



State of California - Department of Fish and Wildlife

2026 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT

DFW 753.5a (REV. 01/01/26) Previously DFG 753.5a

RECEIPT NUMBER:

E202610000006

STATE CLEARINGHOUSE NUMBER (if applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
CITY OF FRESNO		01/16/2026
COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER	
FRESNO COUNTY	E202610000006	
PROJECT TITLE		
ENVIRONMENTAL ASSESSMENT FOR TPM-2024-01/P25-00497/P25-00486		

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
CITY OF FRESNO		(559) 621-8046
PROJECT APPLICANT ADDRESS	CITY	STATE
2600 FRESNO STREET, ROOM 3043	FRESNO	CA
		ZIP CODE
		93721
PROJECT APPLICANT (Check appropriate box)		
☒ Local Public Agency	☐ School District	☐ Other Special District
☐ State Agency	☐ Private Entity	

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	\$4,227.50	\$	0.00
☐ Mitigated/Negative Declaration (MND)(ND)	\$3,043.75	\$	0.00
☒ Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,437.25	\$	0.00
☐ Exempt from fee			
☐ Notice of Exemption (attach)			
☐ CDFW No Effect Determination (attach)			
☐ Fee previously paid (attach previously issued cash receipt copy)			
☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	0.00
☐ County documentary handling fee	\$50.00	\$	0.00
☒ Other NOI		\$	0.00

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☐ Other

TOTAL RECEIVED \$ 0.00

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X  Cyan Edmisten	Cyan Edmisten Deputy Clerk

E202610000006

CITY OF FRESNO
NOTICE OF INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION

**ENVIRONMENTAL ASSESSMENT FOR TPM-2024-01/P25-
00497/P25-00486**

APPLICANT:

Sandra Fox
Barghausen Consulting Engineers, Inc
409 Pine Street, Suite 200
Klamath Falls, OR 97601

PROJECT LOCATION:

Located on the south side of East Kings Canyon Road, west of
South Sunnyside Avenue in the County of Fresno, California (See
Exhibit A - Vicinity Map)

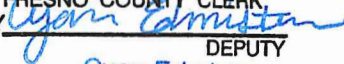
APN(s): 474-030-78

Site Latitude: 36° 44' 10.0032" N
Site Longitude: 119° 41' 35.3256" W
Mount Diablo Base & Meridian, Township 14S, Range 21E,
Section 09

Filed with the
FRESNO COUNTY CLERK
2220 Tulare Street, Fresno, CA
93721

F I L E D

JAN 16 2026 **TIME**
10:03am

FRESNO COUNTY CLERK,
BY 
DEPUTY
Cyan Edmisten

The full Initial Study is on file in the Planning and Development Department, Fresno City Hall, 3rd
Floor, Room 3043, 2600 Fresno Street, Fresno, CA 93721.

PROJECT DESCRIPTION:

Sandra Fox of Barghausen Consulting Engineers, Inc on behalf of Richard P Mosesian Sunnyside Trust, has filed Tentative Parcel Map Application No. 2024-01, Conditional Use Permit Application No. P25-00497, and Variance Application No. P25-00486 pertaining to approximately 8.46 acres of property located on the south side of East Kings Canyon Road, west of South Sunnyside Avenue.

Tentative Parcel Map Application No. 2024-01 proposes to subdivide the approximately 8.46 acres into a 4-lot subdivision resulting in parcels ranging in size from 0.47 to 2.86 acres.

Conditional Use Permit Application No. P25-00497 proposes to construct an approximately 19,968 square-foot Take 5 Quick Oil Change Facility.

Variance Application No. P25-00486 proposes to modify the CMX zone district front setback and frontage coverage requirements.

The City of Fresno has prepared an Initial Study of the above-described project and proposes to adopt a Mitigated Negative Declaration.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines §§ 15070 to 15075, and 15150, this project has been evaluated with respect to each item on the attached Appendix G/Initial Study Checklist to determine whether this project may cause any additional significant effect on the environment. After conducting a review of the adequacy of the Project Specific Mitigation Measure Checklist, the Planning and Development Department, as lead agency, finds that no substantial changes have occurred, and that no new information has become available.

The completed Appendix G/Initial Study Checklist, its associated narrative, technical studies and mitigation measures reflect applicable comments of responsible and trustee agencies and research, and analyses conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the project application and its related environmental assessment application, responses to requests for comment, checklist, Initial Study narrative, and any attachments thereto, combine to form a record indicating that an Initial Study has been completed in compliance with the State CEQA Guidelines and the CEQA.

All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this project toward cumulative impacts is not considered substantial or significant in itself and/or that cumulative impacts accruing from this project may be mitigated to less than significant with application of feasible mitigation measures.

With mitigation imposed under the Project Specific Mitigation Measure Checklist, there is no substantial evidence in the record that this project may have additional significant, direct, indirect or cumulative effects on the environment that are significant. The Planning and Development Department, as lead agency, finds that no substantial changes have occurred, and that no new information has become available.

Based upon the evaluation guided by the Appendix G/Initial Study Checklist, it was determined that there are project specific foreseeable impacts which require project level mitigation measures.

The Initial Study has concluded that the proposed project will not result in any adverse effects,

which fall within the "Mandatory Findings of Significance" contained in § 15065 of the State CEQA Guidelines. The finding is, therefore, made that the proposed project will not have a significant adverse effect on the environment.

Public notice has been provided regarding staff's finding in the manner prescribed by § 15072 of the CEQA Guidelines and by § 21092 of the PRC Code (CEQA provisions).

Additional information on the proposed project, including the Project Specific Mitigation Measure Checklist, proposed environmental finding of a Mitigated Negative Declaration and the Initial Study may be obtained from the Planning and Development Department, Fresno City Hall, 2600 Fresno Street, 3rd Floor, Room 3043, Fresno, California 93721 3604. Please contact Valeria Ramirez at (559) 621-8046 or via email at Valeria.Ramirez@fresno.gov for more information.

ANY INTERESTED PERSON may comment on the proposed environmental finding. Comments must be in writing and must state (1) the commentor's name and address; (2) the commentor's interest in, or relationship to, the project; (3) the environmental determination being commented upon; and (4) the specific reason(s) why the proposed environmental determination should or should not be made. Any comments may be submitted at any time between the publication date of this notice and close of business on October 31, 2025. Please direct comments to Valeria Ramirez, Planner II, City of Fresno Planning and Development Department, City Hall, 2600 Fresno Street, Room 3043, Fresno, California, 93721-3604; or by email to Valeria.Ramirez@fresno.gov.

INITIAL STUDY PREPARED BY:

Valeria Ramirez, Planner II

DATE: 10/10/2025

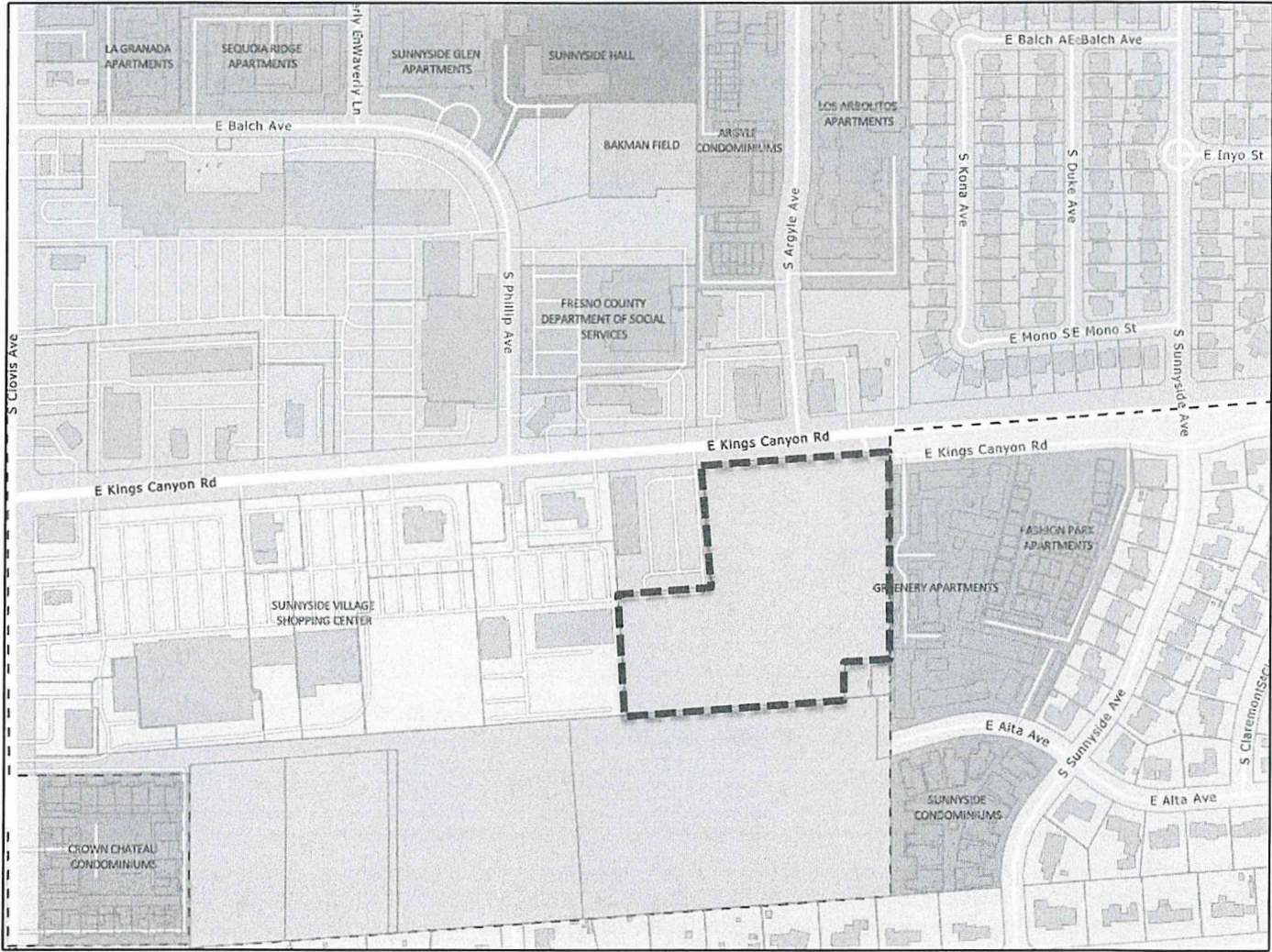
Attachments: Exhibit A – Vicinity Map

SUBMITTED BY:



Rob Holt, Supervising Planner
CITY OF FRESNO
PLANNING AND
DEVELOPMENT
DEPARTMENT

Exhibit A – Vicinity Map



Legend



Subject Property



APPENDIX G/INITIAL STUDY FOR A MITIGATED NEGATIVE DECLARATION

Environmental Checklist Form for:

Environmental Assessment Application No. TPM 2024-01/P25-00486/P25-00497

1.	Project title: Environmental Assessment Application No. <u>TPM 2024-01/P25-00486/P25-00497</u>
2.	Lead agency name and address: City of Fresno Planning and Development Department 2600 Fresno Street Fresno, CA 93721
3.	Contact person and phone number: Valeria Ramirez Planner II City of Fresno Planning and Development Department (559) 621-8046
4.	Project location: No address is assigned but the Project site is immediately east of 5748 East Kings Canyon Road and west of 5770 East Kings Canyon Road, Fresno, CA. (APN: 474-030-78)
5.	Project sponsor's name and address: Sunnyside Trust / Richard Mosesian 27421 Ave 12 Madera, CA 93637

6.	General & Community plan land use designation: General Plan: Corridor/Center Mixed Proposed: No change. Community Plan: Roosevelt Community Plan
7.	Zoning: Current: CMX – Corridor/Center Mixed Use. Proposed: No change.
8.	Description of project: Tentative Map No. 2024-01 is proposed to split the 8.46-acre APN 474-030-78 into four parcels. Development is only proposed for the 0.46-acre northwestern lot, as described below. No development is proposed for the remaining three lots. Conditional Use Permit No. P25-00497 and Variance Application P25-00486 requests authorization to construct a 1,450 square foot Take 5 Oil Change building with three service bays. The development would include access via an existing driveway on East Kings Canyon Road shared by Les Schwab Tire Center and the Sunnyside Village Shopping Center. The development also includes enhanced landscaping, a dedicated trash/recycle enclosure, and parking for seven vehicles with three queuing lanes to accommodate access to the structure for 15 vehicles. Site Design and Orientation The layout of this site is designed to create the best possible flow and the maximum queuing of vehicles possible to reduce the impact and spillover onto the shared access/drive-aisle and adjacent properties. The pedestrian entrance faces the street and is setback approximately 20 feet to avoid a 20-foot-wide sanitary sewer easement. The structure is sited in the northwest corner of the parcel to stay away from an existing 10-foot-wide water easement that runs from the northeast corner south across the property.

An ADA path will connect the main sidewalk on East Kings Canyon Road to the north side of the structure and extend to the parking lot south of the building. Clearly marked crosswalks are proposed across the exit drive aisle and the drive/access aisle at the southern end of the site.

Eastbound vehicles can enter the site from East Kings Canyon Road or other driveways used to access the overall shopping center. Westbound vehicles are able to access the site from the shopping center's main entrance at the signalized intersection of East Kings Canyon Road and Phillip Avenue. Vehicular circulation on the site takes place in a counterclockwise direction. Vehicles enter the site at the southwest corner, move east, and then north into the queuing lanes. The queuing lanes can accommodate 15 total vehicles, five (5) in each lane. Each bay within the building holds one vehicle. Drivers then exit the building facing west and can head east on East Kings Canyon Road or proceed to the main shopping center entrance and travel west.

Signs and Lighting

Signs will match the red of the structure as well as introduce the signature Take 5 yellow.

Outdoor lighting and illumination at the site will include parking lot security lighting and pedestrian scale lighting. Exterior lighting will be installed on the building façade. All lights will include shields to direct light toward the project site and keep glare away from the adjacent land uses and right-of-way.

Operations

Take 5 Oil Change will offer the following services: oil change, vehicle inspection, engine and cabin air cleaning and filtration, light bulb replacement, undercoating, power steering and transmission fluid change, wiper placed installation, air filter replacement, seasonal tire changeover, and, at select locations, a car wash. This site does not include a car wash.

The proposed Project, per Article 67 of the City's Municipal Code, is classified as a Minor Automobile/Vehicle Service and Repair use. The description includes the service and repair of automobiles, light-duty trucks, boats, and motorcycles, including the incidental sale, installation, and servicing of related equipment and parts. This

classification includes the replacement of small automotive parts and liquids as an accessory use to a gasoline sales station or automotive accessories and supply store, and quick -service oil, tune-up, and brake and muffler shops, where repairs are made or service is provided in enclosed bays and no vehicles are stored overnight, including tire sales and installation. This classification excludes disassembly, removal, or replacement of major components such as engines, drive trains, transmissions, or axles; automotive body and fender work; vehicle painting; or other operations that generate excessive noise, objectionable odors, or hazardous materials; and towing services. The proposed Project also excludes repair of heavy trucks, limousines, or construction vehicles.

Anticipated hours of operation are 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday, and 9:00 a.m. to 5:00 p.m. on Sundays. No appointments are necessary.

Approximately 45 vehicles are expected to visit the site each day.

A typical store will have six (6) to ten (10) employees, depending on volume and demand. Usually there are three (3) to five (5) full-time positions created with a new store.

All oil is delivered above ground. Waste oil is piped (PVC piping) into steel drums for collection and proper disposal. Approximately 880 gallons of bulk oil are stored on site at any given time, sometimes less; the maximum capacity is 1,760 gallons.

Deliveries occur approximately one (1) to two (2) times a week.

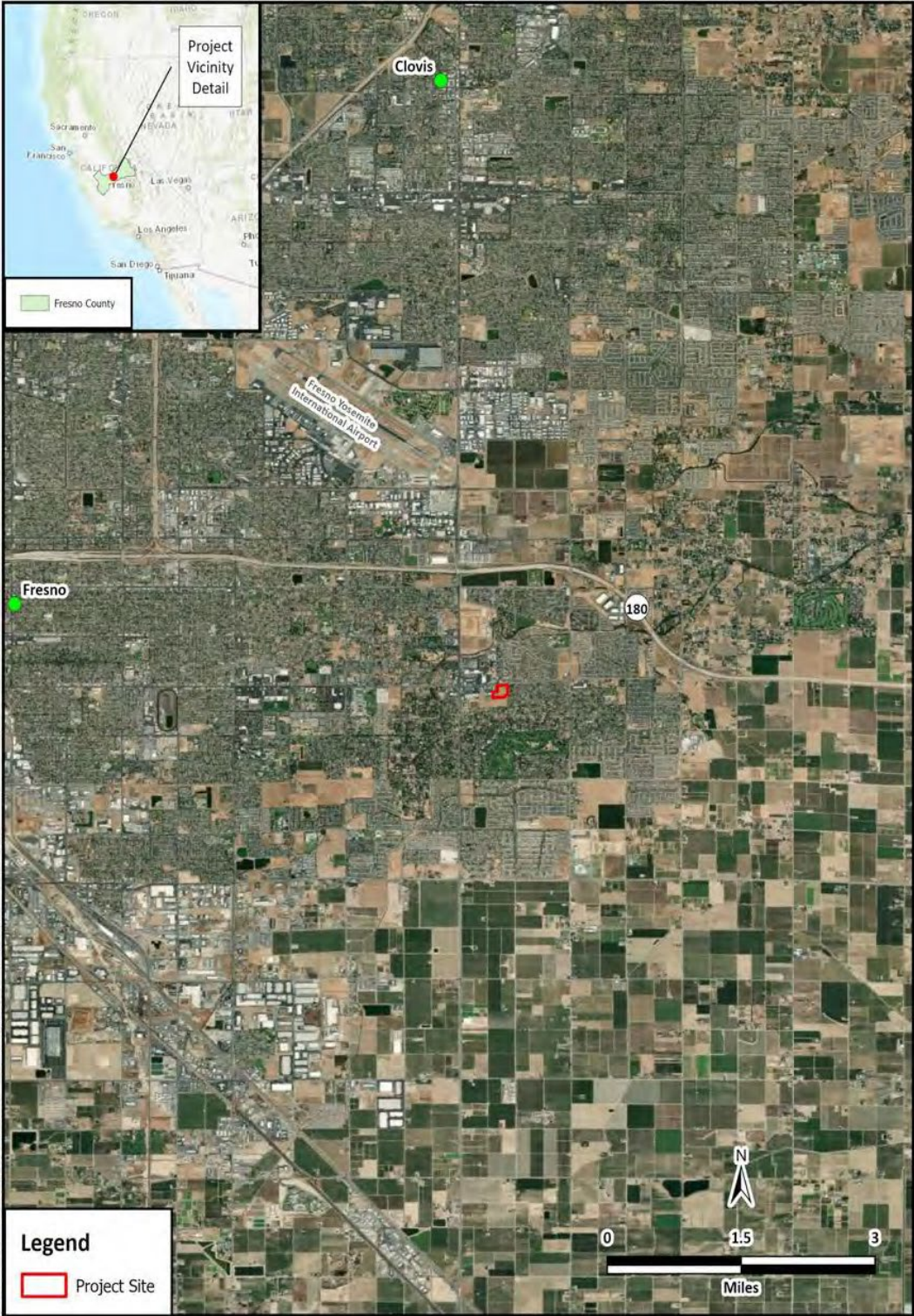
9.	Surrounding land uses and setting: <table border="1"> <thead> <tr> <th></th> <th>Planned Land Use</th> <th>Existing Zoning</th> <th>Existing Land Use</th> </tr> </thead> <tbody> <tr> <td>North</td> <td>Corridor/Center Mixed-Use (City of Fresno)</td> <td>Corridor/Center Mixed-Use (City of Fresno)</td> <td>Commercial (office)</td> </tr> <tr> <td>East</td> <td>Residential-Medium High Density (City of Fresno)</td> <td>R2 NB – Low Density, Multiple Family Residential (Fresno County)</td> <td>Residential</td> </tr> <tr> <td>South</td> <td>Corridor/Center Mixed-Use (City of Fresno)</td> <td>Corridor/Center Mixed-Use (City of Fresno)</td> <td>Vacant</td> </tr> <tr> <td>West</td> <td>Corridor/Center Mixed-Use (City of Fresno)</td> <td>Corridor/Center Mixed-Use (City of Fresno)</td> <td>Commercial</td> </tr> </tbody> </table>		Planned Land Use	Existing Zoning	Existing Land Use	North	Corridor/Center Mixed-Use (City of Fresno)	Corridor/Center Mixed-Use (City of Fresno)	Commercial (office)	East	Residential-Medium High Density (City of Fresno)	R2 NB – Low Density, Multiple Family Residential (Fresno County)	Residential	South	Corridor/Center Mixed-Use (City of Fresno)	Corridor/Center Mixed-Use (City of Fresno)	Vacant	West	Corridor/Center Mixed-Use (City of Fresno)	Corridor/Center Mixed-Use (City of Fresno)	Commercial
	Planned Land Use	Existing Zoning	Existing Land Use																		
North	Corridor/Center Mixed-Use (City of Fresno)	Corridor/Center Mixed-Use (City of Fresno)	Commercial (office)																		
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South	Corridor/Center Mixed-Use (City of Fresno)	Corridor/Center Mixed-Use (City of Fresno)	Vacant																		
West	Corridor/Center Mixed-Use (City of Fresno)	Corridor/Center Mixed-Use (City of Fresno)	Commercial																		
10.	Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): Planning and Development Department, Building and Safety Services Division, Department of Public Works, Department of Public Utilities, Fire Department, Fresno Irrigation District, Fresno Metropolitan Flood Control District, County of Fresno Department of Community Health, County of Fresno Department of Public Works and Planning, and San Joaquin Valley Air Pollution Control District.																				
11.	Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1? If so, has consultation begun? The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the California																				

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

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

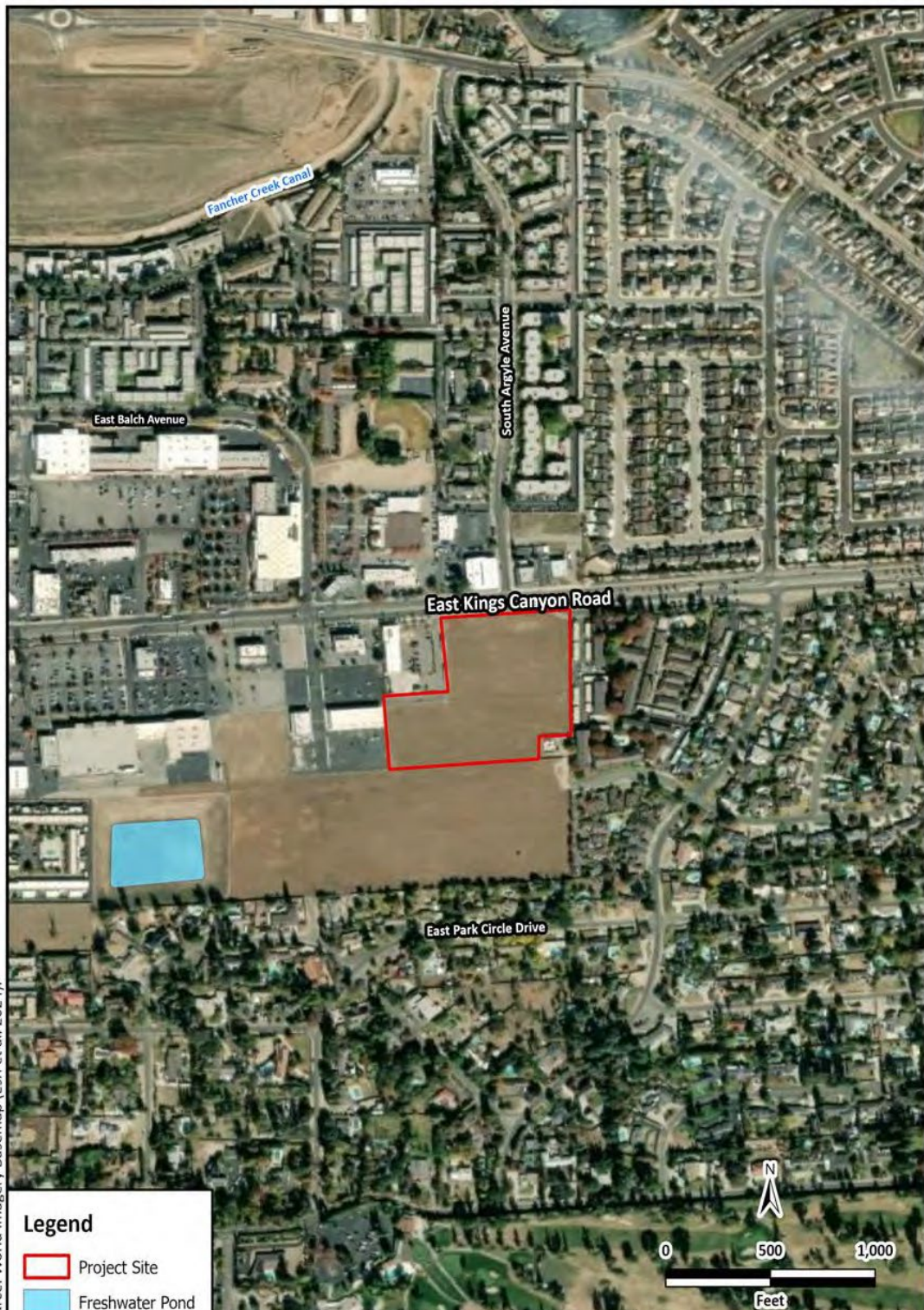
Currently, the Table Mountain Rancheria Tribe and the Dumna Wo Wah Tribe are required to be notified pursuant to Assembly Bill 52 (AB 52). A certified letter was mailed to the above-mentioned tribes on June 26, 2025. The 30-day comment period ended on July 26, 2025. Neither tribe requested consultation. A letter was received by staff on July 9, 2025, from Table Mountain Rancheria declining participation at this time. Within the 30-day noticing period, no communication was received by staff from the Dumna Wo Wah Tribe. When no written request is received by the deadline, it is assumed that the tribe has declined consultation.

Figure 1 – Location Map



561321v1

Figure 2 – Site Aerial



561321v1

IN THE CITY OF FRESNO, COUNTY OF FRESNO, CALIFORNIA
 PREPARED ON 10-18-2024 REV. 07-23-2024
 BY PRECISION CIVIL ENGINEERING, INC.
 SHEET 2 OF 2

EAST KINGS CANYON ROAD

PROPOSED PARCEL A
 0.46 ACRES (GROSS)

PROPOSED PARCEL B
 1.07 ACRES (GROSS)

PROPOSED PARCEL C
 1.37 ACRES (GROSS)

PROPOSED PARCEL D
 5.63 ACRES (GROSS)

NOT A PART
 LES SCHWAB

NOT A PART
 CITY WELL SITE

NOT A PART
 FASHION PARK
 APARTMENTS

NOT A PART
 INDIANAPOLIS

LEGEND

SEWER EASEMENT
 WATER EASEMENT
 UTILITY EASEMENT
 EASEMENT LINE (AS NOTED)
 PARCEL LINE
 PROPERTY BOUNDARY LINE
 ROAD CENTERLINE
 ROAD RIGHT OF WAY LINE (AS NOTED)
 SECTION LINE
 EXISTING SEWER MAIN (SIZE AS NOTED ON PLANS)
 EXISTING WATER MAIN (SIZE AS NOTED ON PLANS)
 EXISTING STORM DRAIN (SIZE AS NOTED ON PLANS)
 EXISTING ROAD AREA

SECTION C/CUT

SCALE 1" = 40'

PRECISION
 CIVIL ENGINEERING, INC.

