e-004		7.6400e-003	7.6400e-003		7.6400e-003	7.6400e-003	0.0000	109.4065	109.4065	2.1000e-003	2.0100e-003	110.0566
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0111**	**0.1005**	**0.0844**	**6.0000e-004**		**7.6400e-003**	**7.6400e-003**		**7.6400e-003**	**7.6400e-003**	**0.0000**	**109.4065**	**109.4065**	**2.1000e-003**	**2.0100e-003**	**110.0566**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	1.0494e +006	0.0000	0.0000	0.0000	0.0000
Parking Lot	46060	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Office Park	1.0494e +006	0.0000	0.0000	0.0000	0.0000
Parking Lot	46060	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4680	5.0000e-005	6.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	7.4900e-003	7.4900e-003	5.0000e-005	0.0000	8.7600e-003
Unmitigated	0.4680	5.0000e-005	6.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	7.4900e-003	7.4900e-003	5.0000e-005	0.0000	8.7600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1070					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.6000e-004	5.0000e-005	6.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	7.4900e-003	7.4900e-003	5.0000e-005	0.0000	8.7600e-003
Total	**0.4680**	**5.0000e-005**	**6.8200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**7.4900e-003**	**7.4900e-003**	**5.0000e-005**	**0.0000**	**8.7600e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1070					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3600					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.6000e-004	5.0000e-005	6.8200e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	7.4900e-003	7.4900e-003	5.0000e-005	0.0000	8.7600e-003
Total	**0.4680**	**5.0000e-005**	**6.8200e-003**	**0.0000**		**2.0000e-005**	**2.0000e-005**		**2.0000e-005**	**2.0000e-005**	**0.0000**	**7.4900e-003**	**7.4900e-003**	**5.0000e-005**	**0.0000**	**8.7600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.0748	0.5212	0.0123	21.7732
Unmitigated	5.0748	0.5212	0.0123	21.7732

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	15.996 / 9.80402	5.0748	0.5212	0.0123	21.7732
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.0748**	**0.5212**	**0.0123**	**21.7732**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Office Park	15.996 / 9.80402	5.0748	0.5212	0.0123	21.7732
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**5.0748**	**0.5212**	**0.0123**	**21.7732**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	16.9903	1.0041	0.0000	42.0929
Unmitigated	16.9903	1.0041	0.0000	42.0929

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	83.7	16.9903	1.0041	0.0000	42.0929
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**16.9903**	**1.0041**	**0.0000**	**42.0929**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Office Park	83.7	16.9903	1.0041	0.0000	42.0929
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**16.9903**	**1.0041**	**0.0000**	**42.0929**

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix B

Project Trip Generation

VICE

November 14, 2018

Ms. Jill Gormley, TE
City of Fresno Traffic Engineering
2600 Fresno Street, 4th Floor
Fresno, California 93721

Subject: **Trip Generation Analysis – Proposed Commercial Office located at San Jose Avenue and N. Colonial Avenue in Fresno, California**

Dear Ms. Gormley;

Precision Civil Engineering, Inc. (PCE) has completed a trip generation analysis for a proposed office development locate at San Jose Avenue and N. Colonial Avenue. The properties are identified as APN 417-140-21 and 417-231-16. The proposed use will be multi-story office building with approximately 90,000 sf of leasable space. This letter documents the analysis requested in conjunction wih the General Plan Amendment for the proposed land use changes.

Background

The proposed project consists of two parcels APN 417-140-21 and 417-231-16, and is proposing to vacate a portion of San Jose and N. Colonial Ave adjcent to the parcels. APN 417-140-21 is currently zoned low density residential and has a previously approved entitlement to build a 13 unit condo/pud development. The proposed project will vacate the protion of N. Colonial Avenue adjcent to APN 417-140-21 and install a cul de sac at the northely property line. APN 417-231-16 is currently zoned medium high residential and has an existing 44 unit multi-family resdiential development. The project is proposing to demolish the existing multi-family development and vacate San Jose Avenue west of the easterly property line. A cul de sac is proposed in San Jose Avenue to allow vehicles to turnaround, refer to Exhibit 1. The existing roadway will be abandoned and demolished to accommodate the development of a multistory office building, parking lots and drive isles. There is curently a noticable amount of cut through traffic utilizing San Jose Avenue to access Palm and Maroa. The abandonment of San Jose Avenue and N. Collonial Avenue will eliminate the cut through traffic. However, access should be maintained for emergency vehicle access.