1234 1/2 STREET
 FRESNO, CA 93701
 559-449-4500
 JWP 23-24

2 OF 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 and Forestry Resources
☐	Air Quality	☐	Biological Resources
☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions
☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing
☐	Public Services	☐	Recreation
☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire
☐	Mandatory Findings of Significance		

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Valeria Ramirez

10/10/2025

Valeria Ramirez, Planner II

Date

City of Fresno, Planning and Development Department

EVALUATION OF ADDITIONAL ENVIRONMENTAL IMPACTS:

1. For purposes of this Initial Study, the following answers have the corresponding meanings:
 - a. "No Impact" means the specific impact category does not apply to the project, or that the record sufficiently demonstrates that project specific factors or general standards applicable to the project will result in no impact for the threshold under consideration.
 - b. "Less Than Significant Impact" means there is an impact related to the threshold under consideration, but that impact is less than significant.
 - c. "Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration, however, with the mitigation incorporated into the project, the impact is less than significant.
 - d. "Potentially Significant Impact" means there is substantial evidence that an effect may be significant related to the threshold under consideration.
2. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
3. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
4. Once the lead agency has determined that a particular physical impact may occur,

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

5. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from, "Earlier Analyses," as described in (6) below, may be cross-referenced).
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

This completed environmental impact checklist form and its associated narrative reflect applicable comments of responsible and trustee agencies and research and analysis conducted to examine the interrelationship between the proposed project and the physical environment. The information contained in the Project application and its related environmental assessment application, responses to requests for comment, checklist, initial study narrative, and any attachments thereto, combine to form a record indicating that an initial study has been completed in compliance with the State CEQA Guidelines

and the CEQA.

All new development activity and many non-physical projects contribute directly or indirectly toward cumulative impacts on the physical environment. It has been determined that the incremental effect contributed by this Project toward cumulative impacts is not considered substantial or significant in itself, and/or that cumulative impacts accruing from this Project may be mitigated to less than significant with application of feasible mitigation measures.

For some categories of potential impacts, the checklist may indicate that a specific adverse environmental effect has been identified which is of sufficient magnitude to be of concern. Such an effect may be inherent in the nature and magnitude of the Project or may be related to the design and characteristics of the individual project. Effects so rated are not sufficient in themselves to require the preparation of an EIR and have been mitigated to the extent feasible.

The Initial Study has concluded that the Project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the CEQA Guidelines. The finding is, therefore, made that the Project will not have a significant adverse effect on the environment.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in PRC Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?		X		

DISCUSSION

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

No Impact. No Impact. A scenic vista is a viewpoint that provides a distant view of highly valued natural or man-made landscape features for the benefit of the general public. Typical scenic vistas are locations where views of rivers, hillsides, and open space areas can be obtained as well as locations where valued urban landscape features can be viewed in the distance.

The City of Fresno General Plan identifies six locations along the San Joaquin River bluffs as designated vista points from which views should be maintained. The scenic views from the San Joaquin River bluffs are not expected to be substantially affected since the land uses included in the approved General Plan are similar to current land uses. As such, implementation of future development associated with the continued implementation of the approved General Plan would result in a less than significant impact on existing designated vista points.

According to the City of Fresno General Plan, scenic views are also attributed to public views of buildings in Downtown Fresno that provide a skyline within the Planning Area. Due to relatively flat topography, intervening land uses, and landscaping, views of the skyline are primarily limited to areas within the Downtown Fresno area. Limited views of existing high-rise buildings in Downtown Fresno are visible from portions of elevated freeways, including SR 41, SR 99, and SR 180. The continued implementation of the approved General Plan would allow future development in the Downtown area, which could include additional high rises. While views of scenic resources in the Downtown Fresno area may be partially obstructed following future development as allowed by the approved General Plan, existing development in these areas currently inhibits views of scenic vistas.

The Project site is in an urbanized area of the City of Fresno. There are no scenic vistas or other protected scenic resources on or near the site. The nearest scenic resource would be Sierra Nevada mountains, located over 30 miles to the east. The orientation and design of the proposed building is intended to mimic the tire center located west of the parcel.

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

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

No Impact. The Project site is in an urbanized area of the City of Fresno and there are no scenic vistas or other protected scenic resources on or near the site. There are no scenic highways near the proposed site. The nearest designated State Scenic

Highway is Hwy 168, located approximately 5.4 miles northwest of the site.¹ As such, there is *no impact*.

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

Less Than Significant Impact. The proposed Project would alter the existing visual character of public views of the site from vacant land to fully developed with a long-term quick-serve lube, oil and filter business. The development will consist of an approximately 20,472-square-foot (0.46 acre) parcel with a 1,450 square-foot, three-bay, Take 5 Oil Change building. The proposal includes access via an existing driveway on East Kings Canyon Road shared by Les Schwab Tire Center and the Sunnyside Village Shopping Center. The plan includes enhanced landscaping, a dedicated trash/recycle enclosure, parking for seven (7) vehicles, three (3) queuing lanes accommodating 15 vehicles to access the structure, and connectivity to the vacant property to the east to accommodate future development. The proposed site is located in an urbanized area within the City, surrounded primarily by commercial offices, other auto-related businesses and vacant land. 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, interior street design, 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 Planning and Development Department. The plans shall be required prior to issuance of any building permits.

The proposed Project will require removal of minimal vegetation in the vacant lot. Curb and gutters, gates, electrical panels and pedestrian sidewalks are incorporated into

¹ State Scenic Highway Map, Caltrans.

<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed November 2024.

the project design, along with site landscaping, including trees, perennials and grasses.

Developments such as those proposed by the Project are typical of urban commercial areas within large cities and are generally expected from residents of the City. These developments 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 existing buildings in the Project area consist primarily of commercial buildings. The proposed Project itself is not visually imposing against the scale of the existing adjacent commercial buildings and nature of the surrounding area.

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

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

Less Than Significant with Mitigation Incorporated. The proposed Project would result in new lighting sources on the site consistent with adjacent residential development. New lighting sources would include interior lighting, street lighting, and security lighting. All street and landscape lighting will be consistent with the lighting set forth in Section 15-2508 of the Fresno Municipal Code (FMC), which states that “lights shall be placed to deflect light away from adjacent properties and public streets, and to prevent adverse interference with the normal operation or enjoyment of surrounding properties.” It also states that “windows shall not cause glare that may disrupt adjoining properties, traffic on adjacent streets, etc.” Implementation of mitigation measure AES-1 will further reduce potential impacts resulting from street lighting.

The proposed Project may produce temporary light and glare from construction activities, which could stem from vehicle construction and equipment lighting. However, most construction work is anticipated to take place during daylight hours, and lighting will be directed away from surrounding homes to minimize disruption. The construction-related light will cease once Project construction has finished.

Adherence to the FMC and mitigation measure AES-1 would ensure potential impacts resulting from new sources of light and glare would remain *less than significant*.

Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the aesthetic related mitigation measures as identified in the attached Project Specific Mitigation Monitoring and Reporting Program dated September 4, 2025.

AES-1: Lighting systems for parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residential areas.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X

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

DISCUSSION

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

No Impact. The California Department of Conservation, Important Farmland Finder Program considers the Project site to be Farmland of Local Importance, which is not a protected classification of farmland under CEQA. The site is within the City of Fresno's City Limits and is designated and zoned for urban uses by the City's General Plan. The site is currently undeveloped and vacant; however, the site has historically been used for agricultural production. The proposed Project would not convert prime farmland, Unique Farmland, or Farmland of Statewide Importance, 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, the Project has *no impact* on agricultural and forest resources.

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

No Impact. The proposed Project site is located within the City of Fresno's City Limits. The proposed site is currently zoned as Corridor/Center – Mixed Use by the City and is designated the same by the City's General Plan. The proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. There is *no impact*.

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

No Impact. As the site is on the Valley floor and in a developed urban area, there is no forest or timberland on the proposed Project site. The proposed development will not 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)). There is *no impact*.

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

No Impact. As described in Impact c) above, there is no forest land on the Project site. There is *no impact*.

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

No Impact. The Project does not consist of protected farmland under CEQA or forest land. The proposed Project would not involve other changes in the existing environment that could result in conversion of Farmland. There is *no impact*.

Mitigation Measures

None are required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

DISCUSSION

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

Less Than Significant Impact.

Construction Emissions: As shown in Table 1, the emissions in each construction year are below the significance thresholds (modeling assumptions are provided in Appendix A). Consequently, the emissions on a Project basis are *less than significant*.

Table 1: Construction Air Pollutant Emissions

Year	Emissions (tons per year)				
	ROG	NOx	CO	PM10	PM2.5
2025	0.01	0.05	0.07	0.01	<0.005
2026	0.03	0.24	0.34	0.01	0.01
Significance threshold (tons/year)	10	10	100	15	15
Exceed threshold—significant impact?	No	No	No	No	No
Notes: PM10 and PM2.5 emissions are from the mitigated output to reflect compliance with Regulation VIII – Fugitive PM10 Prohibitions. ROG = reactive organic gases NOx = nitrogen oxides PM10 and PM2.5 = particulate matter. Source: CalEEMod Output (Appendix A).					

Operational Emissions:

Operational emissions occur during the Project's lifespan and come from two major sources: Regional sources and motor vehicles or mobile sources. Construction is expected to begin in 2025 and end in 2026. When making important determinations, the SJVAPCD considers building and operating emissions separately; in any case, the annual operating emissions together with the annual building emissions will not exceed the relevant SJVAPCD thresholds.

Please note that these findings include the benefits of compliance with required regulations not yet implemented in CalEEMod and the design and location of projects using the mitigation portion CalEEMod. Such steps and regulations are considered part of the project baseline; however, the results are presented in the mitigated model performance of CalEEMod and are not considered mitigation appropriate for compliance with CEQA.

Reductions from land use and transportation measures relating to the location, site design and proximity of the Project to alternative modes of transport are measured by CalEEMod and are based on the methodology provided in the 2010 report of the California Air Pollution Control Officers Association (CAPCOA), Quantifying Gas

Mitigation Measures. As shown in Table 2, the emissions are below the SJVAPCD significance thresholds, and therefore, would result in a *less than significant* impact.

Table 2: Operational Air Pollutant Emissions

Source	Emissions (tons per year)				
	ROG	NOx	CO	PM10	PM2.5
Mobile	<0.005	<0.005	0.03	0.01	<0.005
Area	0.01	<0.005	0.01	<0.005	<0.005
Energy	<0.005	<0.005	<0.005	<0.005	<0.005
Total	0.01	0.01	0.04	0.01	<0.005
Significance threshold	10	10	100	15	15
Exceed threshold?	No	No	No	No	No
Notes: ROG = reactive organic gases NOx = nitrogen oxides PM10 and PM2.5 = particulate matter Area source emissions include emissions from natural gas, landscape, and painting. Source: CalEEMod Output (Appendix A).					

Localized Pollutant Analysis

Emissions that occur at or near the Project have the ability to create a localized effect that is often called an air pollutant hotspot. Localized emissions are deemed important if they are expected to surpass any health-based air quality level when combined with background emissions.

The GAMAQI SJVAPCD provides screening criteria to identify projects needing thorough review for localized impacts. Projects with rises in on-site emissions from building or operating activities above the screening standard of 100 pounds per day of any polluting parameters following compliance with Rule 9510 and the

implementation of all enforceable mitigation measures will require an environmental quality review.

An estimate of the average daily emissions during construction and service was performed to assess if emissions for any pollutant of concern would exceed 100 pounds per day. During the Project buildout, which is expected to be completed in 2026, the estimated daily operating emissions will be present. Operational emissions include pollution from on-site sources such as natural gas production and landscape maintenance, and from off-site vehicles that enter the Project. Pollution from motor vehicles would occur away from the site and would not lead to a breach of local air quality regulations, rendering the study highly conservative. The results of the screening analysis are presented in Table 3.

Table 3: Maximum Daily Air Pollutant Emissions

Source	Emissions (pounds per day)			
	NOx	CO	PM10	PM2.5
Construction 2025	10.1	10.3	5.82	3.00
Construction 2026	4.81	6.93	0.27	0.19
Operations	0.04	0.26	0.04	0.01
Screening threshold	100	100	100	100
Exceed screening threshold?	No	No	No	No
Notes: The highest emissions occur during the winter modeling run for NOx, PM10, and PM2.5. The highest emissions occur during the summer modeling run for CO. CO operational emissions occur off-site and are addressed in the CO hot spot analysis. NOx = nitrogen oxides CO = carbon monoxide PM10 and PM2.5 = particulate matter Source: CalEEMod Output (Appendix A).				

The proposed Project will not surpass SJVAPCD screening requirements to require additional analysis of the ambient air quality; therefore, the Project will not obstruct implementation of an applicable air quality plan, and the Project's localized criteria pollutant impacts are *less than significant*.

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

Less Than Significant Impact. The Air Basin is in non-attainment for ozone, PM10, and PM2.5, which means that certain pollutants' exposure levels are often higher than the normal air quality requirements. The air quality standards have been set to protect public health, particularly the health of vulnerable people. The health effects are therefore a factor in the dose-response curve. Concentration of the pollutant in the air, the length of time exposed and the individual's reaction are factors that affect the extent and nature of the health effects. As shown in Table 1 and Table 2, the regional construction and operational emission analysis shows that the Project does not surpass the substantial thresholds of the District and that the Project is compliant with the Air Quality Attainment Plan applicable. Therefore, the Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment. Impacts are *less than significant*.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Emissions occurring at or near the Project have the potential to create a localized impact that could expose sensitive receptors to substantial pollutant concentrations. The SJVAPCD considers a sensitive receptor to be a location that houses or attracts children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Examples of sensitive receptors include hospitals, residences, convalescent facilities, and schools. While the site is vacant and is largely surrounded by urban uses, including commercial

development and single family residences, other sensitive receptors within 1,000 feet of the Project boundary include:

- Harold Sivas, OD, optometrist office (144 feet to the north)
- Backman Field (approximately 700 feet to the north-northwest)

Multi-family developments within 1,000 feet of the Project boundary include:

- Greenery Apartments (adjacent to eastern Project boundary)
- Fashion Park Apartments (east of Greenery Apartments, approximately 350 feet from eastern Project boundary)
- Argyle Condominiums (within 500 feet to the north)
- Los Arbolitos Apartments (within 500 feet to the north)
- Sunnyside Condominiums (less than 200 feet south of Project boundary)

The SJVAPCD's GAMAQI includes screening thresholds for identifying projects that need detailed analysis for localized impacts. Projects with on-site emission increases from construction activities or operational activities that exceed the 100 pounds per day screening level of any criteria pollutant after implementation of all enforceable mitigation measures would require additional analysis to determine if the preparation of an ambient air quality analysis is needed. The criteria pollutants of concern for localized impact in the Air Basin are PM₁₀, PM_{2.5}, NO_x, and CO. There is no localized emission standard for ROG.

As shown in Tables 1 and 2, the Project would not exceed the emission screening thresholds during project construction or operation. Therefore, the Project's localized criteria pollutant impacts from construction or operation of the Project would be *less than significant*.

Natural gas will not be incorporated in this project.

As shown in Table 3, the Project would not exceed SJVAPCD screening thresholds for localized criteria pollutant impacts; therefore, the Project's localized criteria pollutant impacts from long-term operations would be *less than significant*.

d) Result in other emissions (such as those leading to odors) adversely affecting

a substantial number of people?

Less Than Significant Impact. Land uses which are usually known as sources of unacceptable odors include landfills, transfer stations, sewage treatment plants, wastewater pump stations, composting plants, feed lots, coffee roasters, asphalt batch plants and rendering plants. The proposed Project includes the development of a new oil change and service center and as such, are not expected to be a significant source of unacceptable odors during operations.

The numerous diesel-powered vehicles and machinery that are in use on site will produce localized odors during construction. These odors would be temporary and would therefore not be detectable outside the site limits of the Project for extended periods of time. The potential for impacts from diesel odors is therefore less than significant. Impacts resulting from creating objectionable odors are *less than significant*.

Mitigation Measures

None are required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	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?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

The analysis in the Biological Resource section is based on the Biological Resource Evaluation prepared by Colibri Ecological Consulting in October 2024. The Memo is provided in its entirety in Appendix B.

DISCUSSION

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

Less than Significant Impact with Mitigation Incorporation. The site is currently vacant land with minimal vegetation as it is regularly disked for weed control. The site has historically been utilized for agricultural purposes. The immediate vicinity consists of vacant land and land developed for commercial purposes, roadways, and residential uses .

Desktop Review

As a framework for the evaluation and reconnaissance survey, a USFWS species list was obtained for the Project. In addition, the California Natural Diversity Database (CNDDDB) and the CNPS Inventory of Rare and Endangered Plants was searched for records of special-status plant and animal species from the vicinity of the Project site. Regional lists of special-status species were compiled using CNDDDB and CNPS

database searches confined to the Malaga 7.5-minute United States Geological Survey (USGS) topographic quadrangle, which encompasses the Project site, and the eight surrounding quadrangles (Caruthers, Clovis, Conejo, Fresno North, Fresno South, Round Mountain, Sanger, and Selma). A local list of special-status species was compiled using CNDDB records from within 5 miles of the Project site. Species that lacked a CEQA-recognized special-status designation by state or federal regulatory agencies or public interest groups were omitted from the final list. Species for which the Project site does not provide habitat were eliminated from further consideration. Aerial imagery from Google Earth and other sources, USGS topographic maps, the Web Soil Survey, the National Wetlands Inventor, and relevant literature was also reviewed.

The USFWS species list for the Project included nine species listed as threatened, endangered, or proposed for listing under the FESA. None of those species could occur on or near the Project site due to the lack of habitat or because the Project site is outside the known range of the species (See Appendix B for table and full list of species). As stated in the species list, the Project site occurs outside any proposed or designated USFWS critical habitat.

Searching the CNDDB from the Malaga 7.5-minute USGS topographic quadrangle and the eight surrounding quadrangles produced records of two sensitive natural communities, clay pan vernal pool and hard pan vernal pool, neither of which were on the Project site. Searching the CNPS inventory of rare and endangered plants of California yielded 12 species, all of which have a California Rare Plant Rank (CRPR) of 1 or 2 and five of which are also state or federally listed. Of those 12 plant species, none could occur on or near the Project site due to the lack of habitat (See Appendix B).

Searching the CNDDB for records of special-status species produced 133 records of 43 species (See Appendix B). Of those 43 species, 14 were not considered further because they are not CEQA-recognized as special status species by state or federal regulatory agencies or public interest groups or are considered extirpated in California. Of the remaining 31 species, 16 are known from within 5 miles of the Project site. Of those species, only one, burrowing owl (*Athene cunicularia*—SSSC), could occur on or near the Project site based on the presence of habitat.

Burrowing Owl

Burrowing owl is a member of the family Strigidae recognized as a Species of Special Concern by the CDFW. It occurs primarily in grasslands but can persist and even thrive in agricultural or other developed and disturbed areas. Burrowing owl depends on burrow systems excavated by other species such as California ground squirrel (*Otospermophilus beecheyi*) and American badger (*Taxidea taxus*). Burrowing owls use burrows for protection from predators, weather, as roosting sites, and dwellings to raise young. They commonly perch outside burrows on mounds of soil or nearby fence posts. Prey types include insects, especially grasshoppers and crickets, small mammals, frogs, toads, and lizards. The nesting season begins in March, and incubation lasts 28–30 days. The female incubates the eggs while the male forages and delivers food items to the burrow-nest; young then fledge between 44 and 53 days after hatching. Adults can live up to 8 years in the wild. There are two CNDDDB occurrence records of burrowing owls within 5 miles of the Project site. The nearest CNDDDB occurrence record of burrowing owl is from 3 miles northeast of the Project site. Ground squirrel burrows scattered throughout the Project site could support the species. The Project site and the adjacent vacant lot to the south provide potential foraging habitat. However, the habitat is fragmented and routinely disturbed, and no sign of burrowing owl was detected during the 12 September 2024 reconnaissance survey. Therefore, the potential for this species to occur on the Project site is low.

However, construction activities such as excavating, trenching, or using other heavy equipment that disturbs or harms a special-status species or substantially modifies its habitat could constitute a significant impact. Mitigation Measure BIO-1 (below), which includes pre-construction surveys, will be included in the conditions of approval to reduce the potential impacts to burrowing owl to *less than significant with mitigation*.

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

No Impact. The Project site consisted of a vacant field with patches of ruderal herbaceous vegetation primarily consisting of nonnative grasses and forbs. The Project site showed signs of disking (e.g., exposed soil, furrows, short vegetation)

likely within the past 12 months. Ornamental trees and shrubs were present on the adjacent residential and commercial development lots. Ground squirrel burrows were sparsely distributed throughout the Project site. A chain link fence with a locked gate separated the north and south portions of the Project site. Trash and debris were scattered throughout the Project site. The reconnaissance survey performed on behalf of the proposed Project indicated there are no natural waterways or sensitive natural communities on the subject site. As such, there is *no impact*.

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

No Impact. The reconnaissance survey performed on behalf of the proposed Project indicated there are no wetlands on the subject site. As such, there is *no impact*.

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

Less Than Significant Impact with Mitigation Incorporated. Migratory birds could nest on or near the Project site. Bird species that may nest on or near the property include, but are not limited to, California scrub-jay (*Aphelocoma californica*) and mourning dove (*Zenaida macroura*). Large trees within 0.5 miles of the Project site could provide nesting substrates for raptors.

Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment or loss of reproductive effort can be considered take under the MBTA and CFGC. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, could constitute a significant effect if the species is particularly rare in the region. Construction activities such as excavating, trenching, and grading that disturb a nesting bird on the Project site or immediately adjacent to the construction zone could constitute a significant effect. Once the Project is operational, there will be no on-site habitat as the site will be paved with regular disturbances. Mitigation Measure BIO-2 (below), which includes pre-construction nesting surveys,

will be included in the conditions of approval to reduce the potential effect to *less than significant with mitigation*.

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

Less Than Significant Impact. The City's General Plan Parks, Open Space, and Schools Element contains several objectives and policies pertaining to the protection of biological resources. Most of the policies pertain to general long-term protection and preservation of biological resources including providing buffers for natural areas (Policy POSS-5-c), implementing habitat restoration where applicable (Policy POSS-5-f), protection/enhancement of the San Joaquin River area (Policy POSS-6-a, 6-b, 7-a through 7-g). The Project is not located in the vicinity of the San Joaquin River and is surrounded by urban development. The biological resource evaluation prepared for the proposed Project (see Appendix B) determined that no critical habitat occurs on site and the site is lacking habitat for the majority of sensitive species. Mitigation measures BIO-1 and BIO-2 are included to protect species that may have on site habitat.

The Project site consists of a vacant field with patches of ruderal herbaceous vegetation, primarily nonnative grasses and forbs. Ornamental trees and shrubs are present on the adjacent residential and commercial development lots; however, there are no trees onsite that will be removed as a part of the Project.

There is a *less than significant impact*.

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

No Impact. The PG&E San Joaquin Valley Operation and Maintenance (O&M) Habitat Conservation Plan (HCP) was approved in 2007 and covers portions of nine counties, including Fresno County. This HCP covers PG&E activities which occur as a result of ongoing O&M that would have an adverse impact on any of the 65 covered species and provides incidental take coverage from the US Fish and Wildlife Service and the California Department of Fish and Wildlife. As the proposed Project is not a

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PG&E activity, the Project is not subject to the provisions of the HCP. There is no other HCP, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan that regulates the Project area. Therefore, there is *no impact*.

Mitigation Measures

BIO-1 Protect burrowing owl.

A pre-construction clearance survey shall be conducted by a qualified biologist to ensure that no burrowing owl will be disturbed during the implementation of the Project. A pre-construction clearance 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 burrowing owl habitat in and immediately adjacent to the impact areas.

The Project proponent shall submit written documentation to the City of Fresno and CDFW that pre-construction surveys for burrowing owl were conducted on the Project site in accordance with the requirements of this mitigation measure.

If a burrowing owl or sign of burrowing owl use (e.g., feathers, guano, pellets) is detected on or within 500 feet of the Project site, and the qualified biologist determines that Project activities would disrupt the owl(s), the Project proponent shall consult with CDFW to identify appropriate measures to prevent impacts to the species, such as establishing a buffer around occupied burrows.

BIO-2 Protect nesting birds.

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

If it is not possible to schedule construction between September and January, pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. 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. The Project proponent shall submit written documentation to the City of Fresno and CDFW that pre-construction surveys for nesting birds were conducted on the Project site in accordance with the requirements of this mitigation measure.

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 will be halted or redirected to other areas until nesting and fledging are completed or the nest has otherwise failed for non-construction related reasons.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				

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

DISCUSSION

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

Less Than Significant Impact with Mitigation Incorporated. A prehistoric and historic site records and literature search was conducted for the Project area through the Southern San Joaquin Valley Information Center of the California Historical Resources Information System on December 18, 2024 (File RS#24-562) and is provided in Appendix C. There have been no previous cultural resource studies performed in the Project area; however, eight cultural resource studies fall in the one-half mile radius, FR-00257, 00719, 01740, 01741, 01826, 02191, 02567, 03059 and 03059A. Records indicated that there are no recorded resources within the Project area. There have been three recorded resources within the one-half mile radius: P-10-004653, 004654, and 007428. Two of these resources consist of historic era houses and the last is the Fresno Canal.

There are no recorded cultural resources within the Project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, for the California State Historic Landmarks.

Although no cultural or archaeological resources, paleontological resources or human remains have been identified in the Project area to date, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. As such, Mitigation Measure CUL-1 shall be implemented to protect undiscovered resources. Adherence to this mitigation measure will result in a *less than significant impact with mitigation incorporated*.

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

Less Than Significant with Mitigation Incorporated. As discussed in Impact a) above, no surface or recorded evidence of sensitive cultural resources were evident on the Project site. However, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities. Mitigation Measure CUL-1, which requires construction activities to stop if unknown cultural resources are discovered during land moving activities, shall be implemented to reduce potential impacts to *less than significant with mitigation*.

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

Less Than Significant Impact with Mitigation. Although no cultural or archaeological resources, paleontological resources or human remains have been identified in the Project area yet, the possibility exists that such resources or remains may be discovered during Project site preparation, excavation and/or grading activities.

The discovery of human remains is regulated by California Health and Safety Code Section 7050.5, which states, in part, that:

“(b) In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to provisions of law concerning investigation of the circumstances, manner and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains.

(c) If the coroner determines that the remains are not subject to his or her authority and the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.”

Incorporation of Mitigation Measure CUL-2 will ensure compliance with California Health and Safety Code Section 7050.5, which would protect buried remains and reduce potential impacts to human remains to *less than significant with mitigation incorporated*.

Mitigation Measures

The proposed Project shall implement and incorporate, as applicable, the cultural resource related mitigation measures as identified in the attached Mitigation Monitoring and Reporting Program dated September 4, 2025.

CUL-1

In the event that any precontact or historic-era subsurface archaeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural

deposits are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find and advise the City of Fresno on the site's significance. If the qualified archaeologist and the City of Fresno determine the archaeological material to be Native American in nature, the applicant shall contact the appropriate Native American tribe for their input on the preferred treatment of the find. If the find is determined to be significant by the archaeologist and the City of Fresno, Planning and Development Department (*i.e.*, because it is determined to constitute a unique archaeological resource), the archaeologist and the City of Fresno shall develop, and the applicant shall implement, appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place (which shall be the preferred manner of mitigating impacts to archaeological sites), archival research, subsurface testing, or contiguous block unit excavation and data recovery (when it is the only feasible mitigation, and pursuant to a data recovery plan).

CUL-2

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

descendants all reasonable options regarding the descendants' preferences for treatment.

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

Pacific Gas and Electric Company provides electricity and natural gas service to the County of Fresno and to the City of Fresno. Upon buildout of the Project site, electricity to the Project site would be provided by PG&E. All electricity infrastructure would be located underground and would tie-in to existing infrastructure.

According to the U.S. Energy Administration, 2,916 trillion Btu of energy were consumed by the Transportation sector in California in 2022.² California is the second-largest consumer of motor gasoline among the 50 states.³

DISCUSSION

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

Less Than Significant Impact. The proposed development consists of a 1,450 square foot Take 5 Oil Change building with three service bays (see Figure 3). The development would include access via an existing driveway on East Kings Canyon Road shared by Les Schwab Tire Center and the Sunnyside Village Shopping Center. The development also includes enhanced landscaping, a dedicated trash/recycle enclosure, and parking for seven vehicles with three queuing lanes to accommodate 15 vehicles' access to the structure. The proposed site is currently undeveloped.

During construction, the Project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass. Title 24 Building Energy Efficiency Standards provide guidance on construction techniques to maximize energy conservation. As such, it is anticipated that materials used in construction and construction vehicle fuel energy would not involve the wasteful, inefficient, or unnecessary consumption of energy.

Operational Project energy consumption would occur for multiple purposes, including but not limited to, building heating and cooling, refrigeration, lighting and electronics. Operational energy would also be consumed during each vehicle trip associated with the proposed use. CalEEMod was utilized to generate the estimated energy demand of the proposed Project, and the results are provided in Table 4 and in Appendix A.

² U.S. Energy Information Administration, California State Profile and Energy Estimates. <https://www.eia.gov/state/print.php?sid=CA>. Accessed March 2025.

³ Ibid.

Table 4
Annual Project Energy Consumption

Land Use	Electricity Use in kWh/year	Natural Gas Use in kBTU/year
General Light Industry	17,203	59,410

The proposed Project would be required to comply with Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of Title 24 standards significantly increases energy savings, and it is generally assumed that compliance with Title 24 ensures projects will not result in the inefficient, wasteful, or unnecessary consumption of energy.

As discussed in Impact XVII – Transportation/Traffic, at build-out the Project is expected to generate approximately 7 weekday trips, 3 trips on Saturdays and 7 trips on Sundays, some of which will be peak hour trips. This will result in approximately 16,356 vehicle miles traveled (VMT) annually. The length of these trips and the individual vehicle fuel efficiencies are not known; therefore, the resulting energy consumption cannot be accurately calculated. Adopted federal vehicle fuel standards have continually improved since their original adoption in 1975 and assists in avoiding the inefficient, wasteful, and unnecessary use of energy by vehicles.

As discussed previously, the proposed Project would be required to implement and be consistent with existing energy design standards at the local and state level. The Project would be subject to energy conservation requirements in the California Energy Code and CALGreen. Adherence to state code requirements would ensure that the Project would not result in wasteful and inefficient use of non-renewable resources due to building operation.

Based on the above information, the proposed Project would not result in the inefficient or wasteful consumption of electricity or natural gas, and impacts would be *less than significant*.

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

Less Than Significant Impact. The approximately 0.46-acre Project development site is located within the City of Fresno's Limits and consists of a 1,450 square foot Take 5 Oil Change building with three service bays, which would be built in accordance with all applicable rules and regulations. Compliance with established and applicable regulations such as Title 24 (building energy efficiency standards) and Title 20 (appliance efficiency regulations) of the California Building Code would ensure that the Project would not conflict with or obstruct any state or local plan for renewable energy or energy efficiency. Moreover, compliance with Title 24 standards would ensure that the proposed Project would not conflict with any energy conservation policies related to the proposed Project's building envelope, mechanical systems, and indoor and outdoor lighting. In addition, the proposed Project would constitute development within an established community. As such, the Project would not be opening a new geographical area for development such that it would not result in unusually long trip lengths for future Project residents.

For the above reasons, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would be *less than significant*.

Mitigation Measures

None are required.

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

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

DISCUSSION

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

i. Rupture of a known earthquake fault, as delineated on the most recent

Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. According to the Fault Rupture Zones Map prepared by the California Department of Conservation in 2018, the Project site is not located within a Fault-Rupture Hazard Area. Moreover, no active faults have been identified within the City of Fresno. The nearest zoned fault to the City is a portion of the Nunez Fault, located approximately 48 miles southwest of the City. Therefore, because no active faults occur within the City, impacts associated with fault rupture would be *less than significant*.

ii. Strong seismic ground shaking?

Less Than Significant Impact. 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. Additionally, construction and daily activities of operation will not cause or contribute to strong seismic shaking. The impact of strong seismic ground shaking on the Project would be *less than significant*.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The potential for soil liquefaction within the City of Fresno ranges from very low to moderate due to the variable density of the subsurface soils and the presence of shallow groundwater. Construction in California is regulated by the California Building Code (CBC) which requires site-specific geotechnical studies which must consider the potential for liquefaction and soil strength loss. The CBC also mandates foundation design that

addresses liquefaction impacts and may require ground improvement techniques. The proposed Project will be subject to the requirements set forth in the California Building Code (Fresno Municipal Code Section 11-101) which would ensure that potential settlement and lateral spread impacts would be *less than significant*.

iv. Landslides?

Less Than Significant Impact. Landslides are the release of rock, soil, or other debris and its subsequent movement down a slope or hillside. Landslides occur during earthquakes, triggered by the strain induced in soil and rock by ground shaking vibrations, and during non-earthquake conditions, most frequently during the rainy season. Any slope of 15 degrees or greater is susceptible to mud or landslides. The Project area is generally flat in nature, with slopes nearly at zero degrees. As such, the Project site is not susceptible to mud or landslides during non-earthquake conditions during the dry or rainy season.

Additionally, the proposed Project site is not located in an earthquake fault zone as delineated by the 1972 Alquist-Priolo Earthquake Fault Zoning Map Act. 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 the Project on and from landslides would be *less than significant*.

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

Less Than Significant Impact. Construction activities associated with the Project involve ground preparation work for the new commercial development, parking, and associated improvements. 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 construction contractor would be required to submit a Stormwater Pollution Prevention Plan (SWPPP) which includes employing appropriate sediment and erosion control BMPs. Any noncompliance fines would be paid by the developer. 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 site will be covered with buildings, a parking area and landscaping and the Project would not result in soil erosion or loss of topsoil. Adherence to local and state requirements will ensure that any impacts are *less than significant*.

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

Less Than Significant Impact. As discussed in Impact a) 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 City of Fresno is not recognized by the U.S. Geological Service as being in an area of subsidence.⁴ Impacts would be *less than significant*.

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

Less Than Significant Impact. The soil on the proposed Project site is comprised primarily of Atwater loamy sand (52.6%) and Delhi loamy sand (47.4%). These soil types are considered well drained with a low ability for water storage, which means

⁴ U.S. Geological Service. Areas of Land Subsidence in California. https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html. Accessed February 2023.

they are unlikely to expand.⁵ Any impacts would be *less than significant*.

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

No Impact. Under the approved City of Fresno General Plan, all development within the City limits is required to install public sewage collection and disposal systems. Should the site contain a septic system from the previous use, it will be removed in compliance with the Fresno County Public Works and Planning Department regulation, including obtaining a demolition permit. The Project will be required to tie into existing sewer services (see Utilities section for more details). Therefore, there would be *no impact*.

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

Less Than Significant Impact with Mitigation. There are no unique geological features on site or in the area. As discussed previously in this document, there are no known cultural or historical resources on or near the site. (See Section V. for more details). Mitigation Measure CUL-1 is included to reduce potential impacts to undiscovered resources. Additionally, it is unknown if paleontological resources are on site and as such, Mitigation Measure GEO-1 is included to reduce potential impacts. Therefore, there would be a *less than significant impact with mitigation*.

Mitigation Measures

See CUL-1 in Section V.

GEO-1

If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make

⁵ USDA Natural Resources Conservation Service. Custom Soil Resource Report for Eastern Fresno Area, California.

recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources.

If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from Project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the City of Fresno, Planning & Development Department.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

DISCUSSION

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

Less Than Significant Impact with Mitigation. Consistent with CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project that demonstrates consistency with a qualified plan for reducing GHG emissions would be considered to result in less than significant GHG emissions. The City adopted a GHG Reduction Plan in December 2014. The 2014 Plan included a target to reduce local community GHG emissions to 1990 levels by the year 2020, consistent with the state objectives set forth in AB 32. The City of Fresno is currently preparing an updated Climate Adaptation Plan as part of its General Plan Update; however, no draft targets or GHG reduction measures are currently available. Additionally, the GHG Reduction Plan Update does not meet all requirements of a “qualified plan” under Section 15183.5 of the CEQA Guidelines.

As such, the City of Fresno does not have a current GHG reduction plan, and the SJVAPCD also does not have adopted thresholds of significance for GHG emissions. Therefore, in the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed Project for consistency with the Bay Area Air District (BAAD) Project Level Climate Impacts, as outlined in Chapter 6 of the BAAD’s

2022 CEQA Guidelines (BAAD CEQA Guidelines)⁶. Prior to approval, the BAAD prepared a Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans (Justification Report).⁷ BAAD thresholds establish whether a project would be consistent with California’s efforts to meet long-term climate goals as established in the State’s 2022 Scoping Plan, including achieving carbon neutrality by 2045. As outlined in the Justification Report, if a project is designed and built to incorporate design elements related to natural gas, energy, VMT, and EVs, then it would contribute its portion of what is necessary to achieve California’s long-term climate goals — its “fair share” — and an agency reviewing the project under CEQA can conclude that the project would not make a cumulatively considerable contribution to global climate change.

The Justification Report provides substantial evidence supporting the use of the BAAD thresholds for projects throughout California because the thresholds are applicable to meeting the State’s established greenhouse gas reduction goals. The design requirements, listed below, are aligned with the recommendations of the 2022 Scoping Plan, which assesses progress toward the statutory 2030 target and identifies a path to achieving carbon neutrality by 2045.⁸ Appendix D of the 2022 Scoping Plan includes recommendations for new development for local jurisdictions to demonstrate consistency with state emissions reduction goals. The priority strategies include increasing access to alternative transportation options and requiring new development to be all electric. BAAD determined that deployment of EV infrastructure beyond current mandatory California Green Building Standards Code (CALGreen) requirements was necessary to achieve a project’s fair share of EV charging infrastructure to meet state EV use goals. The more aggressive Tier 2 voluntary

6 Bay Area Air Quality Management District. 2022 CEQA Guidelines. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/ceqa-guidelines-chapter-6-project-climate-impacts_final-pdf.pdf?rev=ce3ba3fe9d39448f9c15bbabd8c36c7f&sc_lang=en. Accessed June 2025.

7 Bay Area Air Quality Management District. California Environmental Quality Act. Air Quality Guidelines Appendix A: Thresholds of Significance Justification. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa-guidelines-2022/appendix-a-thresholds-of-significance-justification_final-pdf.pdf?rev=d35960ec035546629124ae2a25fb1df9&sc_lang=en. Accessed June 2025.

8 California Air Resources Board. 2022 Scoping Plan Documents. <https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents>. Accessed June 2025.

standards were determined to represent a project's fair share, to be updated with subsequently more aggressive Tier 2 standards in future CALGreen cycles. The CALGreen Tier 2 standards are also the most aggressive standards for EV charging infrastructure available to projects in Fresno. As such, in the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the identified project design elements as the applicable thresholds of significance to establish if the proposed Project is achieving its "fair share" of emission reductions to support long-term State goals for GHG emissions and carbon neutrality. A project that implements the BAAD recommendations may be considered to achieve its fair share of emissions reductions in alignment with the AB 1279 emissions reduction goal of statewide net-zero GHG emissions by 2045 and would have a less than significant impact. Consistent with the BAAD significance thresholds, construction GHG emissions are assumed to represent a very small portion of a project's lifetime GHG emissions.

In accordance with the BAAD threshold for project-level impacts, a project would have a less than significant impact related to GHG emissions if it would include the following project design elements:

1. Buildings

- a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
- b. The project will not result in any wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

2. Transportation

- a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and

Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:

- Residential projects: 15 percent below the existing VMT per capita
- Office projects: 15 percent below the existing VMT per employee
- Retail projects: no net increase in existing VMT

b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

The City of Fresno adopted CEQA Guidelines for Vehicle Miles Traveled Thresholds that identify City thresholds as 14 VMT per capita threshold for residential land uses and a 22.3 VMT per employee threshold for employee-based land uses. As this threshold was determined based on Governor's Office of Planning and Research guidance for Senate Bill 743 compliance and is established to address the City-specific fair share of regional VMT impacts, the City's VMT threshold is the applicable threshold for determining consistency with GHG threshold 2.a.

The project design elements outlined above are utilized in the following analysis as the thresholds of significance to evaluate the Project's potential GHG emissions impact. Project GHG emissions are quantified below for informational purposes.

Construction Greenhouse Gas Emissions. Construction activities associated with the proposed Project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Using CalEEMod (output files in Appendix A), it is estimated that the average annual emissions associated with construction of the proposed Project over both construction years (10.8 metric tons (MT) of CO₂e (carbon dioxide equivalent) in 2025 and 57.8 MT of CO₂e in 2026) would be approximately 34.3 metric tons MT of CO₂e per year. Construction GHG emissions were amortized over the life of the Project (assumed to be 30 years) and added to the operational

emissions. When annualized over the life of the project, amortized construction emissions would be approximately 2.3 MT CO₂e per year.

Operational Greenhouse Gas Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., vehicle and truck trips), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Following guidance from the SJVAPCD, GHG emissions for operation of the Project were calculated using CalEEMod (output files provided in Appendix A). Based on the analysis results, summarized in Table 5, Greenhouse Gas Emissions, the proposed Project would result in emissions of approximately 14.45 MT CO₂e per year. These estimated emissions are provided for informational purposes, and the significance of the proposed Project is further analyzed below.

Table 5: Greenhouse Gas Emissions

Category	Operational Emissions (metric tons per year)			
	Total CO ₂	CH ₄	N ₂ O	CO ₂ E
Mobile	6.19	<0.005	<0.005	6.31
Area	0.02	<0.005	<0.005	0.02
Energy	4.74	<0.005	<0.005	4.77

Water	0.23	0.01	<0.005	0.58
Waste	0.16	0.02	0.000	0.56
Amortized Construction Emissions				2.3
Total	11.3	0.03	<0.005	12.3

Consistency with GHG-Reducing Project Features. As outlined above, in the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed Project for consistency with the BAAD threshold for project-level impacts, which identifies project design elements as the applicable thresholds of significance. If a project is designed and built to incorporate design elements related to natural gas, energy, VMT, and EVs, then it would contribute its portion of what is necessary to achieve California's long-term climate goals — its “fair share” — and an agency reviewing the project under CEQA can conclude that the project would not make a cumulatively considerable contribution to global climate change. Per the significance thresholds described above, a less than significant GHG impact would occur if the project were consistent with the identified design standards, as evaluated below.

Natural Gas Usage. A less than significant GHG impact would occur if the project does not include natural gas appliances or natural gas plumbing. The proposed Project may be all-electric, but this design feature has not yet been incorporated into Project plans. Therefore, mitigation measure GHG-1 (Greenhouse Gas Emissions Reducing Design Features) is required for the proposed Project to commit the Project to be consistent with this design element.

Energy Use. Under this design criterion, the project must not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines. As described above in Section VI, Energy, the Project would not result in waste, inefficient, or unnecessary energy usage. In summary, the Project would comply with applicable energy efficiency standards and would not include any unusual components that would result in wasteful energy use. Climate control would be limited

to indoor units to avoid unnecessary energy usage. Therefore, the Project would be consistent with this design element.

Vehicle Miles Traveled. As discussed above, development that meets the locally adopted SB 743 VMT target would be considered to have a less than significant GHG emissions impact from transportation sources. As outlined in Section XVII, Transportation, the Project is considered a local-serving retail less than 50,000 square feet and as such, is considered less than significant to countywide VMT per the Fresno Council of Governments VMT Screening Guidelines⁹. Therefore, because the Project would generate minimal new vehicle trips, the Project's potential impact related to VMT would be less than significant. Therefore, the Project would be consistent with this design element.

Electric Vehicle Requirements. Under this design criterion, the Project must demonstrate consistency with the Tier 2 measures for off-street EV parking included in the most recently adopted version of the CALGreen Code. The proposed Project may include EV parking in accordance with Tier 2 standards, but this design feature has not yet been incorporated into Project plans. Therefore, mitigation measure GHG-1 (Greenhouse Gas Emissions Reducing Design Features) is required for the Project to commit the project to be consistent with this design element.

The proposed Project could be consistent with the Project design elements related to natural gas, energy, VMT, and EVs, which demonstrate that the Project is achieving its "fair share" of GHG emission reductions. However, design elements related to building electrification and EV parking have not yet been incorporated into Project design. Therefore, the proposed Project would potentially generate substantial greenhouse gas emissions, or conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions prior to mitigation. The impact would be potentially significant, and reduced to less than significant with Mitigation Measure GHG-1.

9 Fresno Council of Governments. VMT Screening. <https://www.fresnocog.org/project/vmt-screening/>. Accessed June 2025.

Compliance with the above design requirements shall be included on Project building design plans submitted to the City Planning and Development Department prior to final approval.

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

Less Than Significant Impact with Mitigation. As discussed above, the Project is consistent with the State's GHG reduction goals. Additionally, the Project was evaluated for consistency with the statewide emissions reduction target in AB 1279 through consistency with the 2022 Scoping Plan. The 2022 Scoping Plan acknowledges that new technologies will be required to be developed to meet the AB 1279 emissions reductions target. As such, requiring individual projects to meet the AB 1279 target of net zero would not be appropriate, and sufficient guidance is not available to establish a fair share of the 85 percent reduction in anthropogenic emissions target. Therefore, the Project is compared to 2022 Scoping Plan priorities for land use development, as outlined in Appendix D to the 2022 Scoping Plan, Local Actions. For nonresidential development, the Scoping Plan emphasizes VMT reductions consistent with regional Sustainable Community Strategies, transportation electrification, and building electrification, including a target of electric-only appliances in new commercial construction beginning in 2029. The Scoping Plan also emphasizes infill development to support VMT reduction.

As discussed in Section XVII, Transportation, the Project was evaluated for consistency with VMT standards. The Project is considered to be a local-serving retail with less than 50,000 square feet, which is considered to have a less than significant VMT impact. The Project would be constructed prior to 2029 and would not be subject to the CARB target for electric-only appliances. However, the Project would comply with all applicable energy efficiency requirements, including Title 24 Building Energy Efficiency Standards, to obtain building permits, and the Project does not include any usual features that would result in wasteful, inefficient, or unnecessary energy usage. Additionally, with implementation of Mitigation Measure GHG-1, the Project would not include natural gas use. The Project would provide new EV charging spaces and would support expansion of EV charging infrastructure. In summary, the Project would

provide infill development that would generate minimal new VMT, would limit natural gas use on the site, and would provide new EV infrastructure. As such, the Project would be consistent with applicable 2022 Scoping Plan priorities. The impact would be less than significant with Mitigation Measure GHG-1 incorporated.

Mitigation Measures

GHG-1

As a condition of approval, the applicant shall demonstrate that the Project would be an all-electric development that does not include natural gas appliances or natural gas plumbing, and no natural gas service would be provided to the site. Consistent with the 2022 CALGreen Standards, Tier 2 voluntary provisions for electric vehicle capable parking for non-residential development (2022 California Green Building Standards Code, Appendix A5, Table A5. 106.5.3.2), three EV capable spaces are required. Design requirements for these spaces are provided in Section 5.106.5.3 of the 2022 California Green Building Standards Code.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIAL – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

DISCUSSION

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

Less Than Significant Impact. 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, as discussed previously, a Storm Water Pollution Prevention Plan (SWPPP) is required for the Project and shall include emergency procedures for incidental hazardous materials releases. The SWPPP also includes Best Management Practices which includes requirements for hazardous materials storage.

Project operations would include the replacement of small automotive parts and liquids as an accessory use to a gasoline sales station or automotive accessories and supply store, and quick-service oil, tune up, and brake and muffler shops, where repairs are made or service is provided in enclosed bays and no vehicles are stored overnight, including tire sales and installation. This classification excludes disassembly, removal, or replacement of major components such as engines, drive trains, transmissions, or axles; automotive body and fender work; vehicle painting; or other operations that generate excessive noise, objectionable odors, or hazardous materials; and towing services. The Project also excludes repair of heavy trucks, limousines, or construction vehicles.

All oil would be delivered above ground. Waste oil would be piped (PVC piping) into steel drums for collection and disposal per County and State requirements. Approximately 880 gallons of bulk oil could be stored on site at any given time, sometimes less; the maximum capacity would be 1,760 gallons. All other solid waste and recycling would be placed in a 9x14-foot on-site trash and recycle enclosure, which would be serviced by the City of Fresno. Compliance with applicable County and State standards would reduce any potential impacts to *less than significant*.

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

Less Than Significant. Hazardous materials at oil change facilities are subject to a complex web of regulations at the federal, state and local level, aimed at preventing and mitigating the risks associated with storing, handling, and disposing of these materials. Key regulatory components include:

- Used Oil Management
 - Hazardous waste classification - In California, used oil is generally managed as a hazardous waste unless it has been recycled and meets specific recycled oil specifications or qualifies for a recycling exclusion.
 - Generator requirements: Businesses that generate used oil, including oil change facilities, must comply with hazardous waste generator requirements outlined in California Code of Regulations (CCR) Title 22, Chapters 12 and 29. These include:
 - Obtaining a Hazardous Waste Identification Number from the Department of Toxic Substances Control (DTSC).
 - Meeting specific accumulation time and storage requirements for used oil.
 - Properly managing containers and tanks, including labeling, inspections, and secondary containment for tanks.
 - Used Oil Filters: Fully drained used oil filters in metal housings can be recycled, while those without metal housings must be managed as hazardous waste unless it can be demonstrated they do not exhibit a hazardous waste characteristic.
- Hazardous Waste Transportation and Manifesting
 - Uniform Hazardous Waste Manifest: Most hazardous waste shipments, including used oil, require a Uniform Hazardous Waste Manifest for tracking from "cradle-to-grave"
 - Registered Hazardous Waste Transporter: If an oil change facility hires

someone else to transport their used oil, they must use a registered hazardous waste transporter.

- Hazardous Materials Business Plans (HMBP)
 - State Requirement: Facilities that handle hazardous materials (including used oil) above specific thresholds (55 gallons in California) are required to develop and submit an HMBP to the local Certified Unified Program Agency (CUPA).
 - HMBP Content: An HMBP includes information on hazardous materials inventory, facility maps, emergency response procedures, and employee training programs
- Local Regulations and Oversight
 - Certified Unified Program Agencies (CUPAs): CUPAs are local agencies responsible for implementing and enforcing hazardous materials regulations, including used oil and HMBP requirements. Fresno County is CUPA for facilities within the City of Fresno.
 - Inspections and Enforcement: CUPAs conduct routine inspections to verify compliance with hazardous materials regulations.

The proposed Project would be regulated as a hazardous waste generator, therefore it must comply with specific used oil management practices, and will be required to develop a HMBP, all under the oversight of federal, state, and local agencies. These regulations are in place to minimize the risks of spills and contamination and ensure the proper handling and disposal of hazardous materials associated with oil changes. Compliance with these regulations will reduce impacts regarding the release of hazardous materials into the environment. Impacts are ***less than significant***.

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

No Impact. The proposed Project consists of a 20,472-square-foot Take 5 Oil Change building. As described in Impacts a) and b) above, it is unlikely that these operations will emit hazardous emissions or handle hazardous or acutely hazardous materials.

No schools are located within 0.25 miles of the proposed Project site. The nearest school is Fancher Creek Elementary School, located approximately 0.7 miles northeast of the proposed 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. The area surrounding the proposed site is primarily comprised of commercial purposes, similar to the proposed oil change facility. There is *no impact*.

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

No Impact. The proposed Project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Geotracker¹⁰ and Envirostor¹¹ databases – accessed in March 2025). Therefore, there is *no impact*.

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

Less than Significant Impact. The Project site is located within the Airport Influence Area (AIA) of Fresno-Yosemite International Airport, which lies approximately two miles

¹⁰ California State Water Resources Control Board, GeoTracker Database.

<https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=fresno>. Accessed March 2025.

¹¹ Department of Toxic Substances Control, EnviroStor Database. <https://www.envirostor.dtsc.ca.gov/public/map/>. Accessed March 2025.

to the north. The Project site is located within the Traffic Pattern Zone (TPZ) 6 per the Airport Land Use Compatibility Plan (ALUCP).¹² Aircraft accident risk level is considered to be low within the TPZ. The Project will be required to follow Safety Criteria Matrix (Table 3A, ALUCP) for construction within the TPZ which includes but is not limited to:

- Airport disclosure notice required
- Airspace review required for objects >100 feet tall
- New structures are prohibited on existing terrain that penetrates 14 CFR Part 77 surfaces
- New structures require additional airspace analysis required within the 50-foot terrain penetration buffer.

As the Project will be in compliance with the required Safety Criteria Matrix of the Fresno-Yosemite International Airport, any impacts would be *less than significant*.

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

Less Than Significant. The City's design and site plan review procedures shall ensure compliance with emergency response and evacuation plans. Additionally, the site plan will be reviewed by the Fire Department per standard City procedure to ensure consistency with emergency response and evacuation needs. Fresno's Emergency Operations Plan is located within the City's General Plan Emergency Response Section. The proposed Project complies with the following policies included in the Emergency Response section of the City of Fresno's General Plan:

- Policy NS-6-b – Disaster Response Coordination. Maintain coordination with other local, State and Federal agencies to provide coordinated disaster response.
- Policy NS-6-f. Emergency Vehicle Access. Require adequate access for emergency vehicles in all new developments, including adequate widths, turning radii, hard standing areas, and vertical clearance.

¹² Fresno County Airport Land Use Compatibility Plan, December 2018, Part Two. Exhibit D1, Fresno-Yosemite INTL. Airport Influence Area and Safety Zones. https://fresnocog.wpenginepowered.com/wp-content/uploads/2019/01/fresno-final-alucp-113018-r_part2.pdf. Accessed May 2025.

Therefore, the proposed Project would have a *less than significant impact* on emergency evacuation.

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

Less Than Significant Impact. The Project site is located in an area mapped as Local Responsibility Area and is not located within a Very High Fire Hazard Severity Zone,¹³ indicating that the area is urbanized and not susceptible to wildland fires. Therefore, the proposed Project would not expose people or structures to a significant loss, injury or death involving wildland fires and the impact would be *less than significant*.

Mitigation Measures

None are required.

13 California Department of Forestry and Fire Protection. Fire Hazard Severity Zone Viewer. https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/#data_s=id%3ADataSource_1-18ea091fea0-layer-6%3A10. Accessed May 2025.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) Result in a substantial erosion or siltation on- or off-site;			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

DISCUSSION

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

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

There are regulatory mechanisms in place that would reduce the effects of construction activities on water quality, including the NPDES Construction General Permit. Development at the proposed Project site would be required to comply with

the requirements of the NPDES Permit Program, which is administered in the City of Fresno by the Central Valley Regional Water Quality Control Board, helps control pollution in stormwater by regulating sources of pollution at construction sites that would result in the discharge of pollutants into the stormwater and subsequent receiving waters during construction activities.

Long-term operational impacts associated with the proposed Project would be less than significant due to the City's Storm Drainage and Flood Control Master Plan, which manages the City's stormwater drainage systems, and the City's participation in the Phase 1 NPDES Permit for Stormwater Discharges from Municipal Separate Storm Sewer Systems (Phase 1 MS4), which requires the City to implement water quality and watershed protection measures for all development projects. Therefore, impacts associated with the proposed Project would be *less than significant*.

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

Less Than Significant Impact. The proposed Project consists of a 20,472-square-foot (0.46 acre) parcel with a 1,450 square-foot, three-bay, Take 5 Oil Change building.

Water service would be provided to the Project by the City of Fresno. The proposed Project is consistent with the general plan designation of the General Plan and development on the site is included in the assumptions in the City's Urban Water Management Plan (UWMP).¹⁴ 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 as well as the City's General Plan are intended to reduce demands on groundwater resources by

¹⁴ Ibid.

augmenting supply and introducing conservation measures and other mitigation strategies. As such, the Project would result in a *less than significant* to sustainable groundwater management.

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

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

Less Than Significant Impact. The proposed Project includes changes to the existing stormwater drainage pattern of the area through the installation of asphalt concrete, oil change building, parking, driveways, curb, gutter and sidewalks. The proposed Project has been reviewed by the Fresno Metropolitan Flood Control District (FMFCD) and conditions and requirements of the proposed development pertaining to storm drain facilities have been provided to the proposed Project developer.

Additionally, a drainage and grading plan will be required as part of the submittal package to the City of Fresno, which will ensure stormwater will drain to the appropriate drainage inlet. As such, the proposed Project will have a *less than significant impact*.