Based on the newly adopted 2035 General Plan and development code update, APN 417-231-16 has a planned land use of Regional Mixed Use (RMX), which Business and Professional Offices is a permitted use, and only requires ministerial approval. However, APN 417-140-21 is planned for Medium Density Residential (RM) land use, and will require a General Plan Amendment (GPA) to change the land use to RMX to allow the proposed office uses. In accordance with the City of Fresno's "Traffic Impact Study Report Guidelines" (February 2, 2009), a traffic impact study is required when a project includes a GPA which changes the planned land use.

The "Mobility and Transportation" element of the City of Fresno General Plan 2035 breaks down the City of Fresno into four Traffic Impact Zones (TIZ's) on General Plan Figure MT-4. The project lies within TIZ-II, which represents areas of the City that are mostly developed and built out. To encourage in fill development and minimize upfront infrastructure cost, the peak hour Level of Service (LOS) shall be maintained at LOS E or better for all intersections and roadway segments. The trigger for requiring a Traffic Impact Study (TIS) for all development within the TIZ-II is when a project is anticipated to generate 200 or more new peak hour trips.

Trip Generation Analysis

The project proposes to construct 90,000 sf business and professional office development. According to Table 1 the development is anticipated to have 140 AM peak hour trips and 134 PM peak hour trips. The proposed development is anticipated to generate less 200 peak hour trips, therefore a full Traffic Impact Analysis is not needed.

Table 1 – Office Trip Generation

Land Use	Code [1]	Unit [4]	Average Weekday Rate	AM Peak Hour [2]				PM Peak Hour [3]			
				Rate	In	Out	Total	Rate	In	Out	Total
General Office	710	90	11.03	1.56	88%	12%		1.49	17%	83%	
			993		124	17	140		23	111	134

1 Institute of Transportation Engineers, Trip Generation, Ninth Edition (2012).
2 AM Peak Hour Rates are peak hours of adjacent street traffic for AM (7:00-9:00).
3 PM Peak Hour Rates are peak hours of adjacent street traffic for PM (4:00-6:00).
4 Units based 1,000 sf of gross leasable space.

With the proposed abandonment and restricted access to the existing local roads (San Jose Ave and N. Colonial Ave) the proposed project trips will gain access to the project site through the existing commercial and office developments to the west. San Jose Avenue and Palm Avenue will be the main access point. Figure 2 shows the proposed AM and PM peak hour project trips distributed to the following intersections:

1. Palm/Shaw
2. Palm/San Jose
3. Palm/Barstow

All three intersections are currently signalized. The existing lane configurations are shown on Figure 2. The City should continue to monitor these intersections and adjust signal timing as needed to improve the level of services.

Conclusions and Recommendations

The proposed development is anticipated to generate less than 200 peak hour trips, therefore a full Traffic Impact Analysis is not needed.

It is recommended the project implement the following;

1. Provide pedestrian connectivity to the adjacent commercial shopping center and the existing residential developments to the west and north.
2. Provide Bicycle Storage Facilities on-site to encourage use of pedestrian, bicycle, and transit modes for accessing the project site.
3. Access to San Jose Ave and N. Colonial Ave should be restricted to emergency access only.
4. The project shall pay into applicable transportation fee programs. These include a Fresno Major Street Impact (FMSI) Fee, a Traffic Signal Mitigation Impact (TSMI) Fee, and a Regional Transportation Mitigation Fee (RTMF). The FMSI Fee will be calculated and assessed during the building permit process. The RTMF will be calculated and assessed by Fresno COG.