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

Less Than Significant Impact. The proposed Project is outside of any Special Flood Hazard Areas, as identified by the Federal Emergency Management Agency, Flood Map 06019C2130H, effective 2/18/2009. A Letter of Map Revision (LOMR) lies just east of the Project site, dated 10/13/2011. Project site development would result in the addition of impervious surfaces on approximately 0.46 acres. This would result in an increase in storm water runoff as well as the potential for contaminated runoff to enter FMFCD drainage basins. The Project site is surrounded by existing storm drainage infrastructure which was sized to accommodate future development/buildout of the General Plan. The proposed Project site is designated for urban development. Accordingly, infrastructure has been designed to accommodate this level of development. Therefore, the Project

would result in a *less than significant* impact regarding on- or off-site flooding.

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

Less Than Significant Impact. Site runoff from precipitation currently either percolates into the ground where there are no impervious surfaces or drains into the City's stormwater system and eventually into drainage basins that serve the area. Site re-development will result in the addition of impervious surfaces in the form of additional foundations, buildings, streets, and other paved surfaces. This would result in an increase in storm water runoff from the site and would increase the potential for contaminated runoff to enter FMFCD drainage basins or for drainage basins to overflow and cause flooding. However, the proposed Project would be designed to FMFCD and City of Fresno standards to prevent drainage overflow and flooding and the potential for contaminated runoff.

As described in Impact a), there are regulatory mechanisms in place that would reduce the effects of construction activities on water quality, including the NPDES Construction General Permit. Development at the proposed Project site would be required to comply with the requirements of the NPDES Permit Program, which is administered in the City of Fresno by the Central Valley Regional Water Quality Control Board. The NPDES Permit helps control pollution in stormwater by regulating sources of pollution at construction sites that would result in the discharge of pollutants into the stormwater and subsequent receiving waters during construction activities.

The proposed Project would connect to the City of Fresno's existing storm-drain system and pay drainage fees pursuant to the Drainage Fee Ordinance. Impacts resulting from polluted runoff would be *less than significant*.

iv. Impede or redirect flood flows?

Less Than Significant Impact. The proposed Project is outside of any Special Flood Hazard Areas, as identified by the Federal Emergency Management Agency, Flood Map 06019C2130H, effective 2/18/2009. A Letter of Map Revision (LOMR)

lies just east of the Project site, dated 10/13/2011. As discussed in Impact ii, the Project site would connect to stormwater infrastructure that has been sized to accommodate urban development. The Project would not impede or redirect flood flows as it has been designed with on-site storm drainage infrastructure that would connect with the City's system. The impact would be *less than significant*.

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

Less Than Significant Impact. The proposed Project is outside of any Special Flood Hazard Areas, as identified by the Federal Emergency Management Agency, Flood Map 06019C2130H, effective 2/18/2009. A Letter of Map Revision (LOMR) lies just east of the Project site, dated 10/13/2011. There are no bodies of water near the site that would create a potential risk of hazards from seiche, tsunami or mudflow. As mentioned in Impact c) above, all new development within the City of Fresno Planning Area must conform to standards and plans detailed by the FMFCD. By conforming to all standards and policies as outlined, any impacts would be *less than significant*.

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

Less Than Significant Impact. The City of Fresno is part of the North Kings Groundwater Sustainability Agency (GSA) which is one of the seven GSA's within the Kings Groundwater Subbasin. The North Kings GSA submitted the Groundwater Sustainability Plan to the CA Department of Water Resources in January 2020. The City of Fresno relies on natural groundwater recharge, subsurface inflow, and intentional recharge to replenish groundwater. As the City of Fresno would provide water to the proposed Project (upon approval), and the City is subject to the requirements of the GSA, the proposed Project would not conflict with any adopted water quality or sustainable groundwater management plan.

Potential stormwater flows would discharge to on-site stormwater infrastructure and be conveyed to FMFCD retention basins. Any impacts would be *less than significant*.

Mitigation Measures

None are required.

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

DISCUSSION

a) Physically divide an established community?

Less Than Significant Impact. The immediate vicinity of the proposed Project site is comprised of commercial businesses, vacant land and roadways. The proposed TSM intends to split the 8.46-acre parcel into four parcels. The only physical development would be on the parcel in the northwest corner. The proposed development Project includes the construction of an oil change facility for Take 5 Oil Change, which also

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provides vehicle inspections, coolant services and wiper blade replacement. The Project will be consistent with similar commercial facilities in the immediate area. The site is appropriately zoned and designated by the General Plan. The proposed Project will not divide an existing community. There are *less than significant impacts* associated with the proposed Project.

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

Less Than Significant Impact. Based upon compliance with the goals, objectives and policies referenced herein below, the proposed Project is determined to be consistent with the Fresno General Plan goals and objectives related to land use and the urban form:

Goal No. 1 of the Fresno General Plan: Increase opportunity, economic development, business and job creation.

The Take 5 Quick Oil Change project proposes to create between six (6) and ten (10) jobs, with half of them being full-time positions. The number of jobs created is small in comparison with other types of businesses, but a new business often spurs others to take notice of an area and can create a positive domino effect, encouraging additional development, whether complementary or competitive.

Goal No. 3 of the Fresno General Plan: Emphasize conservation, successful adaptation to climate and changing resource conditions, and performance effectiveness in use of energy, water, land, buildings, natural resources, and fiscal resources required for the long-term sustainability of Fresno.

The Take 5 business has a relatively small physical footprint, on a parcel less than 0.5 acre and in a building less than 1,500 square feet in size, providing an example of in-fill development. Providing the service of oil changes encourages drivers to have regular oil changes, leading to less harmful emissions and better engine-efficiency and greater fuel- efficiencies. The service also ensures that used oil is properly disposed of or recycled.

Goal No. 7 of the Fresno General Plan: Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the City.

Take 5 provides automotive trade jobs; they seek new team members from all backgrounds and provide the necessary training for employees to provide exceptional service.

Goal No. 8 of the Fresno General Plan: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense of place and that provide as many services as possible within walking distance.

Take 5 is an automotive-oriented business; however, locating such a service on a main thoroughfare and in proximity to high, medium, and low-density housing and other retail services, contributes to convenience and establishes a neighborhood with desired amenities.

Goal No. 10 of the Fresno General Plan: Emphasize increased land use intensity and mixed-use development at densities supportive of greater use of transit in Fresno.

Developing a small lot (0.46 acre) allows for other larger developments to occur on adjacent lands, sharing access and drive-aisles. The smaller pad development provides a street presence without inhibiting the view of a larger development setback from the street, while increasing the intensity of the land use.

Goal No. 15 of the Fresno General Plan: Improve Fresno's visual image and enhance its form and function through urban design strategies and effective maintenance.

The Take 5 structure is sited to provide a street presence, creating a pedestrian path that can connect to future development south of the proposed site. The building's architecture is visually interesting and the enhanced landscaping to screen the queuing lanes adds to the streetscape aesthetics.

Fresno County Airport Land Use Compatibility Plan: On December 3, 2018, the Airport Land Use Commission (ALUC) adopted the Fresno County Airport Land Use Compatibility Plan. The proposed Project is within the Airport Influence Area (AIA) of the nearest airport, Fresno Yosemite International Airport. However, commercial land uses such as the proposed Project are allowed within the AIA. The Project is not expected to have a negative impact related to airport compatibility. As such, no impacts related to airport and land use are anticipated.

Implementing Policies LU-1-a and LU-2-a of the Fresno General Plan: promote development of vacant, underdeveloped, and re-developable land within the Existing City Limits as of December 31, 2012 where urban services are available.

The proposed Project will be constructed in an area planned for commercial development where infrastructure services are available.

Implementing Policy LU-3-b– Mixed-Use Urban Corridors that Connect the Downtown Planning Area. Support the development of mixed-use urban corridors that connect the Downtown Planning Area with the greater Fresno-Clovis Metropolitan Area with functional, enduring, and desirable urban qualities along the Blackstone Avenue, Shaw Avenue, California Avenue, and Ventura Avenue/Kings Canyon Road corridors.

The proposed site is located in the corridor area of Kings Canyon Road and will connect Downtown with desirable services. The area is surrounded by similar businesses such as tire sales and services, auto parts sales and other conveniences, such as hair salons and grocery stores.

Therefore, it is determined that the proposed Project is consistent with respective general plan objectives and policies and will not significantly conflict with applicable land use plans, policies or regulations of the City of Fresno. Furthermore, the proposed Project, including the design and improvement of the subject property, is found; (1) To be consistent with the goals, objectives and policies of the applicable Fresno General Plan; (2) To be suitable for the type and density of development; (3) To be safe from potential cause or introduction of serious public health problems; and, (4) To not conflict with any public interests in the subject property or adjacent lands.

There are no aspects of this Project that will result in significant impacts to land use and planning. Thus, the proposed Project would have *less than significant impact*.

Mitigation Measures

None are required.

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

DISCUSSION

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

No Impact. Mineral resources are concentrated along the San Joaquin River Corridor. The proposed Project is not located along the San Joaquin River Corridor, there are no known mineral resources in the proposed Project area, and none are identified in the City's General Plan near the Project site. Therefore, there is *no impact*.

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

No Impact. As discussed in Impact a) above, there are no known mineral resources identified in the City's General Plan in the proposed Project area. There is *no impact*.

Mitigation Measures

None are required.

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

The analysis in the Noise section is based on the Acoustical Analysis Report prepared by WJV Acoustics in November 2024. The report is provided in its entirety in Appendix D.

DISCUSSION

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

Less Than Significant Impact. The Project site is immediately east of 5748 East Kings Canyon Road and west of 5770 East Kings Canyon Road. The existing ambient noise environment is dominated by traffic noise associated with vehicles on E. Kings Canyon Road, as well as noise associated with nearby existing commercial land uses (Les Schwab Tire Center, Sunnyside Village Shopping Center), as well as occasional aircraft overflights. Additional sources of noise observed during the site visit included noise associated with residential land uses east of the Project site (HVAC, landscaping activities, barking dogs, etc.).

The proposed Project consists of a 20,472-square-foot (0.46 acre) parcel with a 1,450 square-foot, three-bay, Take 5 Oil Change building. Anticipated hours of operation are 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday, and 9:00 a.m. to 5:00 p.m. on Sundays.

Project-Related Noise Levels

In order to assess potential noise levels that could result from Project operations, WJVA utilized reference noise level measurements previously obtained by WJVA at an existing Auto Oil Changers facility, located at 1630 E. Main Street, Visalia, California, on September 11, 2018. The reference noise measurements are taken from a similar 3-bay oil changing facility, similar in size and scope to that which is proposed for the Project.

The reference measurements were taken at approximately 20 feet directly in front of the service bays, while all three service bays were in operation. Sources of noise

observed typically consisted of pneumatic tools, air compressor, on-site vehicle movements, and human voices.

At a distance of twenty feet from the bay door openings, noise levels were measured at 86 dB L_{max} and 63 dB L_{eq} . The closest existing sensitive receptors to the Project site (multi-family residential) are located approximately 500 feet east of the proposed structure where project-related activities would occur. Taking into account the standard rate of attenuation of noise with increased distance from a point source (-6dB/doubling of distance) and applying the reference noise levels measured at the oil change facility in Visalia, project related noise levels at the residential land uses east of the Project site would be approximately 58 dB L_{max} and 35 dB L_{eq} .

As described above, proposed hours of operation are 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday and 9:00 a.m. to 5:00 p.m. on Sundays. As such, all operations fall into the City of Fresno daytime noise levels category (7:00 a.m. to 10:00 p.m.).¹⁵ The City of Fresno daytime noise level standard is 70 dB L_{max} and 50 dB L_{eq} . As described above, these standards can be adjusted (made less restrictive) if existing ambient noise levels already exceed the applicable noise standards. While existing ambient noise levels do exceed the applicable noise standards, project-related noise levels would not be expected to exceed the non-adjusted City of Fresno daytime noise standards, and mitigation measures are not required. Therefore, the impact is considered *less than significant*.

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

Less Than Significant Impact. The dominant sources of man-made vibration are sonic booms, blasting, pile driving, pavement breaking, demolition, diesel locomotives, and rail-car coupling. None of these activities are anticipated to occur with construction or operation of the proposed Project. Detectable vibration generated from Project operations is not anticipated while vibration from construction activities could include various types of construction heavy equipment, as detailed in Table 6.

15 Fresno Municipal Code. Article 1 – Noise Regulations. Section 10-102.(b). https://library.municode.com/ca/fresno/codes/code_of_ordinances?nodeId=MUCOFR_CH10REREPUNUREPRCOUS_ART1NORE_S10-103DEMECR. Accessed August 2025.

Table 6
Typical Vibration Levels During Construction¹⁶

Equipment	Peak Particle Velocity (PPV) (inches/second) at 25 feet	Approximate Vibration Level (LV) at 25 feet
Bulldozer (Large)	0.089	87
Bulldozer (Small)	0.003	58
Loaded Truck	0.0176	86
Jackhammer	0.035	79
Vibratory Roller	0.210	94
Caisson Drilling	0.089	87

The primary source of vibration during Project construction would likely be from a large bulldozer (tractor), which would generate 0.089 inch per second PPV at 25 feet with an approximate vibration level of 87 VdB; however, the vibration would be intermittent and not a source of continual vibration. There are no aspects of construction or daily operations that would create excessive groundborne vibration or groundborne noise levels. As such, any impacts would be *less than significant*.

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

Less Than Significant Impact. The closest airport or airstrip is the Fresno Yosemite International Airport, located approximately 2 miles northeast of the Project site. The site

¹⁶ US Department of Transportation. Federal Transit Administration. Transit Noise and Vibration Impact Assessment. May 2006. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed November 2024.

is within the Fresno County Airport Land Use Compatibility Plan (ALUCP) Zone 6- Traffic Pattern Zone. Zone 6 encompasses the areas falling within the regular aircraft traffic patterns determined in accordance with the 14 CFR Part 77 Conical Surface. Additionally, it's important to note that, as per the Handbook and the California Code of Regulations, residential uses are not considered suitable in areas with noise levels exceeding 65 dB.

The proposed Project is inside the noise level contour identified in the ALUCP and forecast at 60 dB CNEL. In conclusion, the proposed Project would not expose people working in the Project site to excessive noise levels associated with such airport facilities, and there would be *less than significant impact*.

Mitigation Measures

None are required.

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

DISCUSSION

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

Less Than Significant Impact. There are no new homes associated with the proposed Project and there are no residential structures currently on-site. The proposed Project includes development of a rapid-change oil change business, that also provides vehicle inspections, coolant services and wiper blade replacement. The Project would temporarily provide construction jobs in the City of Fresno area, which

could be readily filled by the existing employment base. At build-out, a typical store will have six (6) to ten (10) employees depending on volume and demand. Usually there are three (3) to five (5) full-time positions created with the new store. The proposed Project will not affect any regional population, housing or employment projections anticipated by City policy documents. Potential impacts are *less than significant*.

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

No Impact. There are currently no residential units on-site, thus no people or existing housing will be displaced. There is *no impact*.

Mitigation Measures

None are required.

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

DISCUSSION

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

i. Fire protection?

Less Than Significant. The proposed Project includes development of a 20,472-square-foot (0.46 acre) parcel with a 1,450 square-foot, three-bay, Take 5 Oil Change building. The City of Fresno Fire Department (Fire Department) offers a full range of services including fire prevention, suppression, emergency medical care, hazardous materials, urban search and rescue response, as well as emergency preparedness planning and public education coordination within the Fresno City limit, in addition to having mutual aid agreements with the Fresno County Fire Protection District, and the City of Clovis Fire Departments.

The City of Fresno Fire Department operates its facilities under the guidance set by the National Fire Protection Association in NFPA 1710, the Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operation to the Public by Career Fire Departments. NFPA 1710 sets standards for turnout time, travel time, and total response time for fire and emergency medical incidents, as well as other standards for operation and fire service. The Fire Department has established the objectives set forth in NFPA 1710 as department objectives to ensure public health, safety, and welfare.

The proposed Project would be served by Station 15, which is located at 5630 E. Park Circle Drive, Fresno, approximately 0.4 miles southwest of the proposed Project site. After reviewing the Project, the Fire Department has determined that the Project can be adequately serviced by the current local Fire Facilities and Personnel, consistent with National Fire Protection Association 1710 Objectives. Additionally, the Project will also be subject to Fire Facilities Fees. Project implementation will result in *less than significant impacts*.

Police protection?

Less Than Significant. Police protection services closest to the proposed Project site are located at the existing Southeast District Station at 224 S. Argyle Avenue, approximately 0.4 miles north of the site. The Fresno Police Department provides a full range of police services including uniformed patrol response to calls for service, crime prevention, tactical crime and enforcement (including gang and violent crime suppression), and traffic enforcement/accident prevention. The proposed Project is located within the adopted City of Fresno Sphere of Influence and the site is designated Heavy Industrial by the General Plan. The site has been planned for development and is located in an area currently served by the Police Department. The Project applicant would be required to pay standard development impact fees as determined by the City. Any impacts are considered *less than significant*.

ii. Schools?

Less Than Significant. The proposed Project includes development of a 20,472-square-foot (0.46 acre) parcel with a 1,450 square-foot, three-bay, Take 5 Oil Change building. The Project site will fall under Fresno Unified School District; however, the proposed Project does not contain any residential uses. The proposed Project, therefore, would not result in an influx of new students in the Project area and is not expected to result in an increased demand upon District resources and would not require the construction of new facilities. Any impacts are considered *less than significant*.

iii. Parks?

Less Than Significant. The proposed Project includes development of a 20,472-square-foot (0.46 acre) parcel with a 1,450 square-foot, three-bay, Take 5 Oil Change building. The plan includes enhanced landscaping, a dedicated trash/recycle enclosure, parking for seven (7) vehicles, three (3) queuing lanes accommodating 15 vehicles to access the structure, and connectivity to the vacant property to the east to accommodate future development. The Project would not result in an increase in demand for parks and recreation facilities because it would not result in an increase in population. Impacts are considered *less than significant*.

iv. Other public facilities?

Less Than Significant. The Project does not include any residences and, therefore, would not result in increased demand for, or impacts on, other public facilities such as library services. Development of the Project will not require construction of additional public facilities. Impacts are *less than significant*.

Mitigation Measures

None are required.

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

DISCUSSION

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

No Impact. The Project does not include the construction of residential uses and would not directly or indirectly induce population growth. Therefore, the proposed Project would not cause physical deterioration of existing recreational facilities from increased usage. There would be *no impact*.

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

No Impact. As discussed above, the Project does not include development of residential uses and therefore, the proposed Project would not result in the need for new or expanded recreational facilities. *No impacts* are expected.

Mitigation Measures

None are required.

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

DISCUSSION

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

Less Than Significant Impact.

Transit Services

Fresno Area Express (FAX) is the transit operator in the City of Fresno. FAX offers 18 fixed-route bus lines and Handy Ride Paratransit Service. The closest bus stop is for FAX Route 22, with Bus Stop #567 on the corner of NW Kings Avenue and Argyle less than one-quarter mile north of the proposed Project site. Bus Stop #556 (Route 22) is within close proximity of the Project site as well. Route 22 operates at 30-minute intervals on weekdays and weekends. The Project is not expected to disrupt or impede existing transit facilities. There are no residential units associated with Project construction.

Bicycle and Pedestrian Facilities

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

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

The Project is not expected to disrupt or impede existing or planned bicycle facilities.

The proposed Project will not require any changes to existing transportation systems and will have no impact on any plans, ordinances, or policies related to the effectiveness or performance of transit, pedestrian and bicycle facilities. The Project will comply with all applicable City development standards. There would be *no impacts*.

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

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

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

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

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

The City of Fresno VMT Thresholds adopted a screening standard and criteria that

can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis.

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

One of the eligible screening criteria is whether a project consists only of local-serving retail less than 50,000 square feet. The proposed Project includes development of a 1,450 square foot oil-change facility. The oil-change facility would be considered local-serving retail as it would not have a regional draw. The facility size is 1,450 square feet, well below the 50,000 square foot threshold. As such, VMT impacts would be considered *less than significant*.

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

Less Than Significant Impact. The Project will be designed to current standards and safety regulations. All ingress and egress points will be constructed so as to comply with the City and Caltrans regulations, and design and safety standards of Chapter 33 of the California Building Codes (CBC) and the guidelines of Title 24 in order to create safe and accessible roadways.

Vehicles exiting the development will be provided with a clear view of the roadway without obstructions. Landscaping associated with the entrance points could impede such views, if improperly installed. Specific circulation patterns and roadway designs will incorporate all applicable safety measures to ensure that hazardous design features or inadequate emergency access to the site or other areas surrounding the project area would not occur. Therefore, with the incorporated design features and

all applicable rules and regulations, the Project will have a *less than significant impact*.

d) Result in inadequate emergency access?

Less Than Significant Impact. State and City Fire Codes establishes standards by which emergency access may be determined. The proposed Project would have to provide adequate unobstructed space for fire trucks to turn around. The proposed Project site would have adequate internal circulation capacity including entrance and exit routes to provide adequate unobstructed space for fire trucks and other emergency vehicles to gain access and to turn around. The proposed Project would not inhibit the ability of local roadways to continue to accommodate emergency response and evacuation activities. Impacts would be *less than significant*.

Mitigation Measures:

None are required.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES – Would the project:				

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

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

DISCUSSION

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

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

Less Than Significant Impact. A Tribal Cultural Resource (TCR) is defined under Public Resources Code section 21074 as a site, feature, place, cultural landscape that is geographically defined in terms of size and scope, sacred place, and object with cultural value to a California Native American tribe that are either

included and that is listed or eligible for inclusion in the California Register of Historic Resources or in a local register of historical resources, or if the City of Fresno, acting as the Lead Agency, supported by substantial evidence, chooses at its discretion to treat the resource as a TCR.

The proposed Project site is currently undeveloped and surrounded by urban land uses. A historic site records and literature search was conducted for the Project area through the Southern San Joaquin Valley Information Center of the California Historical Resources Information System on December 18, 2024 (File RS#24-562) and is provided in Appendix C. There have been no previous cultural resource studies performed in the Project area; however, eight cultural resource studies fall in the one-half mile radius, FR-00257, 00719, 01740, 01741, 01826, 02191, 02567, 03059 and 03059A. Records indicated that there are no recorded resources within the Project area. There have been three recorded resources within the one-half mile radius: P-10-004653, 004654, and 007428. Two of these resources consist of historic era houses and the last is the Fresno Canal.

There are no recorded cultural resources within the project area or radius that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, for the California State Historic Landmarks. A review of the Sacred Lands Inventory by the Native American Heritage Commission (NAHC) was also performed, and the results were negative.

Pursuant to Assembly Bill 52 (AB 52), the **Table Mountain Rancheria Tribe and the Dumna Wo Wah** were invited to consult under AB 52. The City of Fresno mailed notices of the proposed Project to each of these tribes on June 25, 2025, which included the required 30-day time period for tribes to request consultation. Following the close of the 30-day comment period, **City staff confirmed that no comments were received.**

It has been determined that there are no known Tribal Cultural Resources on the proposed Project site. Because the Tribes did not request consultation, because of compliance with California Health and Safety Code Section 7050.5 as discussed in Section V, and because of the implementation of CUL-1 which will protect any unknown resources, any impacts to TCR's are *less than significant with mitigation incorporated*.

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

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

The City of Fresno mailed notices of the proposed Project to each of these tribes on June 25, 2025, pursuant to AB 52, which included the required 30-day time period for tribes to request consultation, which ended on **July 25, 2025**. All tribes which were contacted declined consultation.

Additionally, and as described in Impact XVIII (a)(i), above, the proposed Project site is currently undeveloped and surrounded by urban land uses. A California Historic Resources Information System (CHRIS) search was conducted and it was determined that there are no known cultural resources on the site. Therefore, there is a *less than significant impact*.

Mitigation Measures

See CUL-1 in Section V.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effect?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

DISCUSSION

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

Less Than Significant Impact. The proposed Project will require construction of new infrastructure to connect to the existing utility infrastructure. This will include water, wastewater, and storm water drainage connections. Additionally, the Project will include connections for electric power, natural gas, and telecommunications facilities. The installation of this infrastructure will not require any major upsizing or other offsite construction activities that would cause a significant impact. The new infrastructure would be connected to the existing infrastructure that is adjacent to the Project site.

Impacts to storm drainage facilities have been previously discussed under the Hydrology and Water Quality section included within this analysis herein above. As described in Section VII, Geology and Soils, and in compliance with NPDES General Construction Permit requirements, the proposed Project would implement best management practices as outlined in the City's Municipal Separate Storm Sewer Systems General Permit.¹⁷ Therefore, the proposed Project would not require new stormwater drainage facilities to manage stormwater runoff during construction or operation.

The proposed Project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the Department of Public Utilities standards, specifications, and policies.

Sanitary sewer and water service under City of Fresno jurisdiction, delivery is also subject to payment of applicable connection charges and/or fees; compliance with the Department of Public Utilities standards, specifications, and policies; the rules and regulations of the California Public Utilities Commission and California Health Services; and, implementation of the City- wide program for the completion of incremental expansions to facilities for planned water supply, treatment, and storage. Impacts would be *less than significant*.

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

Less Than Significant Impact. As discussed under the Section VII Hydrology and Water Quality section of this Initial Study, the Fresno General Plan recognizes regional water resource planning efforts, such as, the Kings Basin's Integrated Regional Water Management Plan, the Fresno- Area Regional Groundwater Management Plan, and City of Fresno Metropolitan Water Resource Management Plan and cites the findings of the City of Fresno 2020 UWMP. The purpose of these

17 California Regional Water Quality Control Board Central Valley Region. Order R5-2016-0040. National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements General Permit for Discharges from Municipal Separate Storm Sewer Systems. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0040_ms4.pdf. Accessed June 2025.

management plans is to provide safe, adequate, and dependable water supplies in order to adequately meet existing and future needs of the Kings Basin regions and the Fresno-Clovis metropolitan area in an economical manner; protect groundwater quality from further degradation and overdraft; and provide a plan of reasonably implementable measures and facilities. Through routing to the applicable departments and agencies, the City has determined that adequate water supply exists to serve the proposed Project. Additionally, the applicant will be required to comply with all requirements of the City of Fresno Department of Public Utilities to reduce the Project's water impacts to *less than significant*.

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

Less Than Significant Impact. See Impact (b) above. The City of Fresno acts as the Regional Sewer Agency and is responsible for operating the Fresno/Clovis Regional Wastewater Reclamation Facility (RWRF) and the North Fresno Wastewater Treatment Facility (NFWTF). The Regional Facility provides wastewater treatment for a service area that includes most of the Cities of Fresno and Clovis, and some unincorporated areas of Fresno County. The City is currently evaluating upgrades and modifications to the existing Regional Facility that may result in a capacity rating increase of 15.0 MGD. The City of Clovis owns 9.3 MGD of wastewater treatment capacity at the Regional Facility, and the City of Fresno owns the remaining capacity.

The NFWTF was constructed in late 2006 to provide wastewater treatment service for residential and commercial development in the surrounding area of north Fresno. The permitted capacity of the NFWTF is 0.71 MGD, as an average monthly flow, and 1.07 MGD, as a maximum daily flow. The City's master plan for the NFWTF calls for ultimate expansion to an average monthly flow capacity of 1.07 MGD upon full development of the NFWRF service area.

The City of Fresno Department of Public Utilities has reviewed the Project and determined that sanitary sewer facilities are available to provide service to the site,

subject to the required conditions of approval. The City will provide sewer connection. The conditions of approval include payment of the applicable sanitary sewer fees, which would eventually be used to provide funding for the improvements at the RWRF and NFWTF in order to expand. The proposed Project will not result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the Project's projected demand in addition to the provider's existing commitments. Impacts would be *less than significant*.

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

Less Than Significant Impact. The City of Fresno Department of Public Utilities, Solid Waste Division has reviewed the Project for compliance with any federal, State, and local management and reduction statutes and regulations related to solid waste. Solid waste disposed of in the City of Fresno is taken to Cedar Avenue Recycling and Transfer Station. Once the trash has been off-loaded at the transfer station, it is sorted, and non-recyclable solid waste is loaded onto large trucks and taken to the American Avenue Landfill located approximately six miles southwest of Kerman. American Avenue Landfill is owned and operated by Fresno County and began operations in 1992 for both public and commercial solid waste haulers. The American Avenue Landfill is a sanitary landfill, meaning that it is a disposal site for a nonhazardous solid waste spread in layers, compacted to the smallest practical volume, and covered by material applied at the end of each operating day.

The American Avenue Landfill (i.e., American Avenue Disposal Site 10-AA-0009) has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day.

It is anticipated the Project would generate minimal amounts of waste during construction and operation. The site is designated by the General Plan for commercial uses and as such, site development has been accounted for in the City's infrastructure planning documents, including waste management. Additionally, the

Project would be required to comply with provisions of AB 939, which calls for a 50% reduction in the waste sent to landfill. As such, the proposed Project would not result in any waste related environmental impacts, and impacts would be *less than significant*.

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

Less Than Significant Impact. Project construction and operational activities that generate solid waste would be handled, transported, and disposed of in accordance with AB 939 and CALGreen regulations related to solid waste.

In compliance with CALGreen Section 4.408, the Project will undertake construction waste management practices, which include recycling and salvaging a minimum of 65 percent of nonhazardous construction and demolition waste. Exceptions are made for excavated soil and landclearing debris. The enforcing agency may identify alternate waste reduction requirements in cases where diversion facilities necessary for compliance are not reasonably available near the job site. To adhere to these requirements, the Project will submit a construction waste management plan signed by the owner, which will identify the materials to be diverted from disposal through recycling, reuse, or salvage, and specify whether materials will be source-separated or bulk mixed. Documentation will be maintained to demonstrate compliance with these regulations. Therefore, the proposed Project would not conflict with federal, state, and local management and reduction statutes and regulations related to solid waste, and the impact would be *less than significant*.

Mitigation Measures

None are required.

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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Setting

There are no State Responsibility Areas (SRAs) within the vicinity of the Project site. The Project site is not categorized as a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire. Although this CEQA topic only applies to areas within an SRA or Very High FHSZ, out of an abundance of caution, these checklist questions are analyzed below.

DISCUSSION

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

No Impact. The City of Fresno does have an adopted Emergency Operations Plan (EOP); however the EOP does not designate evacuation routes, which may not be necessary since Fresno does not face any expected natural hazards from likely sources or locations.¹⁸ The Project site will connect to an existing network of City streets. The Project site is located in an area with several alternative access roads allowing access in the event of an emergency. Access to the alternative access roads would be maintained throughout construction, and appropriate detours would be provided in the event of potential road closures. The City of Fresno Fire Department

e Fresno General Plan. Chapter 9: Noise and Safety. Page 9-40. https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp_Consolidated-GP-10-13-2022_compressed.pdf. Accessed May 2025.

oversees emergency response and preparedness. Therefore, no significant impacts related to the impairment of the implementation of or physical interference with an adopted emergency response plan or emergency evacuation plan would occur. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. There is *no impact*.

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

Less Than Significant Impact. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The Project site is located in an area that is predominately urban, which is not considered at a significant risk of wildfire. There are minimal amounts of highly flammable fuels such as dry grasses in the area. Therefore, in the unlikely event of a wildfire, the Project would not expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts will be *less than significant*.

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

No Impact. The Project includes development of infrastructure (water, sewer, and storm drainage) required to support the proposed commercial use. The Project site is surrounded by existing and future urban development. The infrastructure required by the Project is not expected to exacerbate fire risk. The Project would not require the installation or maintenance of infrastructure that may exacerbate fire risk. However, the development will meet local and State development codes and regulations related to fire protection and prevention. There is *no impact*.

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

Less Than Significant Impact. The proposed Project would require the installation of storm drainage infrastructure to ensure that storm waters properly drain from the Project site and do not result in downstream flooding or major drainage changes. A storm drainage plan would be designed and engineered to ensure the proper construction of storm drainage infrastructure to control runoff and prevent flooding, erosion, and sedimentation.

Upon development of the site, stormwater would flow to the existing storm drains in the adjacent roadways. Any further storm drain requirements will be processed by the Fresno Metropolitan Flood Control District and constructed per the District's standards. Additionally, the proposed Project is outside of any Special Flood Hazard Areas, as identified by the Federal Emergency Management Agency, Flood Map 06019C2130H, effective 2/18/2009. Further, because the site is essentially flat and located in an existing urbanized area of the City, downstream landslides would not occur.

Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e., cut and fill). The Project site is relatively flat; therefore, the potential for a landslide in the Project site is essentially non-existent. Impacts would be *less than significant*.

Mitigation Measures

None are required.

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

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

DISCUSSION

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

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. All Project- related impacts were determined to be either less than significant, or less than significant after mitigation. The proposed Project would not contribute substantially to adverse cumulative conditions, or create any substantial indirect impacts (i.e., increase in population could lead to an increased need for housing, increase in traffic, air pollutants, etc.). Due to buildout of the area and existing land constraints, it is not anticipated that further unplanned substantial development will occur in the area in the foreseeable future. As such, Project impacts are not

considered to be cumulatively considerable given the lack of proposed new development in the area and the insignificance of Project-induced impacts. The impact is therefore *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. When project impacts are considered along or in combination with other impacts, the project-related impacts may be significant. Construction and operation of the proposed Project would contribute to cumulative impacts related to Aesthetics, Air Quality, Biological Resources, Cultural and Tribal Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials. Mitigation measures have been incorporated into the proposed Project to reduce project-related impacts to less than significant. Based on implementation of Mitigation Measures AES-1 included in Section I, Aesthetics; Mitigation Measure BIO-1 and BIO-2, included in Section IV, Biological Resources; Mitigation Measures CUL-1 through CUL-2, included in Section V, Cultural Resources; Mitigation Measure GEO-1, included in Section VII, Geology and Soils; and Mitigation Measure GHG-1, included in Section VIII, Greenhouse Gas, the cumulative effects of the proposed Project would be less than significant. All other Project-related impacts were determined to be less than significant.

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.). Additionally, due to buildout of the area and existing land constraints, it is not anticipated that further substantial commercial or residential development will occur in the area in the foreseeable future. As such, Project impacts are not considered to be cumulatively considerable given the lack of proposed new development in the area and the insignificance of Project-induced impacts. The impact is therefore *less than significant*.

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

Less than Significant Impact. The analysis of environmental issues contained in this Initial Study indicates that the Project is not expected to have substantial impact on human beings, either directly or indirectly. Project-specific mitigation measures have been incorporated as described in each specific impact area to reduce all potentially significant impacts to *less than significant*.

Appendix A – CalEEMod Output

Fresno Argyle Take 5 Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Fresno Argyle Take 5
Construction Start Date	12/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	25.4
Location	36.7351334175023, -119.69355834781123
County	Fresno
City	Fresno
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2485
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
General Light Industry	1.45	1000sqft	0.46	1,450	1,000	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.47	4.81	6.93	0.01	0.27	0.19	—	1,311	1,311	0.05	0.01	1,316
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.11	10.1	10.3	0.02	5.82	3.00	—	1,754	1,754	0.07	0.02	1,761
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	1.29	1.86	< 0.005	0.05	0.05	—	348	348	0.01	< 0.005	349
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.24	0.34	< 0.005	0.01	0.01	—	57.6	57.6	< 0.005	< 0.005	57.8

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.47	4.81	6.93	0.01	0.27	0.19	—	1,311	1,311	0.05	0.01	1,316
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
2025	1.11	10.1	10.3	0.02	5.82	3.00	—	1,754	1,754	0.07	0.02	1,761

2026	0.50	4.81	6.92	0.01	0.19	0.17	—	1,311	1,311	0.05	0.01	1,315
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.03	0.30	0.39	< 0.005	0.04	0.03	—	65.2	65.2	< 0.005	< 0.005	65.4
2026	0.15	1.29	1.86	< 0.005	0.05	0.05	—	348	348	0.01	< 0.005	349
Annual	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.01	0.05	0.07	< 0.005	0.01	< 0.005	—	10.8	10.8	< 0.005	< 0.005	10.8
2026	0.03	0.24	0.34	< 0.005	0.01	0.01	—	57.6	57.6	< 0.005	< 0.005	57.8

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.04	0.26	< 0.005	0.04	0.01	1.61	73.5	75.1	0.17	< 0.005	81.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.04	0.18	< 0.005	0.04	0.01	1.61	69.6	71.2	0.17	< 0.005	77.0
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.04	0.19	< 0.005	0.03	0.01	1.61	66.9	68.6	0.17	< 0.005	74.3
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.01	0.04	< 0.005	0.01	< 0.005	0.27	11.1	11.3	0.03	< 0.005	12.3

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
--------	-----	-----	----	-----	-------	--------	------	-------	------	-----	-----	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.03	0.02	0.19	< 0.005	0.04	0.01	—	43.8	43.8	< 0.005	< 0.005	44.6
Area	0.04	< 0.005	0.06	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.26
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	—	28.7	28.7	< 0.005	< 0.005	28.8
Water	—	—	—	—	—	—	0.64	0.76	1.40	0.07	< 0.005	3.52
Waste	—	—	—	—	—	—	0.97	0.00	0.97	0.10	0.00	3.39
Refrig.	—	—	—	—	—	—	—	—	—	—	—	0.38
Total	0.07	0.04	0.26	< 0.005	0.04	0.01	1.61	73.5	75.1	0.17	< 0.005	81.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.02	0.03	0.16	< 0.005	0.04	0.01	—	40.2	40.2	< 0.005	< 0.005	40.9
Area	0.03	—	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	—	28.7	28.7	< 0.005	< 0.005	28.8
Water	—	—	—	—	—	—	0.64	0.76	1.40	0.07	< 0.005	3.52
Waste	—	—	—	—	—	—	0.97	0.00	0.97	0.10	0.00	3.39
Refrig.	—	—	—	—	—	—	—	—	—	—	—	0.38
Total	0.06	0.04	0.18	< 0.005	0.04	0.01	1.61	69.6	71.2	0.17	< 0.005	77.0
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.02	0.02	0.15	< 0.005	0.03	0.01	—	37.4	37.4	< 0.005	< 0.005	38.1
Area	0.04	< 0.005	0.03	< 0.005	< 0.005	< 0.005	—	0.13	0.13	< 0.005	< 0.005	0.13
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	—	28.7	28.7	< 0.005	< 0.005	28.8
Water	—	—	—	—	—	—	0.64	0.76	1.40	0.07	< 0.005	3.52
Waste	—	—	—	—	—	—	0.97	0.00	0.97	0.10	0.00	3.39
Refrig.	—	—	—	—	—	—	—	—	—	—	—	0.38
Total	0.06	0.04	0.19	< 0.005	0.03	0.01	1.61	66.9	68.6	0.17	< 0.005	74.3
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	< 0.005	< 0.005	0.03	< 0.005	0.01	< 0.005	—	6.19	6.19	< 0.005	< 0.005	6.31

Area	0.01	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	0.02
Energy	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	4.74	4.74	< 0.005	< 0.005	4.77
Water	—	—	—	—	—	—	0.11	0.13	0.23	0.01	< 0.005	0.58
Waste	—	—	—	—	—	—	0.16	0.00	0.16	0.02	0.00	0.56
Refrig.	—	—	—	—	—	—	—	—	—	—	—	0.06
Total	0.01	0.01	0.04	< 0.005	0.01	< 0.005	0.27	11.1	11.3	0.03	< 0.005	12.3

3. Construction Emissions Details

3.1. Demolition (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	0.14	—	852	852	0.03	0.01	855
Demolition	—	—	—	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.15	< 0.005	< 0.005	< 0.005	—	23.3	23.3	< 0.005	< 0.005	23.4
Demolition	—	—	—	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	< 0.005	—	3.87	3.87	< 0.005	< 0.005	3.88

Demolition	—	—	—	—	0.00	0.00	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.30	0.00	0.05	0.01	—	53.8	53.8	< 0.005	< 0.005	54.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	—	1.53	1.53	< 0.005	< 0.005	1.55
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.25	0.25	< 0.005	< 0.005	0.26
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	0.20	—	859	859	0.03	0.01	862
Dust From Material Movement	—	—	—	—	0.53	0.06	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	2.35	2.35	< 0.005	< 0.005	2.36
Dust From Material Movement	—	—	—	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	0.39
Dust From Material Movement	—	—	—	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.15	0.00	0.03	0.01	—	26.9	26.9	< 0.005	< 0.005	27.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.08	0.08	< 0.005	< 0.005	0.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	0.43	—	1,714	1,714	0.07	0.01	1,720
Dust From Material Movement	—	—	—	—	5.31	2.57	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	< 0.005	—	9.39	9.39	< 0.005	< 0.005	9.42
Dust From Material Movement	—	—	—	—	0.03	0.01	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	1.55	1.55	< 0.005	< 0.005	1.56

Dust From Material Movement	—	—	—	—	0.01	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.23	0.00	0.04	0.01	—	40.4	40.4	< 0.005	< 0.005	41.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	0.23
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.04	0.04	< 0.005	< 0.005	0.04
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	0.20	—	1,305	1,305	0.05	0.01	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.11	0.15	< 0.005	< 0.005	< 0.005	—	28.1	28.1	< 0.005	< 0.005	28.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	< 0.005	—	4.65	4.65	< 0.005	< 0.005	4.67
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005	—	3.28	3.28	< 0.005	< 0.005	3.33
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	—	3.13	3.13	< 0.005	< 0.005	3.27
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	0.07
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	0.07
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	0.01
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	0.17	—	1,304	1,304	0.05	0.01	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	0.17	—	1,304	1,304	0.05	0.01	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	1.22	1.76	< 0.005	0.05	0.04	—	332	332	0.01	< 0.005	333
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.22	0.32	< 0.005	0.01	0.01	—	54.9	54.9	< 0.005	< 0.005	55.1
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005	—	3.62	3.62	< 0.005	< 0.005	3.68
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.07	3.07	< 0.005	< 0.005	3.21
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005	—	3.21	3.21	< 0.005	< 0.005	3.26
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	—	3.07	3.07	< 0.005	< 0.005	3.21
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.85	0.85	< 0.005	< 0.005	0.86
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.78	0.78	< 0.005	< 0.005	0.82
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.14	0.14	< 0.005	< 0.005	0.14
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.13	0.13	< 0.005	< 0.005	0.14
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.24	5.30	0.01	0.18	0.16	—	823	823	0.03	0.01	826
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	< 0.005	—	11.3	11.3	< 0.005	< 0.005	11.3
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	1.87	1.87	< 0.005	< 0.005	1.87
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.04	0.60	0.00	0.10	0.02	—	104	104	< 0.005	< 0.005	106
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	—	1.31	1.31	< 0.005	< 0.005	1.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	0.22
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	0.02	—	134	134	0.01	< 0.005	134
Architectural Coatings	1.34	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	—	1.83	1.83	< 0.005	< 0.005	1.84
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.30	0.30	< 0.005	< 0.005	0.30
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.72	0.72	< 0.005	< 0.005	0.74
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	0.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.03	0.02	0.19	< 0.005	0.04	0.01	—	43.8	43.8	< 0.005	< 0.005	44.6
Total	0.03	0.02	0.19	< 0.005	0.04	0.01	—	43.8	43.8	< 0.005	< 0.005	44.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	0.02	0.03	0.16	< 0.005	0.04	0.01	—	40.2	40.2	< 0.005	< 0.005	40.9
Total	0.02	0.03	0.16	< 0.005	0.04	0.01	—	40.2	40.2	< 0.005	< 0.005	40.9

Annual	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	< 0.005	< 0.005	0.03	< 0.005	0.01	< 0.005	—	6.19	6.19	< 0.005	< 0.005	6.31
Total	< 0.005	< 0.005	0.03	< 0.005	0.01	< 0.005	—	6.19	6.19	< 0.005	< 0.005	6.31

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	9.61	9.61	< 0.005	< 0.005	9.71
Total	—	—	—	—	—	—	—	9.61	9.61	< 0.005	< 0.005	9.71
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	9.61	9.61	< 0.005	< 0.005	9.71
Total	—	—	—	—	—	—	—	9.61	9.61	< 0.005	< 0.005	9.71
Annual	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	1.59	1.59	< 0.005	< 0.005	1.61
Total	—	—	—	—	—	—	—	1.59	1.59	< 0.005	< 0.005	1.61

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	—	19.0	19.0	< 0.005	< 0.005	19.1
Total	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	—	19.0	19.0	< 0.005	< 0.005	19.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	—	19.0	19.0	< 0.005	< 0.005	19.1
Total	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	—	19.0	19.0	< 0.005	< 0.005	19.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.15	3.15	< 0.005	< 0.005	3.16
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.15	3.15	< 0.005	< 0.005	3.16

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.03	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.06	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.26

Total	0.04	< 0.005	0.06	< 0.005	< 0.005	< 0.005	—	0.26	0.26	< 0.005	< 0.005	0.26
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.03	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—
Total	0.03	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.01	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	0.02
Total	0.01	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	0.02

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	0.64	0.76	1.40	0.07	< 0.005	3.52
Total	—	—	—	—	—	—	0.64	0.76	1.40	0.07	< 0.005	3.52
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—

General Light Industry	—	—	—	—	—	—	0.64	0.76	1.40	0.07	< 0.005	3.52
Total	—	—	—	—	—	—	0.64	0.76	1.40	0.07	< 0.005	3.52
Annual	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	0.11	0.13	0.23	0.01	< 0.005	0.58
Total	—	—	—	—	—	—	0.11	0.13	0.23	0.01	< 0.005	0.58

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	0.97	0.00	0.97	0.10	0.00	3.39
Total	—	—	—	—	—	—	0.97	0.00	0.97	0.10	0.00	3.39
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	0.97	0.00	0.97	0.10	0.00	3.39
Total	—	—	—	—	—	—	0.97	0.00	0.97	0.10	0.00	3.39
Annual	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	0.16	0.00	0.16	0.02	0.00	0.56
Total	—	—	—	—	—	—	0.16	0.00	0.16	0.02	0.00	0.56

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.38
Total	—	—	—	—	—	—	—	—	—	—	—	0.38
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.38
Total	—	—	—	—	—	—	—	—	—	—	—	0.38
Annual	—	—	—	—	—	—	—	—	—	—	—	—
General Light Industry	—	—	—	—	—	—	—	—	—	—	—	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	0.06

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
----------------	-----	-----	----	-----	-------	--------	------	-------	------	-----	-----	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10T	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	12/1/2025	12/15/2025	5.00	10.0	—
Site Preparation	Site Preparation	12/16/2025	12/17/2025	5.00	1.00	—
Grading	Grading	12/18/2025	12/20/2025	5.00	2.00	—
Building Construction	Building Construction	12/21/2025	5/10/2026	5.00	100	—
Paving	Paving	5/11/2026	5/18/2026	5.00	5.00	—
Architectural Coating	Architectural Coating	5/19/2026	5/26/2026	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Back hoes	Diesel	Average	2.00	6.00	84.0	0.37

Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	7.70	LDA,LDT1,LDT2
Demolition	Vendor	—	4.00	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	7.70	LDA,LDT1,LDT2

Site Preparation	Vendor	—	4.00	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	7.70	LDA,LDT1,LDT2
Grading	Vendor	—	4.00	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.61	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	0.24	4.00	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	7.70	LDA,LDT1,LDT2
Paving	Vendor	—	4.00	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.12	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	4.00	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	2,175	725	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Site Preparation	—	—	0.50	0.00	—
Grading	—	—	1.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
General Light Industry	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMt/Weekday	VMt/Saturday	VMt/Sunday	VMt/Year
General Light Industry	7.19	2.89	7.25	2,404	48.9	19.6	49.3	16,356

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	2,175	725	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBtu/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBtu/yr)
General Light Industry	17,203	204	0.0330	0.0040	59,410

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
General Light Industry	335,313	13,727

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
General Light Industry	1.80	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
General Light Industry	Other commercial A/C and heat pumps	R-410A	2,088	0.30	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
----------------	-----------	--------	--------------------------	------------------------------	------------------------------

5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	28.3	annual days of extreme heat
Extreme Precipitation	1.85	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

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

6.3. Adjusted Climate Risk Scores

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

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

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	88.7
AQ-PM	96.7
AQ-DPM	19.9
Drinking Water	86.9
Lead Risk Housing	29.4

Pesticides	84.2
Toxic Releases	85.1
Traffic	31.8
Effect Indicators	—
CleanUp Sites	7.71
Groundwater	6.97
Haz Waste Facilities/Generators	50.1
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	83.7
Cardio-vascular	61.7
Low Birth Weights	55.6
Socioeconomic Factor Indicators	—
Education	48.6
Housing	58.8
Linguistic	48.7
Poverty	51.7
Unemployment	82.3

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	59.48928526
Employed	39.30450404
Median HI	56.84588733
Education	—

Bachelor's or higher	50.41704093
High school enrollment	6.108045682
Preschool enrollment	23.26446811
Transportation	—
Auto Access	74.57975106
Active commuting	12.30591557
Social	—
2-parent households	42.38419094
Voting	35.8911844
Neighborhood	—
Alcohol availability	82.21480816
Park access	2.194276915
Retail density	18.61927371
Supermarket access	21.98126524
Tree canopy	32.97831387
Housing	—
Homeownership	78.53201591
Housing habitability	68.68984987
Low-inc homeowner severe housing cost burden	93.12203259
Low-inc renter severe housing cost burden	13.10150135
Uncrowded housing	50.73784165
Health Outcomes	—
Insured adults	48.58206082
Arthritis	92.6
Asthma ER Admissions	21.0
High Blood Pressure	89.6
Cancer (excluding skin)	85.3
Asthma	72.9

Coronary Heart Disease	92.9
Chronic Obstructive Pulmonary Disease	89.8
Diagnosed Diabetes	78.0
Life Expectancy at Birth	53.3
Cognitively Disabled	17.4
Physically Disabled	7.8
Heart Attack ER Admissions	25.4
Mental Health Not Good	61.1
Chronic Kidney Disease	93.4
Obesity	69.5
Pedestrian Injuries	19.6
Physical Health Not Good	74.9
Stroke	91.3
Health Risk Behaviors	—
Binge Drinking	40.3
Current Smoker	68.2
No Leisure Time for Physical Activity	49.6
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	6.4
Elderly	48.7
English Speaking	57.5
Foreign-born	54.2
Outdoor Workers	81.4
Climate Change Adaptive Capacity	—
Impervious Surface Cover	68.5
Traffic Density	16.7

Traffic Access	0.0
Other Indices	—
Hardship	50.8
Other Decision Support	—
2016 Voting	28.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	72.0
Healthy Places Index Score for Project Location (b)	34.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	lot is 0.46 acres

Appendix B – Biological Assessment



Biological Resource Evaluation

October 2024

Kings Canyon/Argyle Tentative Parcel Map

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Executive Summary

The project applicant is seeking approval of a tentative parcel map for an 8.46-acre property in southeast Fresno, Fresno County, California. The project site is south of the intersection of South Argyle Avenue and East Kings Canyon Road, immediately west of the City of Fresno limits.

To evaluate whether the project, which would involve subsequent development, may affect biological resources under California Environmental Quality Act (CEQA) purview, we (1) obtained lists of special-status species from the United States Fish and Wildlife Service, the California Department of Fish and Wildlife, and the California Native Plant Society; (2) reviewed other relevant background information such as aerial imagery and topographic maps; and (3) conducted a field reconnaissance survey at the project site.

This biological resource evaluation summarizes (1) existing biological conditions on the project site, (2) the potential for special-status species and regulated habitats to occur on or near the project site, (3) the potential impacts of the proposed project on biological resources and regulated habitats, and (4) measures to reduce those potential impacts to less-than-significant levels under CEQA.

We concluded the project could affect one special-status animal species, burrowing owl (*Athene cunicularia*), a state-designated species of special concern, and nesting migratory birds. However, effects can be reduced to less-than-significant levels with mitigation.



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Abbreviations

Abbreviation	Definition
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CFGF	California Fish and Game Code
CFR	Code of Federal Regulations
CNDDB	California Natural Diversity Data Base
CNPS	California Native Plant Society
CRPR	California Rare Plant Rank
FE	Federally listed as Endangered
FC	Federal Candidate for listing under the FESA
FESA	Federal Endangered Species Act
FP	State Fully Protected
FPT	Federally proposed as Threatened
FT	Federally listed as Threatened
MBTA	Migratory Bird Treaty Act
NRCS	Natural Resources Conservation Service
SC	State Candidate for listing under the CESA
SE	State listed as Endangered
SSSC	State Species of Special Concern
ST	State listed as Threatened
SWRCB	State Water Resources Control Board
USACE	United States Army Corps of Engineers
USC	United States Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey



1.0 Introduction

1.1 Background

The project applicant is seeking approval of a tentative parcel map for an 8.46-acre property in southeast Fresno, Fresno County, California (the Project). The Project site currently supports disturbed land cover with sparse ruderal vegetation.

The purpose of this biological resource evaluation is to assess whether the Project, which will involve subsequent development, will affect protected biological resources pursuant to California Environmental Quality Act (CEQA) guidelines. Such resources include species of plants or animals listed or proposed for listing under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA) as well as those covered under the Migratory Bird Treaty Act (MBTA), the California Native Plant Protection Act, and various other sections of California Fish and Game Code (CFGC). This biological resource evaluation also addresses Project-related impacts to regulated habitats, which are those under the jurisdiction of the United States Army Corps of Engineers (USACE), State Water Resources Control Board (SWRCB), or California Department of Fish and Wildlife (CDFW).

1.2 Project Description

The proposed Project will involve subdividing an 8.46-acre property into four or fewer lots for development.

1.3 Project Location

The Project site is south of the intersection of South Argyle Avenue and East Kings Canyon Road, 0.3 miles east of Clovis Avenue in southeast Fresno, Fresno County, California (Figures 1 and 2). The Project site consists of Assessor Parcel Number 474-030-78. It is bounded by East Kings Canyon Road to the north and is immediately west of the City of Fresno limits.

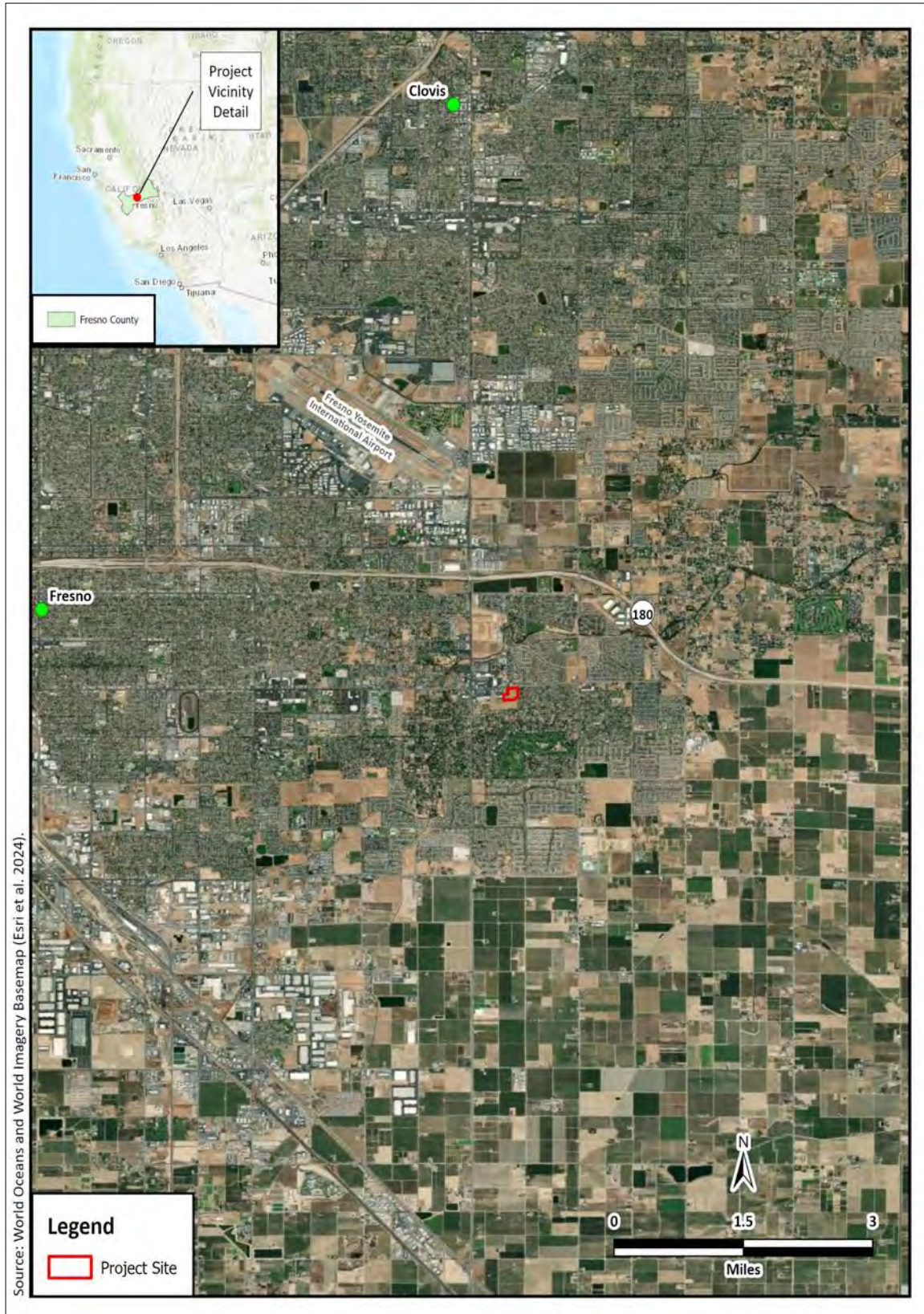


Figure 1. Project site vicinity map.