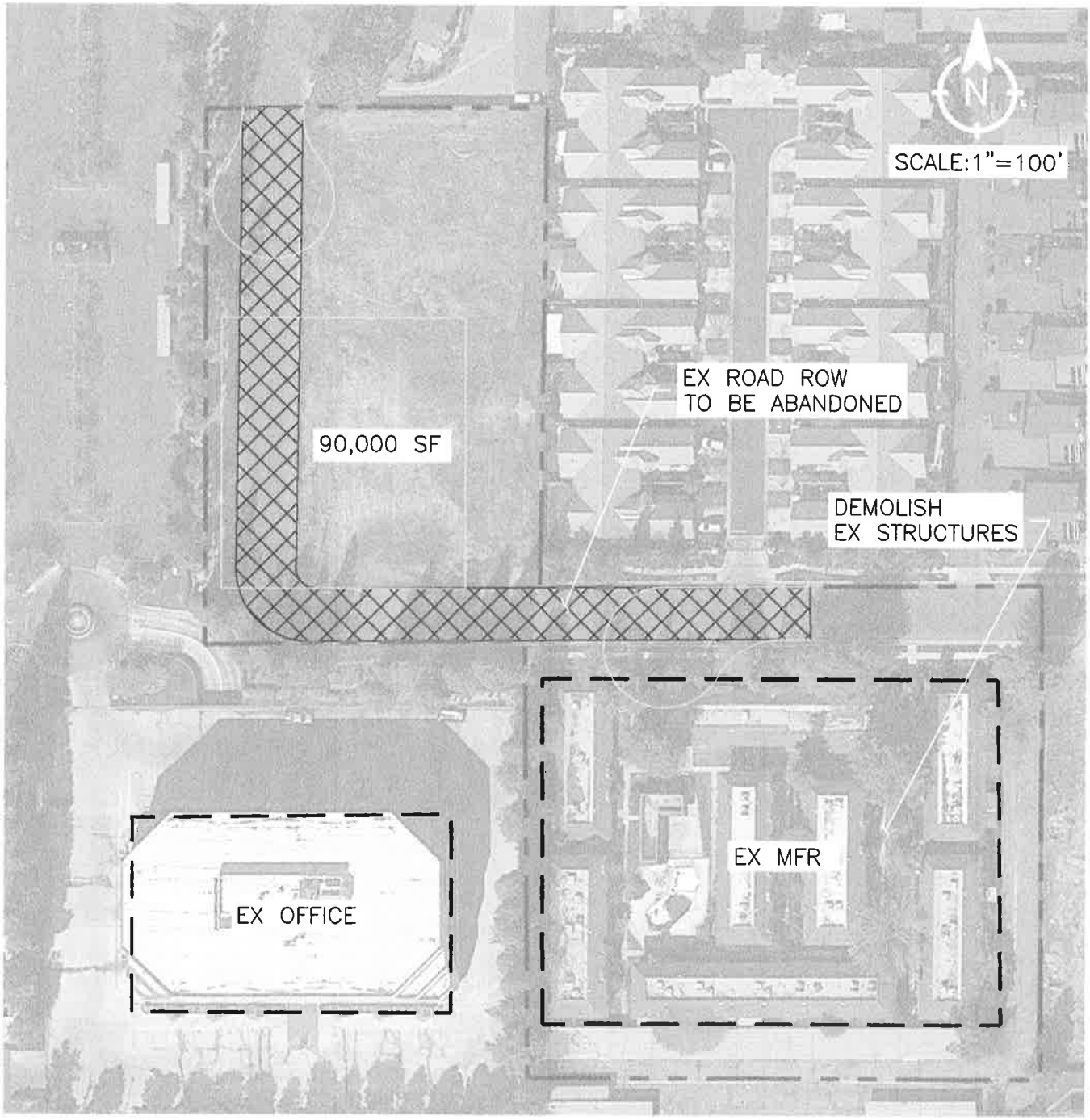
It is also recommended the City continue to monitor these intersections identified above and adjust signal timing as needed to improve the intersection level of services.

Please feel free to call our office if you have any questions.

Best Regards,

Ken Vang, P.E., T.E.
Principal

Attachments
- Exhibit 1 – Site Plan
- Exhibit 2 – Trip Distribution



VICE VANG INC. CONSULTING ENGINEERS	**FIG GARDEN OFFICE** **SITE PLAN**	PREPARED FOR: ASSEMI DATE: 10/20/18 PROJECT: 18-221	EXHIBIT 1