Figure 2. Project site map.



1.4 Regulatory Framework

The relevant regulatory requirements and policies that guide the impact analysis of the Project are summarized below.

1.4.1 State Requirements

California Department of Fish and Wildlife Jurisdiction. The CDFW has regulatory jurisdiction over lakes and streams in California. Activities that divert or obstruct the natural flow of a stream; substantially change its bed, channel, or bank; or use any materials (including vegetation) from the streambed may require that the project applicant enter into a Lake and Streambed Alteration Agreement with the CDFW in accordance with California Fish and Game Code [CFGF] Section 1602.

California Endangered Species Act. The CESA of 1970 (CFGF Section 2050 et seq. and California Code of Regulations (CCR) Title 14, Subsections 670.2 and 670.51) prohibits the take of species listed under CESA (14 CCR Subsections 670.2 and 670.5). Take is defined as hunt, pursue, catch, capture, or kill or attempt to hunt, pursue, catch, capture, or kill. Under CESA, state agencies are required to consult with the CDFW when preparing CEQA documents. Consultation ensures that proposed projects or actions do not adversely affect state listed species. During consultation, CDFW determines whether take would occur and identifies “reasonable and prudent alternatives” for the project and conservation of special-status species. CDFW can authorize take of state listed species under Sections 2080.1 and 2081(b) of the CFGF in those cases where it is demonstrated the impacts are minimized and mitigated. Take authorized under section 2081(b) must be minimized and fully mitigated. A CESA permit must be obtained if a project will result in take of listed species, either during construction or over the life of the project. Under CESA, CDFW is responsible for maintaining a list of threatened and endangered species designated under state law (CFGF Section 2070). CDFW also maintains lists of species of special concern, which serve as “watch lists.” Pursuant to the requirements of CESA, a state or local agency reviewing a proposed project within its jurisdiction must determine whether the proposed project will have a potentially significant impact upon such species. Project-related impacts to species on the CESA list would be considered significant and would require mitigation. Impacts to species of concern or fully protected species would be considered significant under certain circumstances.

California Environmental Quality Act. The CEQA of 1970 (Subsections 21000–21178) requires that CDFW be consulted during the CEQA review process regarding impacts of proposed projects on special-status species. Special-status



species are defined under CEQA Guidelines subsection 15380(b) and (d) as those listed under FESA and CESA and species that are not currently protected by statute or regulation but would be considered rare, threatened, or endangered under these criteria or by the scientific community. Therefore, species considered rare or endangered are addressed in this biological resource evaluation regardless of whether they are afforded protection through any other statute or regulation. The California Native Plant Society (CNPS) inventories the native flora of California and ranks species according to rarity (CNPS 2024). Plants with Rare Plant Ranks 1A, 1B, 2A, or 2B are considered special-status species under CEQA.

Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines Section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if it can be shown to meet certain specified criteria. These criteria have been modeled after the definition in the FESA and the section of the CFGC dealing with rare and endangered plants and animals. Section 15380(d) allows a public agency to undertake a review to determine if a significant effect on species that have not yet been listed by either the United States Fish and Wildlife Service (USFWS) or CDFW (i.e., candidate species) would occur. Thus, CEQA provides an agency with the ability to protect a species from the potential impacts of a project until the respective government agency has an opportunity to designate the species as protected, if warranted.

California Native Plant Protection Act. The California Native Plant Protection Act of 1977 (CFGF Sections 1900–1913) requires all state agencies to use their authority to carry out programs to conserve endangered and otherwise rare species of native plants. Provisions of the act prohibit the taking of listed plants from the wild and require the project proponent to notify CDFW at least 10 days in advance of any change in land use, which allows CDFW to salvage listed plants that would otherwise be destroyed.

Nesting birds. CFGC Sections 3503, 3503.5, and 3800 prohibit the possession, incidental take, or needless destruction of birds, their nests, and eggs. CFGC Section 3511 lists birds that are “Fully Protected” as those that may not be taken or possessed except under specific permit.

Porter-Cologne Water Quality Control Act. The Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et. sec.) was established in 1969 and entrusts the SWRCB and nine Regional Water Quality Control Boards (collectively Water Boards) with the responsibility to preserve and enhance all beneficial uses of California’s diverse waters. The Act grants the Water Boards authority to establish water quality objectives and regulate point- and nonpoint-



source pollution discharge to the state's surface and ground waters. Under the auspices of the United States Environmental Protection Agency, the Water Boards are responsible for certifying, under Section 401 of the federal Clean Water Act, that activities affecting waters of the United States comply with California water quality standards. The Porter-Cologne Water Quality Control Act addresses all "waters of the State," which are more broadly defined than waters of the United States. Waters of the State include any surface water or groundwater, including saline waters, within the boundaries of the state. They include artificial as well as natural water bodies and federally jurisdictional and federally non-jurisdictional waters. The Water Boards may issue a Waste Discharge Requirement permit for projects that will affect only federally non-jurisdictional waters of the State.

1.4.2 Federal Requirements

Federal Endangered Species Act. The USFWS and the National Oceanographic and Atmospheric Administration's National Marine Fisheries Service enforce the provisions stipulated in the FESA of 1973 (FESA, 16 United States Code [USC] Section 1531 et seq.). Threatened and endangered species on the federal list (50 Code of Federal Regulations [CFR] 17.11 and 17.12) are protected from take unless a Section 10 permit is granted to an entity other than a federal agency or a Biological Opinion with incidental take provisions is rendered to a federal lead agency via a Section 7 consultation. Take is defined as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct. Pursuant to the requirements of the FESA, an agency reviewing a proposed action within its jurisdiction must determine whether any federally listed species may be present in the proposed action area and determine whether the proposed action may affect such species. Under the FESA, habitat loss is considered an effect to a species. In addition, the agency is required to determine whether the proposed action is likely to jeopardize the continued existence of any species that is listed or proposed for listing under the FESA (16 USC Section 1536[3], [4]). Therefore, proposed action-related effects to these species or their habitats would be considered significant and would require mitigation.

Migratory Bird Treaty Act. The federal MBTA (16 USC Section 703, Supp. I, 1989) prohibits killing, possessing, trading, or other forms of take of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. "Take" is defined as the pursuing, hunting, shooting, capturing, collecting, or killing of birds, their nests, eggs, or young (16 USC Section 703 and Section 715n). This act encompasses whole birds, parts of birds, and bird nests and eggs. The MBTA specifically protects migratory bird nests from possession, sale, purchase, barter transport, import, and export, and take. For nests, the definition of take per



50 CFR 10.12 is to collect. The MBTA does not include a definition of an “active nest.” However, the “Migratory Bird Permit Memorandum” issued by the USFWS in 2003 and updated in 2018 clarifies the MBTA in that regard and states that the removal of nests, without eggs or birds, is legal under the MBTA, provided no possession (which is interpreted as holding the nest with the intent of retaining it) occurs during the destruction (USFWS 2018).

United States Army Corps of Engineers Jurisdiction. Areas meeting the regulatory definition of “waters of the United States” (jurisdictional waters) are subject to the jurisdiction of the USACE under provisions of Section 404 of the Clean Water Act (1972) and Section 10 of the Rivers and Harbors Act (1899). These waters may include all waters used, or potentially used, for interstate commerce, including all waters subject to the ebb and flow of the tide, the territorial seas, all interstate waters, all impoundments of waters otherwise defined as waters of the United States, tributaries of waters otherwise defined as waters of the United States that are relatively permanent, standing, or continuously flowing bodies of water, and relatively permanent, standing or continuously flowing bodies of water with a continuous surface connection to waters of the United States (33 CFR part 328.3). Waters of the United States do not include prior converted cropland, waste treatment systems, ditches, artificially irrigated areas, artificial lakes or ponds, artificial reflecting pools or swimming pools, waterfilled depressions, and swales and erosional features. Under the 2006 Supreme Court ruling *Rapanos v. United States*, waters of the United States include non-navigable tributaries of traditional navigable waters that are relatively permanent. The 2023 Supreme Court ruling *Sackett v. Environmental Protection Agency* removed the significant nexus standard for tributaries and adjacent waters of the United States and requires tributaries and adjacent waters to have a continuous surface connection to a water of the United States. Wetlands on non-agricultural lands are identified using the *Corps of Engineers Wetlands Delineation Manual and related Regional Supplement* (USACE 1987 and 2008). Construction activities, including direct removal, filling, hydrologic disruption, or other means in jurisdictional waters are regulated by the USACE. The placement of dredged or fill material into such waters must comply with permit requirements of the USACE. No USACE permit will be effective in the absence of state water quality certification pursuant to Section 401 of the Clean Water Act. The State Water Resources Control Board is the state agency, together with the Regional Water Quality Control Boards, charged with implementing water quality certification in California.



2.0 Methods

2.1 Desktop Review

As a framework for the evaluation and reconnaissance survey, we obtained a USFWS species list for the Project (USFWS 2024a, Appendix A). In addition, we searched the California Natural Diversity Database (CNDDDB, CDFW 2024, Appendix B) and the CNPS Inventory of Rare and Endangered Plants (CNPS 2024, Appendix C) for records of special-status plant and animal species from the vicinity of the Project site. Regional lists of special-status species were compiled using CNDDDB and CNPS database searches confined to the Malaga 7.5-minute United States Geological Survey (USGS) topographic quadrangle, which encompasses the Project site, and the eight surrounding quadrangles (Caruthers, Clovis, Conejo, Fresno North, Fresno South, Round Mountain, Sanger, and Selma). A local list of special-status species was compiled using CNDDDB records from within 5 miles of the Project site. Species that lacked a CEQA-recognized special-status designation by state or federal regulatory agencies or public interest groups were omitted from the final list. Species for which the Project site does not provide habitat were eliminated from further consideration. We also reviewed aerial imagery from Google Earth (Google 2024) and other sources, USGS topographic maps, the Web Soil Survey (NRCS 2024), the National Wetlands Inventory (USFWS 2024b), and relevant literature.

2.2 Reconnaissance Survey

Colibri Senior Scientist Amy Hernandez conducted a field reconnaissance survey at the Project site on 12 September 2024. The Project site and a 50-foot buffer (Figure 3) surrounding the Project site were walked and thoroughly inspected to evaluate and document the potential for the area to support state or federally protected resources. All plants except those under cultivation or planted in residential areas and all vertebrate wildlife species observed within the survey area were identified and documented. The survey area was evaluated for the presence of regulated habitats, including lakes, streams, and other waters as defined by the USACE, CDFW, and under the Porter-Cologne Water Quality Control Act. An additional buffer of 0.5 miles around the Project site was inspected for potential nesting habitat for special-status raptors (Figure 3). The 0.5-mile buffer was surveyed by driving public roads and identifying the presence of large trees or other potentially suitable substrates for nesting raptors as well as open areas that could provide foraging habitat.



2.3 Significance Criteria

CEQA defines “significant effect on the environment” as “a substantial, or potentially substantial, adverse change in the environment” (California Public Resource Code § 21068). Under CEQA Guidelines Section 15065, a Project’s effects on biological resources are deemed significant where the Project would do the following:

- a) Substantially reduce the habitat of a fish or wildlife species,
- b) Cause a fish or wildlife population to drop below self-sustaining levels,
- c) Threaten to eliminate a plant or animal community, or
- d) Substantially reduce the number or restrict the range of a rare or endangered plant or animal.

In addition to the Section 15065 criteria, Appendix E within the CEQA Guidelines includes six additional impacts to consider when analyzing the effects of a project. Under Appendix E, a project’s effects on biological resources are deemed significant where the project would do any of the following:

- e) 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 CDFW or USFWS;
- f) 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 CDFW or USFWS;
- g) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- h) 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;
- i) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- j) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

These criteria were used to determine whether the potential effects of the Project on biological resources qualify as significant.



Figure 3. Reconnaissance survey area map.



3.0 Results

3.1 Desktop Review

The USFWS species list for the Project included nine species listed as threatened, endangered, or proposed for listing under the FESA (USFWS 2024a, Table 1, Appendix A). None of those species could occur on or near the Project site due to the lack of habitat or because the Project site is outside the known range of the species (Table 1). As stated in the species list, the Project site occurs outside any proposed or designated USFWS critical habitat (USFWS 2024a, Appendix A).

Searching the CNDDDB for records of special-status species from the Malaga 7.5-minute USGS topographic quadrangle and the eight surrounding quadrangles produced 133 records of 43 species (Table 1, Appendix B). Of those 43 species, 14 were not considered further because they are not CEQA-recognized as special-status species by state or federal regulatory agencies or public interest groups or are considered extirpated in California (Appendix B). Of the remaining 31 species, 16 are known from within 5 miles of the Project site (Table 1, Figure 4). Of those species, only one, burrowing owl (*Athene cunicularia*—SSSC), could occur on or near the Project site based on the presence of habitat (Table 1).

The CNDDDB nine-quad search also produced records of two sensitive natural communities, clay pan vernal pool and hard pan vernal pool (Appendix B), neither of which were on the Project site.

Searching the CNPS inventory of rare and endangered plants of California yielded 12 species (CNPS 2024, Appendix C), all of which have a CRPR of 1 or 2 and five of which are also state or federally listed (Table 1). Of those 12 plant species, none could occur on or near the Project site due to the lack of habitat (Table 1).

The Project site is underlain by Atwater loamy sand, 0 to 3 percent slopes (50.9%) and Delhi loamy sand, 0 to 3 percent slopes (49.1%) (NCRS 2024). The Project site has little topographic relief and is at an elevation of 321–325 feet above mean sea level (Google 2024).

**Table 1.** Special-status species, their listing status, habitats, and potential to occur on or near the Project site.

Species	Status ¹	Habitat	Potential to Occur ²
Federally and State-Listed Endangered or Threatened Species			
California jewelflower ³ (<i>Caulanthus californicus</i>)	FE, SE, 1B.1	Chenopod scrub, pinyon and juniper woodland, and valley and foothill grassland at 150–3300 feet elevation.	None. Habitat lacking; the Project site consisted of a disked field with ruderal vegetation surrounded by residential development.
Greene’s tuctoria (<i>Tuctoria greenei</i>)	FE, SR, 1B.1	Vernal pools below 3500 feet elevation.	None. Habitat lacking; the Project site lacked vernal pools.
San Joaquin adobe sunburst (<i>Pseudobahia peirsonii</i>)	FT, SE, 1B.1	Grassland with bare dark clay soils at 300–2700 feet elevation.	None. Habitat lacking; the Project site lacked clay soils.
San Joaquin Valley Orcutt grass (<i>Orcuttia inaequalis</i>)	FT, SE, 1B.1	Vernal pools below 2700 feet elevation.	None. Habitat lacking; the Project site lacked vernal pools.
Succulent owl’s clover (<i>Castilleja campestris</i> var. <i>succulenta</i>)	FT, SE, 1B.1	Vernal pools and moist places at or below 2460 feet elevation.	None. Habitat lacking; the Project site lacked vernal pools and moist places.
Crotch bumble bee ³ (<i>Bombus crotchii</i>)	SC	Open grassland and scrub habitats with <i>Antirrhinum</i> , <i>Phacelia</i> , <i>Clarkia</i> , <i>Dendromecon</i> , <i>Eschscholzia</i> , and <i>Eriogonum</i> as food plants and rodent burrows for nesting.	None. Habitat lacking; the Project site consisted of a disked field with ruderal vegetation and lacked potential food plants.



Species	Status ¹	Habitat	Potential to Occur ²
Monarch California overwintering population (<i>Danaus plexippus</i>)	FC	Groves of trees within 1.5 miles of the ocean that produce suitable micro-climates for overwintering such as high humidity, dappled sunlight, access to water and nectar, and protection from wind.	None. Habitat lacking; the Project site is not within 1.5 miles of the ocean.
Valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>)	FT	Elderberry (<i>Sambucus</i> sp.) plants having basal stem diameter greater than 1" at ground level.	None. No elderberry shrubs were found in the survey area, and the Project site is outside the currently recognized range of this species.
Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>)	FT	Vernal pools; some artificial depressions, ditches, stock ponds, vernal swales, ephemeral drainages, and seasonal wetlands.	None. Habitat lacking; the Project site lacked vernal pools and other ephemeral pools.
California tiger salamander ³ (<i>Ambystoma californiense</i>)	FT, ST	Vernal pools or seasonal ponds for breeding; small mammal burrows for upland refugia in natural grasslands.	None. Habitat lacking; ponds within the 1.24-mile dispersal distance of this species included a water retention basin (Figure 2). According to historical aerial imagery (Google 2024), the pond is not inundated long enough to support breeding. Outside current known local range.
Western spadefoot (<i>Spea hammondi</i>)	FPT, SSSC	Open areas with sandy or gravelly soil that allow rain pools to gather for breeding.	None. Habitat lacking; no rain pools or other potential breeding habitat was present in the survey area.



Species	Status ¹	Habitat	Potential to Occur ²
Northwestern pond turtle (<i>Actinemys marmorata</i>)	FPT, SSSC	Ponds, rivers, marshes, streams, and irrigation ditches, usually with aquatic vegetation. Basking sites and suitable upland areas for egg laying.	None. Habitat lacking; the Project site and surrounding areas lacked the permanent or nearly permanent aquatic habitat this species requires.
California condor (<i>Gymnogyps californianus</i>)	FE, SE, FP	Mountain and foothill rangeland with cliffs for nesting and grassland and open woodland for foraging.	None. Habitat lacking; the Project site and surrounding areas lacked nesting and foraging habitat.
Least Bell's vireo ³ (<i>Vireo bellii pusillus</i>)	FE, SE	Riparian habitat dominated by willows with dense understory vegetation.	None. Habitat lacking; the Project site lacked riparian habitat with dense understory vegetation.
Swainson's hawk ³ (<i>Buteo swainsoni</i>)	ST	Large trees for nesting with adjacent grasslands, alfalfa fields, or grain fields for foraging.	None. Habitat lacking; the Project site is in a commercial and residential landscape lacking foraging areas of sufficient size to support nesting.
Tricolored blackbird (<i>Agelaius tricolor</i>)	ST, SSSC	Freshwater emergent wetlands, some agricultural fields, grassland, and silage fields near dairies.	None. Habitat lacking; the survey area lacked freshwater emergent wetlands, agricultural fields, grassland, and silage fields.
Western yellow-billed cuckoo ³ (<i>Coccyzus americanus occidentalis</i>)	FT, SE	Open woodlands with dense, low vegetation along waterways.	None. Habitat lacking; the survey area lacked waterways with associated riparian vegetation.
Fresno kangaroo rat (<i>Dipodomys nitratooides exilis</i>)	FE, SE	Sandy, alkaline, saline, and clay soils in upland scrub and grassland.	None. Habitat lacking; the Project site is outside the current known range of this species.



Species	Status ¹	Habitat	Potential to Occur ²
San Joaquin kit fox (<i>Vulpes macrotis mutica</i>)	FE, ST	Grassland and upland scrub and fallowed agricultural lands adjacent to natural grasslands or upland scrub.	None. Habitat lacking; the Project site lacked adjacent natural grassland or upland scrub.
State Species of Special Concern			
California glossy snake ³ (<i>Arizona elegans occidentalis</i>)	SSSC	Arid scrub, rocky washes, grasslands, and chaparral with microhabitats of open areas and areas with soil loose enough for easy burrowing.	None. Habitat lacking; the Project site is outside the current known range of this species.
Coast horned lizard ³ (<i>Phrynosoma blainvillii</i>)	SSSC	Grasslands, woodlands, and upland scrub, with open areas and patches of loose, sandy soil.	None. Habitat lacking; the Project site is outside the current known range of this species.
Northern California legless lizard ³ (<i>Anniella pulchra</i>)	SSSC	Moist warm loose soil with plant cover in beach dunes, chaparral, pine-oak woodlands, sandy areas, and stream terraces.	None. Habitat lacking; the Project site lacked moist soil with plant cover.
Burrowing owl ³ (<i>Athene cunicularia</i>)	SSSC	Grassland and upland scrub with friable soil; some open agricultural or other developed and open, disturbed areas with ground squirrel burrows.	Low. The Project site is a disturbed field containing ground squirrel burrows. However, the site is surrounded by residential and commercial development, and no sign of the species was detected during the 12 September 2024 survey.
American badger ³ (<i>Taxidea taxus</i>)	SSSC	Variable. Vast open, dry areas with friable soils and small mammal populations in grassland, conifer forest, and desert.	None. Habitat lacking; the Project site and surrounding area were routinely disturbed and too fragmented to support this species.



Species	Status ¹	Habitat	Potential to Occur ²
Pallid bat ³ (<i>Antrozous pallidus</i>)	SSSC	Arid or semi-arid locations in rocky areas and sparsely vegetated grassland near water. Rock crevices, caves, mine shafts, bridges, building, and tree hollows for roosting.	None. Habitat lacking; no roosting habitat was observed in the survey area.
Western mastiff bat ³ (<i>Eumops perotis californicus</i>)	SSSC	Cliff faces, high buildings, trees, and tunnels near open, arid areas.	None. Habitat lacking; no roosting habitat was observed in the survey area.
California Rare Plants			
Alkali sink goldfields (<i>Lasthenia chrysantha</i>)	1B.1	Vernal pools and wet saline flats below 320 feet elevation.	None. Habitat lacking; the Project site lacked vernal pools and wet saline flats.
Bristly sedge (<i>Carex comosa</i>)	2B.1	Wet places, lake margins below 1312 feet elevation.	None. Habitat lacking; the Project site lacked wet places or lake margins.
California satintail ³ (<i>Imperata brevifolia</i>)	2B.1	Moist to wet sites in arid desert canyons or rocky slopes near seeps, springs, and streams below 1700 feet elevation.	None. Habitat lacking; the Project site lacked natural landcover and moist to wet sites.
Forked hare-leaf (<i>Lagophylla dichotoma</i>)	1B.1	Grassland and woodland openings at 164–1312 feet elevation.	None. Habitat lacking; the Project site lacked natural land cover.
Madera leptosiphon ³ (<i>Leptosiphon serrulatus</i>)	1B.2	Woodlands, chaparral, and yellow pine forests in the Sierra Nevada foothills from Madera to Kern counties.	None. Habitat lacking; the Project site lacked woodlands, chaparral, or yellow pine forest.
Sanford's arrowhead ³ (<i>Sagittaria sanfordii</i>)	1B.2	Ponds, sloughs, and ditches below 650 feet elevation.	None. Habitat lacking; the Project site lacked freshwater marshes or other suitable aquatic features.



Species	Status ¹	Habitat	Potential to Occur ²
Spiny-sepaled button-celery (<i>Eryngium spinosepalum</i>)	1B.2	Vernal pools, swales, and roadside ditches in valley and foothill grassland.	None. Habitat lacking; the Project site lacked vernal pools, swales, or roadside ditches.

CDFW (2024), CNPS (2024), USFWS (2024a).

Status ¹	Potential to Occur ²
FC = Federal Candidate for listing	None: Species or sign not observed; conditions unsuitable for occurrence.
FE = Federally listed as Endangered	Low: Neither species nor sign observed; conditions marginal for occurrence.
FT = Federally listed as Threatened	Moderate: Neither species nor sign observed; conditions suitable for occurrence.
FPT = Federally Proposed Threatened	High: Neither species nor sign observed; conditions highly suitable for occurrence.
FP = State Fully Protected	Present: Species or sign observed; conditions suitable for occurrence.
SC = State Candidate for listing	
SE = State listed as Endangered	
ST = State listed as Threatened	
SSSC = State Species of Special Concern	

CNPS California Rare Plant Rank ¹ :	Threat Ranks ¹ :
1B – plants rare, threatened, or endangered in California and elsewhere.	0.1 – seriously threatened in California (> 80% of occurrences).
2B – plants rare, threatened, or endangered in California but more common elsewhere.	0.2 – moderately threatened in California (20–80% of occurrences).
3 – plants about which more information is needed.	0.3 – not very threatened in California (<20% of occurrences).
4 – plants have limited distribution in California.	

³Record from within 5 miles of the Project site.

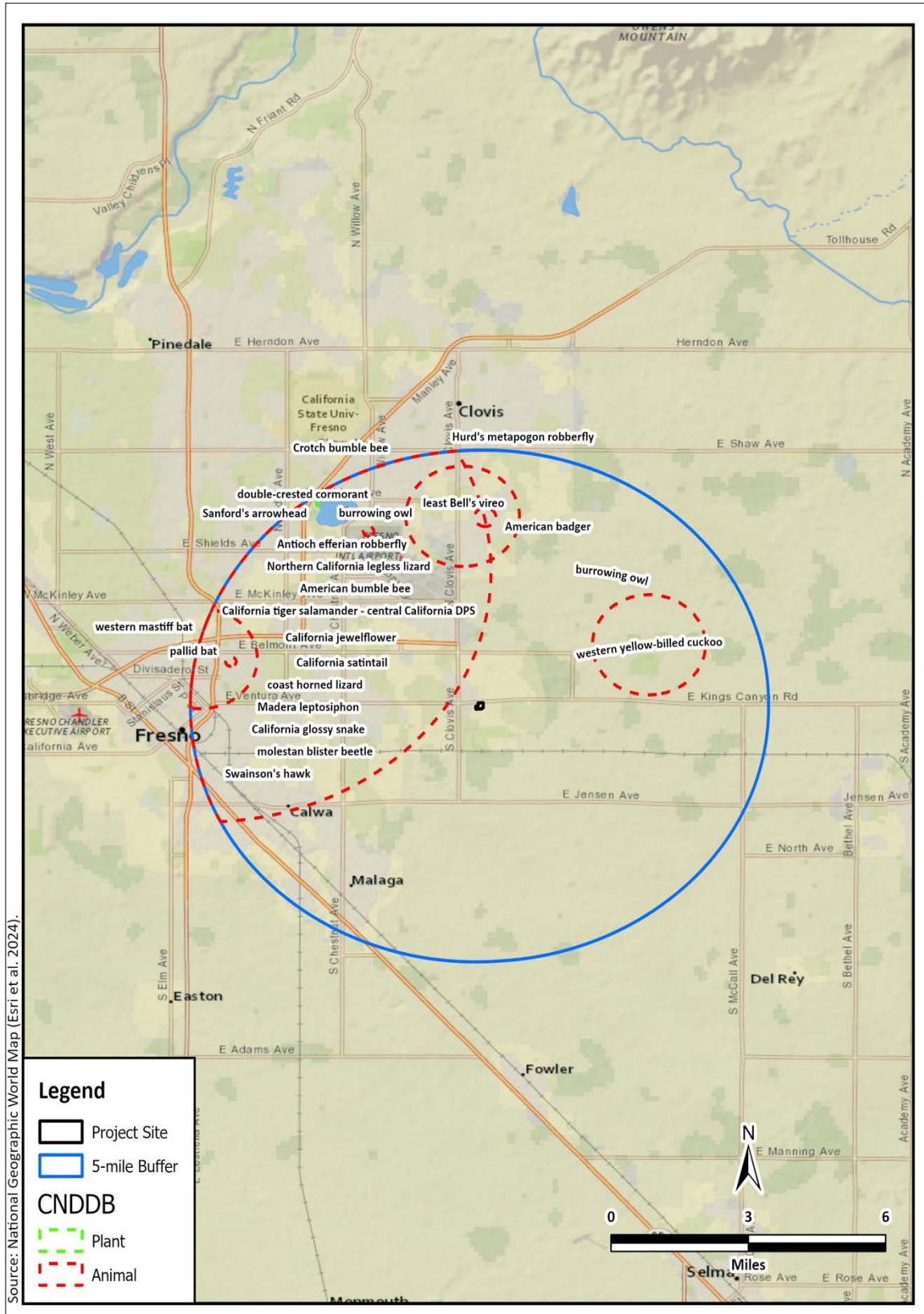


Figure 4. CNDDDB occurrence map.



3.2 Reconnaissance Survey

3.2.1 Land Use and Habitats

The Project site consisted of a vacant field with patches of ruderal herbaceous vegetation primarily consisting of nonnative grasses and forbs (Figures 5 and 6). The Project site showed signs of disking (e.g., exposed soil, furrows, short vegetation) likely within the past 12 months. Ornamental trees and shrubs were present on the adjacent residential and commercial development lots. Ground squirrel burrows were sparsely distributed throughout the Project site (Figure 7). A chain link fence with a locked gate separated the north and south portions of the Project site (Figure 8). Trash and debris were scattered throughout the Project site (Figure 9).

The Project site was bordered by residential development to the east, a vacant lot with a water retention basin to the south, and commercial development to the north and west (Figures 5, 6, and 9). Aerial imagery indicates the Project site has been routinely disked since at least 1998 (Google 2024).



Figure 5. Photograph from the southeast corner of the Project site, looking west, showing disturbed land cover and a commercial lot to the west.



Figure 6. Photograph from the southwest corner of the Project site, looking northeast, showing commercial and residential lots to the northeast.



Figure 7. Photograph of ground squirrel burrows in the central portion of the Project site.



Figure 8. Photograph from the western perimeter of the Project site, looking south, showing a chain link fence bisecting the property.



Figure 9. Photograph from the northeast corner of the Project site, looking south, showing trash along the fence line of the residential lot to the east.



3.2.2 Plant and Animal Species Observed

A total of 15 plant species (six native and nine nonnative), three bird species, and one mammal species were observed during the survey (Table 2).

Table 2. Plant and animal species observed during the reconnaissance survey.

Common Name	Scientific Name	Status
Plants		
Family Amaranthaceae		
Tumbleweed amaranth	<i>Amaranthus albus</i>	Nonnative
Family Asteraceae		
Flatspine bursage	<i>Ambrosia acanthicarpa</i>	Native
Horseweed	<i>Erigeron canadensis</i>	Native
Prickly lettuce	<i>Lactuca serriola</i>	Nonnative
Family Boraginaceae		
Common fiddleneck	<i>Amsinckia intermedia</i>	Native
Family Brassicaceae		
Shortpod mustard	<i>Hirschfeldia incana</i>	Nonnative
Family Chenopodiaceae		
Russian thistle	<i>Salsola tragus</i>	Nonnative
Family Fabaceae		
Spanish clover	<i>Acemisson americanus</i>	Native
Family Geraniaceae		
Whitestem filaree	<i>Erodium moschatum</i>	Nonnative
Family Poaceae		
Bermuda grass	<i>Cynodon dactylon</i>	Nonnative
Ripgut brome	<i>Bromus diandrus</i>	Nonnative
Salt grass	<i>Distichlis spicata</i>	Native
Wild slender oat	<i>Avena barbata</i>	Nonnative
Family Solanaceae		
Jimsonweed	<i>Datura wrightii</i>	Native



Common Name	Scientific Name	Status
Family Zygophyllaceae		
Puncture vine	<i>Tribulus terrestris</i>	Nonnative
Birds		
Family Columbidae		
Mourning dove	<i>Zenaida macroura</i>	MBTA, CFGC
Family Corvidae		
American crow	<i>Corvus brachyrhynchos</i>	MBTA, CFGC
California scrub-jay	<i>Aphelocoma californica</i>	MBTA, CFGC
Mammals		
Family Sciuridae		
California ground squirrel	<i>Otospermophilus beecheyi</i>	--

MBTA = Protected under the MBTA (16 USC § 703 et seq.); CFGC = Protected under CFGC §§ 3503 and 3513

3.2.3 Nesting Birds

Migratory birds could nest on or near the Project site. Bird species that may nest on or near the property include, but are not limited to, California scrub-jay (*Aphelocoma californica*) and mourning dove (*Zenaida macroura*). Large trees within 0.5 miles of the Project site could provide nesting substrates for raptors.

3.2.4 Regulated Habitats

No habitats potentially regulated under the jurisdiction of the CDFW, SWRCB, or USACE were present in the survey area.

3.3 Special-Status Species

The following special-status species could occur on or near the Project site based on the presence of habitat:

3.3.1 Burrowing Owl

Burrowing owl is a member of the family Strigidae recognized as a Species of Special Concern by the CDFW (CDFW 2024). It occurs primarily in grasslands but can persist and even thrive in agricultural or other developed and disturbed



areas (Shuford and Gardali 2008, Rosenberg and Haley 2004). Burrowing owl depends on burrow systems excavated by other species such as California ground squirrel (*Otospermophilus beecheyi*) and American badger (*Taxidea taxus*) (Poulin et al. 2020). Burrowing owl uses burrows for protection from predators, weather, as roosting sites, and dwellings to raise young (Poulin et al. 2020). It commonly perches outside burrows on mounds of soil or nearby fence posts. Prey types include insects, especially grasshoppers and crickets, small mammals, frogs, toads, and lizards (Poulin et al. 2020). The nesting season begins in March, and incubation lasts 28–30 days. The female incubates the eggs while the male forages and delivers food items to the burrow-nest; young then fledge between 44 and 53 days after hatching (Poulin et al. 2020). Adults can live up to 8 years in the wild.

There are two CNDDDB occurrence records of burrowing owl from within 5 miles of the Project site (CDFW 2024). The nearest CNDDDB occurrence record of burrowing owl is from 3 miles northeast of the Project site. Ground squirrel burrows scattered throughout the Project site could support the species. The Project site and the adjacent vacant lot to the south provide potential foraging habitat. However, the habitat is fragmented and routinely disturbed, and no sign of burrowing owl was detected during the 12 September 2024 reconnaissance survey. Therefore, the potential for this species to occur on the Project site is low.



4.0 Environmental Impacts

4.1 Significance Determinations

This Project, which will result in temporary and permanent impacts to disturbed land cover with ruderal vegetation, will not: (1) substantially reduce the habitat of a fish or wildlife species (criterion a) as no such habitat is present on the Project site; (2) cause a fish or wildlife population to drop below self-sustaining levels (criterion b) as no such potentially vulnerable population is known from the area; (3) threaten to eliminate a plant or animal community (criterion c) as no such potentially vulnerable communities are known from the area; (4) substantially reduce the number or restrict the range of a rare or endangered plant or animal (criterion d) as no such potentially vulnerable species are known from the area; (5) 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 CDFW or USFWS (criterion f) as no riparian habitat or other sensitive natural community was present in the survey area; (6) have a substantial adverse effect on state or federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (criterion g) as no impacts to wetlands will occur; (7) conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (criterion i) as no such ordinances are pertinent to the Project; or (8) conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan (criterion j) as no such plan has been adopted. Thus, these significance criteria are not analyzed further.

The remaining statutorily defined criteria provide the framework for Criterion BIO1 and Criterion BIO2 below. These criteria are used to assess the impacts to biological resources stemming from the Project and provide the basis for determinations of significance:

- Criterion BIO1: 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 CDFW or USFWS (significance criterion e).
- Criterion BIO2: 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 (significance criterion h).



4.1.1 Direct and Indirect Effects

4.1.1.1 Potential Effect #1: Have a Substantial Effect on Any Special-Status Species (Criterion BIO1)

The Project could adversely affect, either directly or through habitat modifications, one special-status animal species that occurs or may occur on or near the Project site. Construction activities such as excavating, trenching, or using other heavy equipment that disturbs or harms a special-status species or substantially modifies its habitat could constitute a significant impact. We recommend that Mitigation Measure BIO1 (below) be included in the conditions of approval to reduce the potential impacts to less-than-significant levels.

Mitigation Measure BIO1. Protect burrowing owl.

1. A pre-construction clearance survey shall be conducted by a qualified biologist to ensure that no burrowing owl will be disturbed during the implementation of the Project. A pre-construction clearance 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 burrowing owl habitat in and immediately adjacent to the impact areas.
2. If a burrowing owl or sign of burrowing owl use (e.g., feathers, guano, pellets) is detected on or within 500 feet of the Project site, and the qualified biologist determines that Project activities would disrupt the owl(s), a construction-free buffer, limited operating period, or passive relocation shall be implemented in consultation with the CDFW.

4.1.1.2 Potential Effect #2: Interfere Substantially with Native Wildlife Movements, Corridors, or Nursery Sites (Criterion BIO2)

The Project has the potential to impede the use of nursery sites for native birds protected under the MBTA and CFGC. Migratory birds are expected to nest on and near the Project site. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings or otherwise lead to nest abandonment. Disturbance that causes nest abandonment or loss of reproductive effort can be considered take under the MBTA and CFGC. Loss of fertile eggs or nesting birds, or any activities resulting in nest abandonment, could constitute a significant effect if the species is particularly rare in the region. Construction activities such as excavating, trenching, and grading that disturb a nesting



bird on the Project site or immediately adjacent to the construction zone could constitute a significant effect. We recommend that the Mitigation Measure BIO2 (below) be included in the conditions of approval to reduce the potential effect to a less-than-significant level.

Mitigation Measure BIO2. 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, pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. 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. 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.



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<http://www.fws.gov/wetlands/>. Accessed 11 September 2024.



Appendix A. USFWS list of threatened and endangered species.

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Fresno County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📅 (916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

-
1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Fresno Kangaroo Rat <i>Dipodomys nitratoides exilis</i> Wherever found There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5150	Endangered
San Joaquin Kit Fox <i>Vulpes macrotis mutica</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2873	Endangered

Birds

NAME	STATUS
California Condor <i>Gymnogyps californianus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8193	Endangered
Yellow-billed Cuckoo <i>Coccyzus americanus</i> There is final critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/3911	Threatened

Reptiles

NAME	STATUS
Northwestern Pond Turtle <i>Actinemys marmorata</i> Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/1111	Proposed Threatened

Amphibians

NAME	STATUS
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California Tiger Salamander *Ambystoma californiense***Threatened**

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/2076>

Western Spadefoot *Spea hammondi***Proposed Threatened**

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/5425>

Insects

NAME

STATUS

Monarch Butterfly *Danaus plexippus***Candidate**

Wherever found

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/9743>

Crustaceans

NAME

STATUS

Vernal Pool Fairy Shrimp *Branchinecta lynchi***Threatened**

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.

<https://ecos.fws.gov/ecp/species/498>

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Bald & Golden Eagles

There are no documented cases of eagles being present at this location. However, if you believe eagles may be using your site, please reach out to the local Fish and Wildlife Service office.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds
<https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

What does IPaC use to generate the potential presence of bald and golden eagles in my specified location?

The potential for eagle presence is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply). To see a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs of bald and golden eagles in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the [Eagle Act](#) should such impacts occur. Please contact your local Fish and Wildlife Service Field Office if you have questions.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats³ should follow appropriate regulations and consider implementing appropriate conservation measures, as described in the links below. Specifically, please review the ["Supplemental Information on Migratory Birds and Eagles"](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Eagle Management <https://www.fws.gov/program/eagle-management>
- Measures for avoiding and minimizing impacts to birds
<https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>
- Supplemental Information for Migratory Birds and Eagles in IPaC
<https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the PROBABILITY OF PRESENCE SUMMARY below to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Belding's Savannah Sparrow <i>Passerculus sandwichensis beldingi</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Bullock's Oriole <i>Icterus bullockii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25
California Gull <i>Larus californicus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 1 to Jul 31
Northern Harrier <i>Circus hudsonius</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8350	Breeds Apr 1 to Sep 15
Nuttall's Woodpecker <i>Dryobates nuttallii</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20
Olive-sided Flycatcher <i>Contopus cooperi</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3914	Breeds May 20 to Aug 31
Santa Barbara Song Sparrow <i>Melospiza melodia graminea</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/5513	Breeds Mar 1 to Sep 5
Western Screech-owl <i>Megascops kennicottii cardonensis</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 1 to Jun 30

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read ["Supplemental Information on Migratory Birds and Eagles"](#), specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

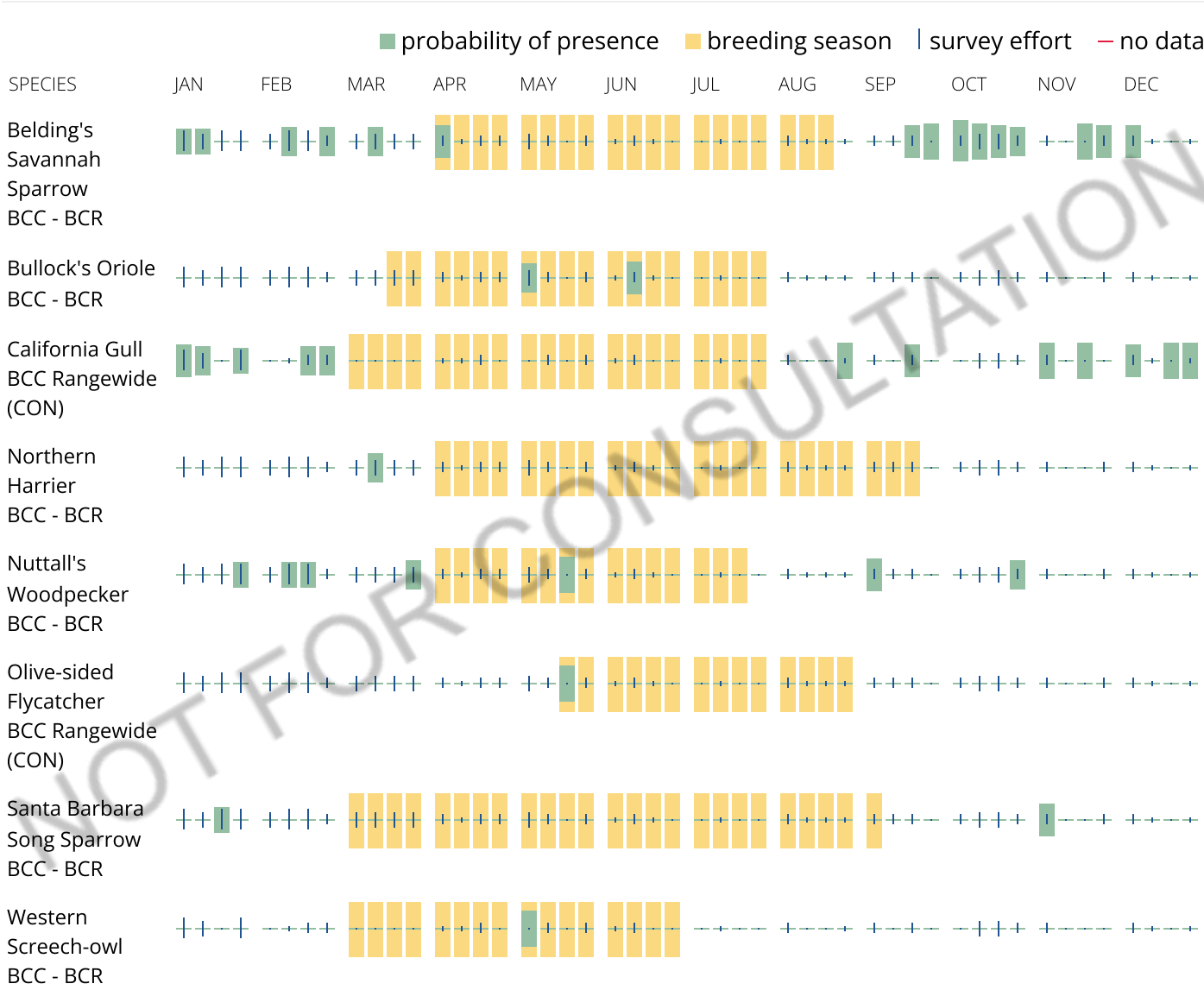
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.



Appendix B. CNDDDB occurrence records.



Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad IS (Malaga (3611966) OR Sanger (3611965) OR Clovis (3611976) OR Round Mountain (3611975) OR Fresno North (3611977) OR Fresno South (3611967) OR Selma (3611955) OR Conejo (3611956) OR Caruthers (3611957))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
alkali-sink goldfields <i>Lasthenia chrysantha</i>	PDAST5L030	None	None	G2	S2	1B.1
American badger <i>Taxidea taxus</i>	AMAJF04010	None	None	G5	S3	SSC
American bumble bee <i>Bombus pensylvanicus</i>	IIHYM24260	None	None	G3G4	S2	
Antioch efferian robberfly <i>Efferia antiochi</i>	IIDIP07010	None	None	G1G2	S1S2	
black-crowned night heron <i>Nycticorax nycticorax</i>	ABNGA11010	None	None	G5	S4	
bristly sedge <i>Carex comosa</i>	PMCYP032Y0	None	None	G5	S2	2B.1
burrowing owl <i>Athene cunicularia</i>	ABNSB10010	None	None	G4	S2	SSC
California glossy snake <i>Arizona elegans occidentalis</i>	ARADB01017	None	None	G5T2	S2	SSC
California jewelflower <i>Caulanthus californicus</i>	PDBRA31010	Endangered	Endangered	G1	S1	1B.1
California linderiella <i>Linderiella occidentalis</i>	ICBRA06010	None	None	G2G3	S2S3	
California satintail <i>Imperata brevifolia</i>	PMPOA3D020	None	None	G3	S3	2B.1
California tiger salamander - central California DPS <i>Ambystoma californiense pop. 1</i>	AAAAA01181	Threatened	Threatened	G2G3T3	S3	WL
coast horned lizard <i>Phrynosoma blainvillii</i>	ARACF12100	None	None	G4	S4	SSC
Crotch's bumble bee <i>Bombus crotchii</i>	IIHYM24480	None	Candidate Endangered	G2	S2	
double-crested cormorant <i>Nannopterum auritum</i>	ABNFD01020	None	None	G5	S4	WL
forked hare-leaf <i>Lagophylla dichotoma</i>	PDAST5J070	None	None	G2	S2	1B.1
Fresno kangaroo rat <i>Dipodomys nitratoides exilis</i>	AMAFD03151	Endangered	Endangered	G2TH	SH	
great egret <i>Ardea alba</i>	ABNGA04040	None	None	G5	S4	



Selected Elements by Common Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Greene's tuctoria <i>Tuctoria greenei</i>	PMPOA6N010	Endangered	Rare	G1	S1	1B.1
hoary bat <i>Lasiurus cinereus</i>	AMACC05032	None	None	G3G4	S4	
Hurd's metapogon robberfly <i>Metapogon hurdi</i>	IIDIP08010	None	None	G1G2	S1S2	
least Bell's vireo <i>Vireo bellii pusillus</i>	ABPBW01114	Endangered	Endangered	G5T2	S3	
Madera leptosiphon <i>Leptosiphon serrulatus</i>	PDPLM09130	None	None	G3	S3	1B.2
midvalley fairy shrimp <i>Branchinecta meso Vallensis</i>	ICBRA03150	None	None	G2	S2S3	
molestan blister beetle <i>Lytta molesta</i>	IICOL4C030	None	None	G2	S2	
Northern California legless lizard <i>Anniella pulchra</i>	ARACC01020	None	None	G3	S2S3	SSC
Northern Claypan Vernal Pool <i>Northern Claypan Vernal Pool</i>	CTT44120CA	None	None	G1	S1.1	
Northern Hardpan Vernal Pool <i>Northern Hardpan Vernal Pool</i>	CTT44110CA	None	None	G3	S3.1	
northwestern pond turtle <i>Actinemys marmorata</i>	ARAAD02031	Proposed Threatened	None	G2	SNR	SSC
pallid bat <i>Antrozous pallidus</i>	AMACC10010	None	None	G4	S3	SSC
San Joaquin adobe sunburst <i>Pseudobahia peirsonii</i>	PDAST7P030	Threatened	Endangered	G1	S1	1B.1
San Joaquin kit fox <i>Vulpes macrotis mutica</i>	AMAJA03041	Endangered	Threatened	G4T2	S3	
San Joaquin pocket mouse <i>Perognathus inornatus</i>	AMAFD01060	None	None	G2G3	S2S3	
San Joaquin Valley Orcutt grass <i>Orcuttia inaequalis</i>	PMPOA4G060	Threatened	Endangered	G1	S1	1B.1
Sanford's arrowhead <i>Sagittaria sanfordii</i>	PMALI040Q0	None	None	G3	S3	1B.2
snowy egret <i>Egretta thula</i>	ABNGA06030	None	None	G5	S4	
spiny-sepaed button-celery <i>Eryngium spinosepalum</i>	PDAP10Z0Y0	None	None	G2	S2	1B.2
succulent owl's-clover <i>Castilleja campestris var. succulenta</i>	PDSCR0D3Z1	Threatened	Endangered	G4?T2T3	S2S3	1B.2
Swainson's hawk <i>Buteo swainsoni</i>	ABNKC19070	None	Threatened	G5	S4	



Selected Elements by Common Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
tricolored blackbird <i>Agelaius tricolor</i>	ABPBXB0020	None	Threatened	G1G2	S2	SSC
valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	IICOL48011	Threatened	None	G3T3	S3	
vernal pool fairy shrimp <i>Branchinecta lynchi</i>	ICBRA03030	Threatened	None	G3	S3	
western mastiff bat <i>Eumops perotis californicus</i>	AMACD02011	None	None	G4G5T4	S3S4	SSC
western spadefoot <i>Spea hammondi</i>	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
western yellow-billed cuckoo <i>Coccyzus americanus occidentalis</i>	ABNRB02022	Threatened	Endangered	G5T2T3	S1	

Record Count: 45



Appendix C. CNPS plant list.



CNPS Rare Plant Inventory.

Search Results

12 matches found. Click on scientific name for details

Search Criteria: 9-Quad include [3611966:3611965:3611976:3611975:3611967:3611977:3611955:3611956:3611957]

CA RARE												
▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	PLANT RANK	CA ENDEMIC	DATE ADDED	PHOTO
<u>Carex comosa</u>	bristly sedge	Cyperaceae	perennial rhizomatous herb	May-Sep	None	None	G5	S2	2B.1		1994-01-01	 Dean Wm. Taylor 1997
<u>Castilleja campestris</u> var. <u>succulenta</u>	succulent owl's-clover	Orobanchaceae	annual herb (hemiparasitic)	(Mar)Apr-May	FT	CE	G4? T2T3	S2S3	1B.2	Yes	1984-01-01	No Photo Available
<u>Caulanthus californicus</u>	California jewelflower	Brassicaceae	annual herb	Feb-May	FE	CE	G1	S1	1B.1	Yes	1984-01-01	No Photo Available
<u>Eryngium spinosepalum</u>	spiny-sepaled button-celery	Apiaceae	annual/perennial herb	Apr-Jun	None	None	G2	S2	1B.2	Yes	1980-01-01	No Photo Available
<u>Imperata brevifolia</u>	California satintail	Poaceae	perennial rhizomatous herb	Sep-May	None	None	G3	S3	2B.1		2006-12-26	 © 2020 Matt C. Berger
<u>Lagophylla dichotoma</u>	forked hare-leaf	Asteraceae	annual herb	Apr-May	None	None	G2	S2	1B.1	Yes	2012-03-13	 © 2010 Chris Winchell
<u>Lasthenia chrysantha</u>	alkali-sink goldfields	Asteraceae	annual herb	Feb-Apr	None	None	G2	S2	1B.1	Yes	2019-09-30	 © 2009 California State University, Stanislaus

<u>Leptosiphon serrulatus</u>	Madera leptosiphon	Polemoniaceae	annual herb	Apr-May	None	None	G3	S3	1B.2	Yes	1980-01-01	 © 2008 Chris Winchell
<u>Orcuttia inaequalis</u>	San Joaquin Valley Orcutt grass	Poaceae	annual herb	Apr-Sep	FT	CE	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
<u>Pseudobahia peirsonii</u>	San Joaquin adobe sunburst	Asteraceae	annual herb	Feb-Apr	FT	CE	G1	S1	1B.1	Yes	1974-01-01	No Photo Available
<u>Sagittaria sanfordii</u>	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May- Oct(Nov)	None	None	G3	S3	1B.2	Yes	1984-01-01	 ©2013 Debra L. Cook
<u>Tuctoria greenei</u>	Greene's tuctoria	Poaceae	annual herb	May- Jul(Sep)	FE	CR	G1	S1	1B.1	Yes	1974-01-01	 ©2008 F. Gauna

Showing 1 to 12 of 12 entries

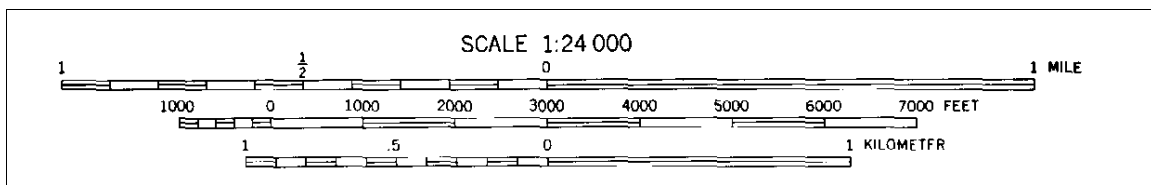
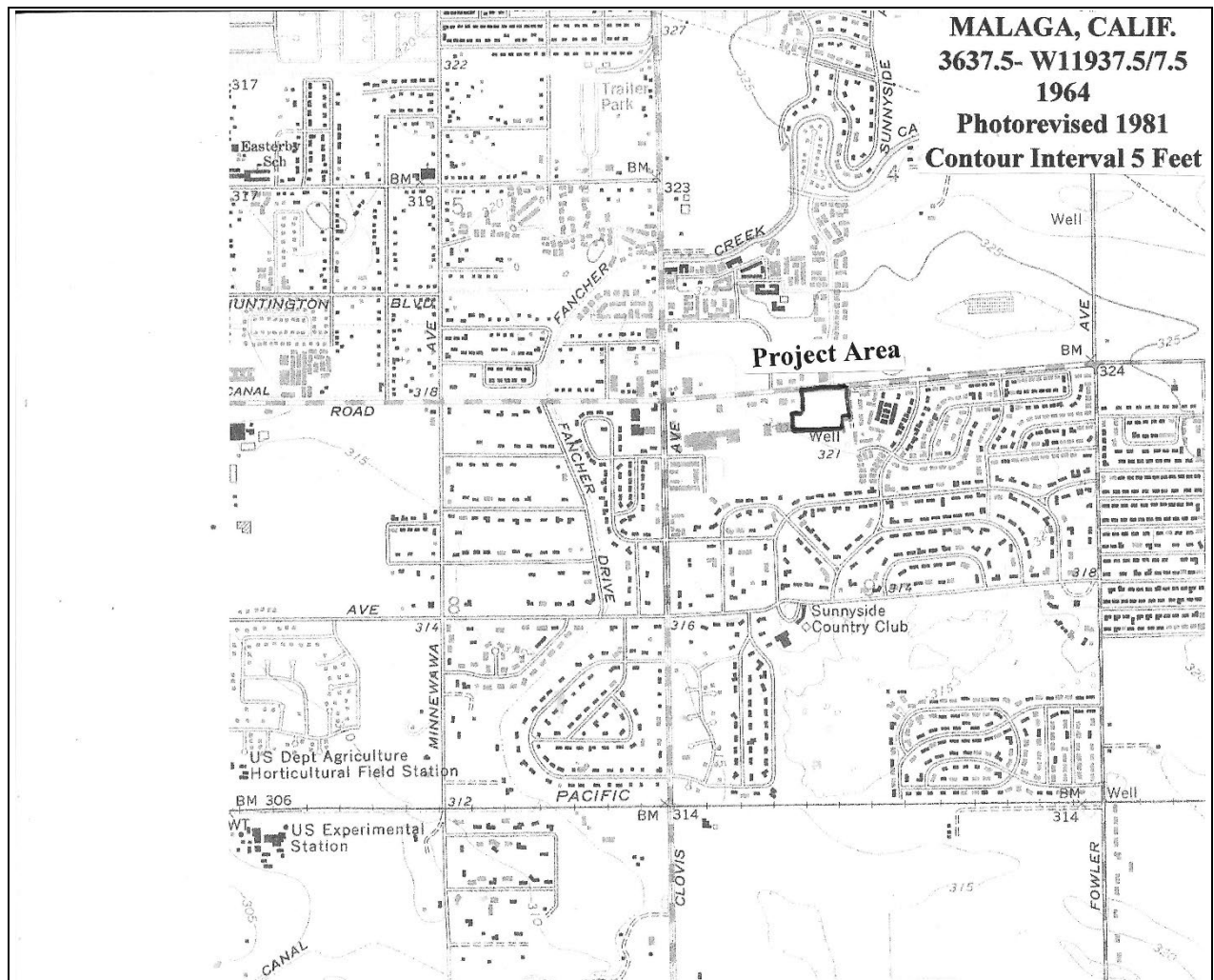
Suggested Citation:

California Native Plant Society, Rare Plant Program. 2024. Rare Plant Inventory (online edition, v9.5). Website <https://www.rareplants.cnps.org> [accessed 11 September 2024].