10/23/2018 12:55 PM

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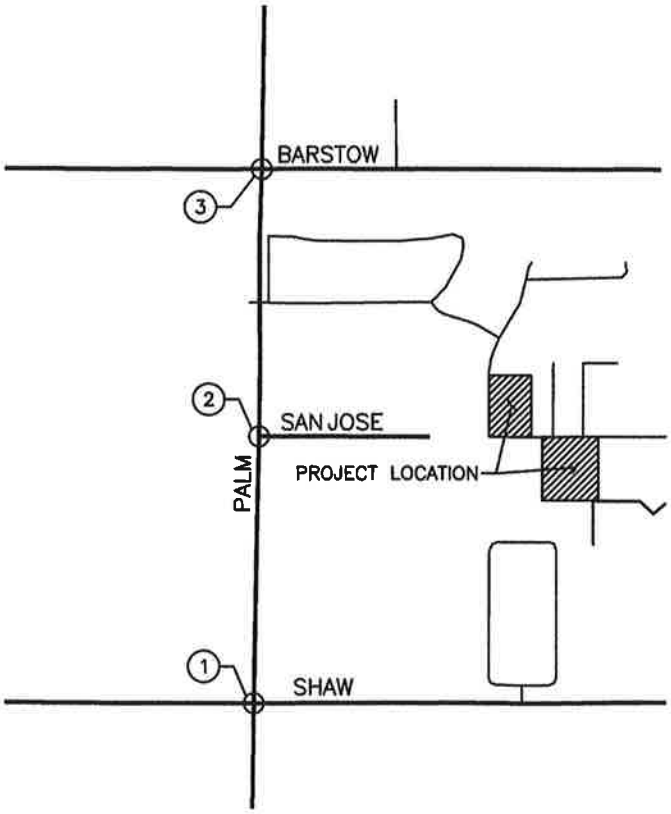

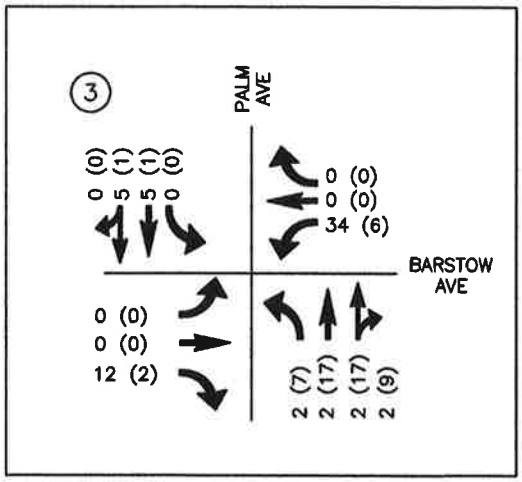

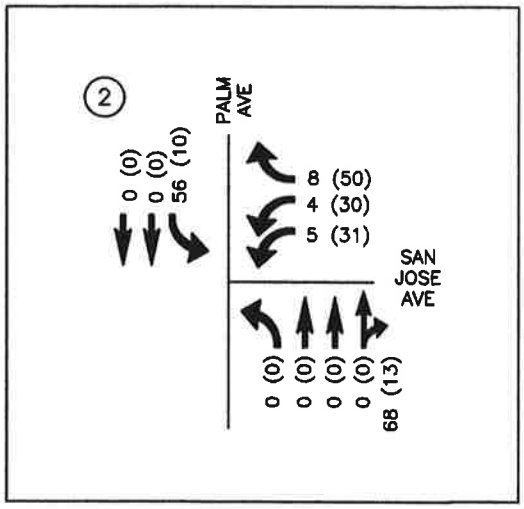

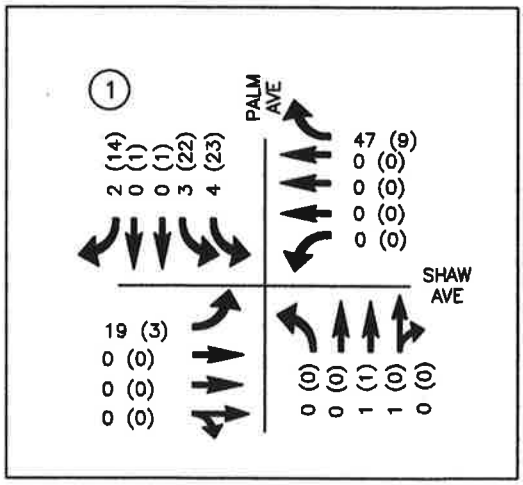

NOT TO SCALE

LEGEND

- (#) — INTERSECTION BY NUMBER
- ## — AM PEAK HOUR VOLUMES
- (##) — PM PEAK HOUR VOLUMES
- ← — DIRECTION OF TRAVEL
- —— — EXISITING ROAD

VICE
VANG IND. CONSULTING ENGINEERS

FIG GARDEN OFFICE
OFFSITE TRAFFIC INTERSECTION TURNING MOVEMENTS

PREPARED FOR: ASSEMI
DATE: 11/14/18
PROJECT: 18-221

EXHIBIT 2

11/14/2018 11:45 PM

V:\PROJECTS\2018\18-221\03-PROJECT REPORTS\TIS\EXHIBIT\18-221 INTERSECTION TURNING MOVEMENTS.DWG