Appendix C – CHRIS Results

Record Search

A record search of the project area and the environs within one half-mile was conducted at the Southern San Joaquin Valley Information Center. Scott M. Hudlow conducted the record search, RS# 24-562, on December 18, 2024. The record search revealed that eight cultural resource surveys have been conducted within one half-mile of the project area. No previous surveys have addressed the parcel in question. Three cultural resources are located within one half-mile of the current project area; each is a historic structure. Two cultural resources are houses and the last cultural resource is the Fresno Canal. No cultural resources have previously identified within the current project area.



Project Area Location Map

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
FR-00257	Caltrans - 06-FRE-180 R60.9/R67.6 06250-342400	1990		Historic Property Survey Report Route 180 Chestnut Avenue to Highland Avenue; 06-FRE-180, R60.9/R67.6 06250-342400	DeLeuw, Cather and Company; David Chavez Associates	
FR-00719		1975	Stuart, David R.	Widening of Route 180 (Ventura Avenue) between Clovis Avenue and 1/2 Mile East of Flower Avenue	Department of Anthropology, California State University, Fresno	
FR-01740		2001	Palmer, Kevin (Lex)	Historic Architectural Survey Report for the Clovis Avenue Reconstruction Project, McKinley Avenue to Kings Canyon Road, Fresno, California	Applied EarthWorks, Inc.	
FR-01741		2001	Baloian, Mary Clark and Brown, Jason	Negative Archaeological Survey Report for the Clovis Avenue Reconstruction Project, McKinley Avenue to Kings Canyon Road, Fresno, California	Applied EarthWorks, Inc.	
FR-01826	Submitter - Nextel Site No. CA-0387B/ Kings Canyon	2002	Billat, Lorna	Nextel Communications Wireless Telecommunications Service Facility - Fresno County	EarthTouch, LLC.	
FR-02191		2005	Bonner, Wayne H.	Record Search Results and Site Visit for Cricket Telecommunications Facility Candidate FAT-039A (Kings Canyon/Clovis Ave.), 5707 East Balch Avenue, Fresno, Fresno County, California	Michael Brandman Associates	
FR-02567		2001	Palmer, Kevin (Lex)	Historic Property Survey Report for the Clovis Avenue to Kings Canyon Road, Fresno, California	Applied EarthWorks, Inc.	10-004653, 10-004654, 10-004655, 10-004656, 10-004657, 10-004658, 10-004659, 10-004660, 10-004661, 10-004662, 10-004663, 10-004664
FR-03059		2021	Patrick, Melinda P.	Historic Property Survey Report for the Fresno Bridge Preventative Maintenance Project-Phase 2, Fresno County, California	Far Western Anthropological Research Group, Inc.	
FR-03059A		2020	Buonasera, Tammy and Patrick, Melinda P.	Archaeological Survey Report for the Fresno Bridge Preventive Maintenance Project-Phase 2, Fresno County, California	Far Western Anthropological Research Group, Inc.	

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-004653		Resource Name - CLOV-2W; OHP Property Number - 128652; OTIS Resource Number - 569064	Building	Historic	HP02	2000 (L. Palmer, Applied EarthWorks, Inc.)	FR-02567
P-10-004654		Resource Name - CLOV-5W; OHP Property Number - 128653; OTIS Resource Number - 569065	Building	Historic	HP02	2000 (L. Palmer, Applied EarthWorks, Inc.)	FR-02567
P-10-007428	CA-FRE-003981H	Resource Name - Fancher Creek	Other	Historic	AH06	2020 (David S. Whitley, ASM Affiliates, Inc.)	FR-03139

Appendix D – Acoustical Analysis

ACOUSTICAL ANALYSIS

**TAKE 5 OIL CHANGE
EAST KINGS CANYON ROAD
FRESNO, CALIFORNIA**

WJVA Project No. 24-53

PREPARED FOR

**CRAWFORD & BOWEN PLANNING, INC.
113 N. CHURCH STREET, SUITE 310
VISALIA, CALIFORNIA 93291**

PREPARED BY

**WJV ACOUSTICS, INC.
VISALIA, CALIFORNIA**



wjv acoustics

NOVEMBER 19, 2024

INTRODUCTION

The project, Take 5 Oil Change, is located on a portion of Assessor Parcel Number 474-030-78 which is in the process of being subdivided into six (6) parcels. No address is assigned but the project site is immediately east of 5740 East Kings Canyon Road and west of 5770 East Kings Canyon Road, Fresno, California. The project plans to develop the proposed 20,472-square-foot (0.47 acre) parcel with a 1,450- square-foot, three-bay, Take 5 Oil Change building. The proposal includes access via an existing driveway on East Kings Canyon Road shared by Les Schwab Tire Center and the Sunnyside Village Shopping Center. The plan includes enhanced landscaping, a dedicated trash/recycle enclosure, parking for seven (7) vehicles, three (3) queuing lanes accommodating 15 vehicles to access the structure, and connectivity to the vacant property to the east to accommodate future development.

The structure is specifically oriented with entrance/exit bay doors facing away from the street and the queuing lanes are east and south of the structure, away from the street. This orientation mimics the tire center west of the property.

The property is vacant, zoned Corridor/Center Mixed-Use (CMX) and is identified as the same in the General Plan. The site is within the Roosevelt Community Plan Area (Plan adopted in 1992) and the Fresno Unified School District. The proposed development requires a Conditional Use Permit and Development Review.

Take 5 Oil Change offers the following services: oil change, vehicle inspection, engine and cabin air cleaning and filtration, light bulb replacement, undercoating, power steering and transmission fluid change, wiper blade installation, air filter replacement, seasonal tire changeover, and, at select locations, a car wash. This site does not include a car wash.

This proposal, per Article 67 of the City's Municipal Code, is classified as a Minor Automobile/Vehicle Service and Repair use. The description includes the service and repair of automobiles, light-duty trucks, boats, and motorcycles, including the incidental sale, installation, and servicing of related equipment and parts. This classification includes the replacement of small automotive parts and liquids as an accessory use to a gasoline sales station or automotive accessories and supply store, and quick -service oil, tune- up, and brake and muffler shops, where repairs are made or service is provided in enclosed bays and no vehicles are stored overnight, including tire sales and installation. This classification excludes disassembly, removal, or replacement of major components such as engines, drive trains, transmissions, or axles; automotive body and fender work; vehicle painting; or other operations that generate excessive noise, objectionable odors, or hazardous materials; and towing services. The proposal also excludes repair of heavy trucks, limousines, or construction vehicles.

Anticipated hours of operation are 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday, and 9:00 a.m. to 5:00 p.m. on Sundays. No appointments are necessary. Approximately 45 vehicles are expected to visit the site each day. A typical store will have six (6) to ten (10) employees depending on volume and demand. Usually there are three (3) to five (5) full-time positions created with the new store.

All oil is delivered above ground. Waste oil is piped (PVC piping) into steel drums for collection and proper disposal. Approximately 880 gallons of bulk oil are stored on site at any given time, sometimes less; the maximum capacity is 1,760 gallons. Deliveries occur approximately one (1) to two (2) times a week.

This analysis, prepared by WJV Acoustics, Inc. (WJVA), is based upon a project site plan prepared by Barghauson Consulting Engineers (dated 2-26-24), project operational information provided by the applicant, reference noise level measurements obtained by WJVA staff, and the findings of on-site noise level measurements. Revisions to the site plan may affect the findings and recommendations of this report. The site plan is provided as Figure 1.

NOISE EXPOSURE CRITERIA

General Plan

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

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

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

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

Source: City of Fresno General Plan

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

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

The exterior noise standard for residential land uses applies to “outdoor activity areas.” Outdoor activity areas generally include individual backyards of single-family residences and common use outdoor areas (pools, BBQ/Picnic areas, playgrounds/tot lots, basketball/sport courts, parks, etc.) as well as individual unit patios and balconies.

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

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

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

Noise mitigation measures may include:

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

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

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

Significance Threshold. *Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 3 dB L_{dn} or CNEL or more above the ambient noise limits established in this General Plan Update.*

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

Municipal Code

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

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

Source: City of Fresno Municipal Code

Additional guidance is provided in Section 10-102(b) of the City’s Municipal Code. Section 10 provides existing ambient noise levels to be applied to various districts, further divided into various hours of the day. Table III describes the assumed minimum ambient noise levels by district and time. Section 10-102(b) states “For the purpose of this ordinance, ambient noise level

is the level obtained when the noise level is averaged over a period of fifteen minutes, without inclusion of the offending noise, at the location and time of day at which a comparison with the offending noise is to be made. Where the ambient noise level is less than that designated in this section, however, the noise level specified herein shall be deemed to be the ambient noise level for that location.”

TABLE III ASSUMED MINIMUM AMBIENT NOISE LEVEL, dBA CITY OF FRESNO MUNICIPAL CODE, SECTION 10-102(B)		
DISTRICT	TIME	SOUND LEVEL, dB Leq
RESIDENTIAL	10 PM TO 7 AM	50
RESIDENTIAL	7 PM TO 10 PM	55
RESIDENTIAL	7 AM TO 7 PM	60
COMMERCIAL	10 PM TO 7 AM	60
COMMERCIAL	7 AM TO 10 PM	65
INDUSTRIAL	ANYTIME	70

Source: City of Fresno Municipal Code

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

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

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

EXISTING NOISE ENVIRONMENT

The project site is located along the south side of E. Kings Canyon Road, approximately 2,000 feet east of S. Clovis Avenue, in Fresno, California. No address is assigned but the project site is immediately east of 5740 E. Kings Canyon Road and west of 5770 E. Kings Canyon Road.

A site inspection and ambient noise monitoring were conducted on September 20, 2024 to evaluate the acoustical characteristics of the site and quantify existing ambient noise levels within the project area. The existing ambient noise environment is dominated traffic noise associated with vehicles on E. Kings Canyon Road, as well as noise associated with nearby existing commercial land uses (Les Schwab Tire Center, Sunnyside Village Shopping Center), as well as occasional aircraft overflights. Additional sources of noise observed during the site visit included noise associated with residential land uses east of the project site (HVAC, landscaping activities, barking dogs, etc.).

Ambient noise monitoring equipment consisted of a Larson-Davis Laboratories Model LDL 820 sound level analyzer equipped with a Bruel & Kjaer (B&K) Type 4176 ½" microphone. The monitor was calibrated with a B&K Type 4230 acoustical calibrator to ensure the accuracy of the measurements. The equipment complies with applicable specifications of the American National Standards Institute (ANSI) for Type 1 (precision) sound level meters.

WJVA collected short-term (15-minute) ambient noise level measurements at two (2) noise monitoring site locations near the project site on September 20, 2024. The noise monitoring sites are representative of existing ambient noise levels in the vicinity of the residential land uses bordering the project site to the east. Three individual measurements were collected at each site to document existing (without project) noise levels during morning, midday, and evening conditions. The findings of the noise measurements are provided in Table IV. The project vicinity and ambient noise monitoring site locations are provided as Figure 2. A photograph of ambient noise measurement sites ST-1 and ST-2 are provided as Figure 3 and Figure 4, respectively.

TABLE IV SUMMARY OF SHORT-TERM AMBIENT NOISE MEASUREMENT DATA TAKE 5 OIL CHANGE, E. KINGS CANYON RD, FRESNO SEPTEMBER 20, 2024			
Site	Time	A-Weighted Decibels, dBA	
		L_{eq}	L_{max}
ST-1	8:30 a.m.	53.8	61.2
ST-1	12:25 a.m.	52.7	55.4
ST-1	6:35 p.m.	54.0	58.5
ST-2	8:50 a.m.	62.8	76.2
ST-2	12:45 p.m.	62.2	71.0
ST-2	6:55 p.m.	64.1	74.0

Source: WJV Acoustics, Inc.

From Table IV it can be determined that existing ambient (without project) noise levels at monitoring site ST-1 were in the range of approximately 53 to 54 dB L_{eq} (average of 54 dB L_{eq}) with maximum noise levels in the range of approximately 55 to 61 dB (average of 59 dB L_{max}). Existing ambient noise levels at monitoring site ST-2 were in the range of approximately 62 to 64 dB L_{eq} (average of 63 dB L_{eq}) with maximum noise levels in the range of approximately 71 to 76 dB (average of 74 dB L_{max}). Noise associated with vehicle traffic along E. Kings Canyon Road was the dominant noise source at both monitoring sites during the measurement periods.

As described above, the City of Fresno General Plan and Municipal Code state that *“when ambient noise levels exceed or equal the levels described in Table II, mitigation shall only be required to limit noise to the existing ambient noise levels, plus five (5) dB”*. Table V below provides the noise standards applicable to the project, at the residential land uses located east of and adjacent to the project site. These adjusted noise standards consider the average of the measured noise levels provided above in Table IV, plus 5 dB (as defined by the City of Fresno), with the exception of the applicable maximum (L_{max}) standard within the southern portion of the project site, where the measured maximum noise levels did not exceed the City of Fresno maximum noise level standard and therefore not adjustment to the applicable standard is warranted.

TABLE V		
NON-TRANSPORTATION NOISE LEVEL STANDARDS, dBA AS ADJUSTED TO ACCOUNT FOR EXISTING AMBIENT NOISE LEVELS		
Daytime (7 a.m.-10 p.m.)		
Area	L_{eq}	L_{max}
Southern	59	70
Northern	68	79

Source: City of Fresno Municipal Code
WJV Acoustics, Inc.

PROJECT-RELATED NOISE LEVELS

As described above, typical services at the proposed Take 5 Oil Change facility would include oil change, vehicle inspection, engine and cabin air cleaning and filtration, light bulb replacement, undercoating, power steering and transmission fluid change, wiper blade installation, air filter replacement, and seasonal tire changeover. The proposed project does not include a car wash facility.

In order to assess potential noise levels that could result from project operations, WJVA utilized reference noise levels measurements previously obtained by WJVA at an existing Auto Oil Changers facility located at 1630 E. Main Street, in Visalia, California, on September 11, 2018. The reference oil change facility provided similar operations to that proposed at the Kings Canyon Road Take 5 Oil Change facility.

The reference noise measurements were conducted at a similar 3-bay oil changing facility, similar in size and scope to that which is proposed for this project. Reference measurements were obtained at approximately 20 feet directly in front of the service bays, while all three (3) service bays were in operation. Sources of noise observed typically consisted of pneumatic tools, air compressor, on site vehicle movements, and human voices.

At a distance of twenty (20) feet from the bay door openings, noise levels were measured to be as follows:

- 86 dB L_{max}
- 63 dB L_{eq}

The closest existing sensitive receptors to the project site (multi-family residential) are located approximately 500 feet east of the proposed structure where project-related activities would occur. Taking into account the standard rate of attenuation of noise with increased distance from a point source (-6 dB/doubling of distance) and applying the reference noise levels measured at the oil change facility in Visalia, project related noise levels at the residential land uses east of the project site would be approximately as follows:

- 58 dB L_{max}
- 35 dB L_{eq}

As described above, proposed hours of project operation are 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. Saturday, and 9:00 a.m. to 5:00 p.m. on Sundays. As such, all project operations fall into the City of Fresno daytime noise levels category (7:00 a.m. to 10:00 p.m.). The City of Fresno daytime noise level standard is 50 dB L_{eq} and 70 dB L_{max} . As described above, these standards can be adjusted (made less restrictive) if existing ambient noise levels already exceed the applicable noise standards. While existing ambient noise levels do exceed the applicable noise level standards, project-related noise levels would not be expected to exceed the non-adjusted City of Fresno daytime noise standards, and mitigation measures are not required for project noise compliance.

It should be noted, there is an existing 6-foot concrete wall along the residential land uses bordering the project site to the east. This sound wall would be expected to further reduce noise levels by approximately 5 dB within the residential area.

CONCLUSIONS AND RECOMMENDATIONS

Noise levels associated with the proposed Take 5 Oil Change facility, to be located along E. Kings Canyon Road, in Fresno, California, would not be expected to exceed any City of Fresno daytime noise level standards. Additionally, project-related noise levels would not be expected to exceed existing (without project) daytime ambient noise levels at any nearby sensitive receptor locations. These findings assume all project operations will occur within the daytime hours of 7:00 a.m. to 10:00 p.m. Any changes to proposed hours of operation would require a reevaluation of the findings of this analysis.

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

Respectfully submitted,

A handwritten signature in blue ink, appearing to read 'Walter J. Van Groningen', with a stylized flourish at the end.

Walter J. Van Groningen
President

WJV:wjv

24-53 (Take 5 Oil Change, Fresno) 11-19-24



FIGURE 2: PROJECT SITE VICINITY AND NOISE MEASUREMENT LOCATIONS



FIGURE 3: AMBIENT NOISE MEASUREMENT SITE ST-1



FIGURE 4: AMBIENT NOISE MEASUREMENT SITE ST-2



APPENDIX A

ACOUSTICAL TERMINOLOGY

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

A-2

ACOUSTICAL TERMINOLOGY

NOISE EXPOSURE CONTOURS:

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

NOISE LEVEL REDUCTION (NLR):

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

SEL or SENEL:

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

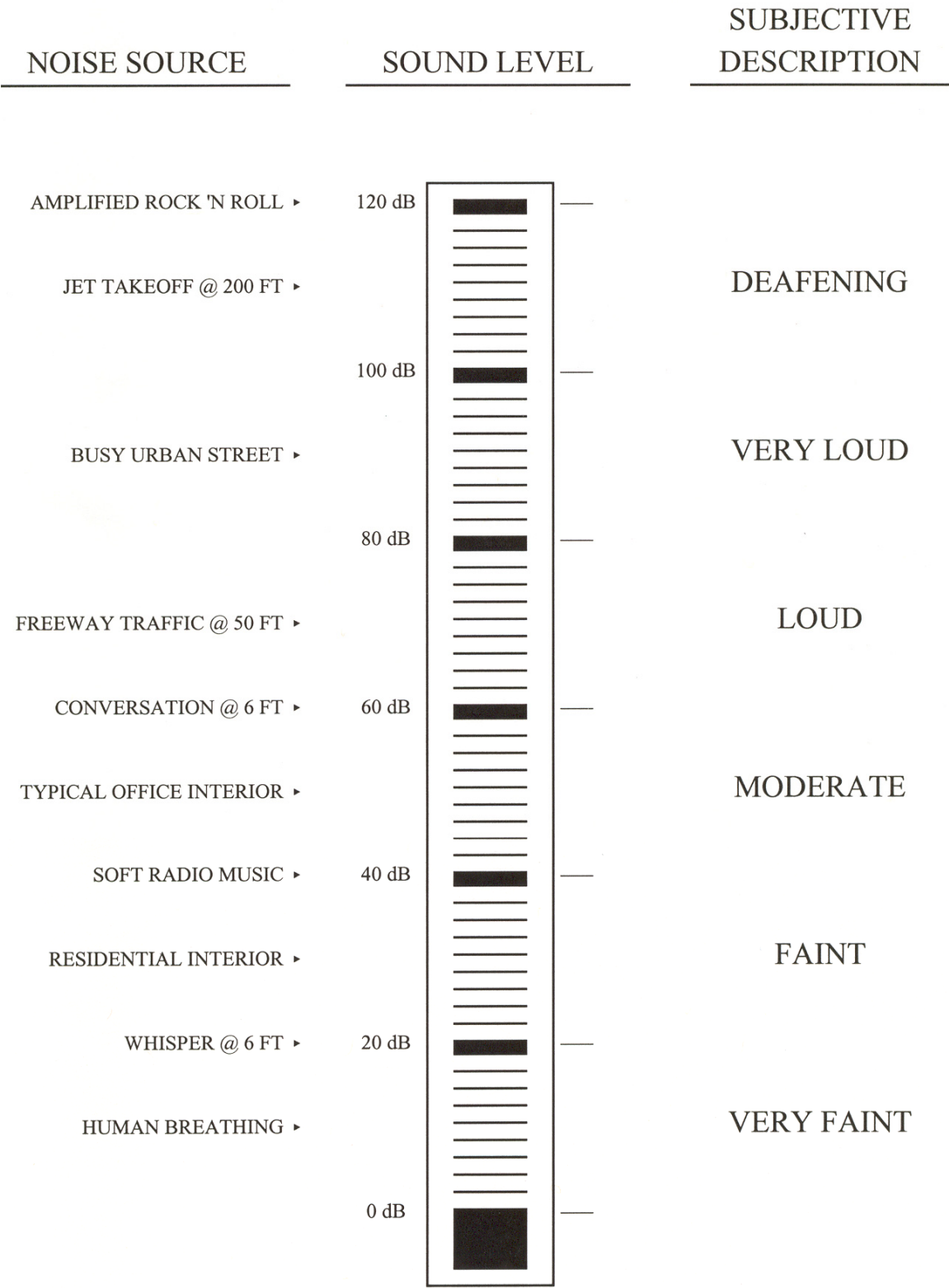
SOUND LEVEL:

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

SOUND TRANSMISSION CLASS (STC):

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

APPENDIX B
EXAMPLES OF SOUND LEVELS



MITIGATION MONITORING AND REPORTING PROGRAM – September 4, 2025

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 City of P25-00486/P25-00497/TPM 2024-01 Development Project (proposed Project). The MMRP lists mitigation measures recommended in the IS/MND for the proposed Project and identifies monitoring and reporting requirements as well as conditions recommended by responsible agencies who commented on the project.

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

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
AES-1: Lighting systems for street and parking areas shall include shields to direct light to the roadway surfaces and parking areas. Vertical shields on the light fixtures shall also be used to direct light away from adjacent light sensitive land uses such as residents.	Project Applicant	Prior to issuance of construction permit	City of Fresno, Planning and Development Department	
BIO-1: A pre-construction clearance survey shall be conducted by a qualified biologist to ensure that no burrowing owl will be disturbed during the implementation of the Project. A pre-construction clearance 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 burrowing owl habitat in and immediately adjacent to the impact areas. The Project proponent shall submit written documentation to the City of Fresno and CDFW that pre-construction surveys for burrowing owl were conducted on the Project site in accordance with the requirements of this mitigation measure. If a burrowing owl or sign of burrowing owl use (e.g., feathers, guano, pellets) is detected on or within 500 feet of the Project site, and the qualified biologist determines that Project activities would disrupt the owl(s), the Project proponent shall consult with CDFW to identify appropriate measures to prevent impacts to the species, such	Project Applicant and Qualified Biologist	Prior to initiation of any site preparation/construction	City of Fresno, Planning and Development Department	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
as establishing a buffer around occupied burrows.				
Bio-2: To the extent practicable, construction shall be scheduled to avoid the nesting season, which extends from February through August. If it is not possible to schedule construction between September and January, pre-construction surveys for nesting birds shall be conducted by a qualified biologist to ensure that no active nests will be disturbed during the implementation of the Project. 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. The Project proponent shall submit written documentation to the City of Fresno and CDFW that pre-construction surveys for nesting birds were conducted on the Project site in accordance with the requirements of this mitigation measure. 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	Project Applicant and Qualified Biologist	Prior to initiation of any site preparation/construction	City of Fresno, Planning and Development Department	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
proceed without disturbing the nesting birds, work will be halted or redirected to other areas until nesting and fledging are completed or the nest has otherwise failed for non-construction related reasons.				
CUL-1: In the event that any precontact or historic-era subsurface archaeological features or deposits, including locally darkened soil (“midden”), that could conceal cultural deposits are discovered during construction, all ground-disturbing activity within 100 feet of the resources shall be halted and a qualified professional archaeologist shall be retained to assess the significance of the find and advise the City of Fresno on the site’s significance. If the qualified archaeologist and the City of Fresno determine the archaeological material to be Native American in nature, the applicant shall contact the appropriate Native American tribe for their input on the preferred treatment of the find. If the find is determined to be significant by the archaeologist and the City of Fresno, Planning and Development Department (<i>i.e.</i>, because it is determined to constitute a unique archaeological resource), the archaeologist and the City of Fresno shall develop, and the applicant shall	Project Applicant and qualified historical resources specialist	Planning and Development Department to review construction specifications to ensure inclusion of provisions included in mitigation measure.	City of Fresno, Planning and Development Department	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
implement, appropriate procedures to protect the integrity of the resource and ensure that no additional resources are affected. Procedures could include but would not necessarily be limited to preservation in place (which shall be the preferred manner of mitigating impacts to archaeological sites), archival research, subsurface testing, or contiguous block unit excavation and data recovery (when it is the only feasible mitigation, and pursuant to a data recovery plan).				
CUL-2: In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendent of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner	Project Applicant and qualified historical resources specialist	Planning and Development Department to review construction specifications to ensure inclusion of provisions included in mitigation measure.	City of Fresno, Planning and Development Department	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.				
GEO-1: If any paleontological resources are encountered during ground-disturbance activities, all work within 25 feet of the find shall halt until a qualified paleontologist as defined by the Society of Vertebrate Paleontology Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources (2010), can evaluate the find and make recommendations regarding treatment. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. The qualified paleontologist shall contact the Natural History Museum of Los Angeles County or another appropriate facility regarding any discoveries of paleontological resources.	Project Applicant and qualified historical resources specialist	Planning and Development Department to review construction specifications to ensure inclusion of provisions included in mitigation measure.	City of Fresno, Planning and Development Department	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations, and fossil recovery may be required to mitigate adverse impacts from Project implementation. If avoidance is not feasible, the paleontological resources shall be evaluated for their significance. If the resources are not significant, avoidance is not necessary. If the resources are significant, they shall be avoided to ensure no adverse effects or such effects must be mitigated. Construction in that area shall not resume until the resource-appropriate measures are recommended or the materials are determined to be less than significant. If the resource is significant and fossil recovery is the identified form of treatment, then the fossil shall be deposited in an accredited and permanent scientific institution. Copies of all correspondence and reports shall be submitted to the City of Fresno, Planning & Development Department.				
GHG-1: As a condition of approval, the applicant shall demonstrate that the Project would be an all-electric development that does not include natural gas appliances or natural gas plumbing, and no natural gas service would be provided to the site.	Project Applicant	Prior to issuance of construction permit	City of Fresno, Planning and Development Department	

Mitigation Measure	Party responsible for Implementing Mitigation	Implementation Timing	Party responsible for Monitoring	Verification (name/date)
Consistent with the 2022 CALGreen Standards, Tier 2 voluntary provisions for electric vehicle capable parking for non-residential development (2022 California Green building Standards Code, Appendix A5, Table A5. 106.5.3.2), three EV capable spaces are required. Design requirements for these spaces are provided in Section 5.106.5.3 of the 2022 California Green building Standards Code.				