

**PLANNING COMMISSION OF THE CITY OF FOWLER
AGENDA
THURSDAY, AUGUST 5, 2021
6:30 P.M.
CITY COUNCIL CHAMBER
128 SOUTH 5TH STREET
FOWLER, CA 93625**

In compliance with the Americans with Disabilities Act, if you need assistance or accommodations to access the City Council Chambers or participate in this meeting, please contact the planning secretary at (559) 834-3113 x110. Notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility.

Planning Commission meetings are open to the public at the physical address listed above. There are numerous ways to participate in the Planning Commission meetings: you may attend in person, you may appear by telephone as described below, or you may submit written comments via email to szavala@ci.fowler.ca.us. Please include your name and reference the agenda item you are commenting on, if any. Written comments received that do not specify an agenda item will be marked for the general public comment portion of the agenda. Emails received by 8:00 am on the date of the meeting will be provided to the Planning Commission at the meeting and made part of the record of proceedings but will not be read aloud.

This meeting will be conducted pursuant to the provisions of the Governor's Executive Order N-25-20 which suspends certain requirements of the Ralph M. Brown Act. The telephone number listed below will provide access to the meeting via teleconference. Please note: when joining the teleconference you will be asked your name which will be used to identify you during any public comment period.

**Telephone Number: 978-990-5175
Meeting ID: 494026#**

It is requested that any member of the public attending while on the teleconference have their phone set on "mute" to eliminate background noise or other interference from telephonic participation.

1. Meeting Called to Order
2. Roll Call
3. Public Presentation – (This portion of the meeting reserved for persons desiring to address the Commission on any matter not on this agenda. Presentations are limited to five minutes per person and no more than 15 minutes per topic).
4. APPROVE Minutes of the July 1, 2021 Planning Commission Meeting

5. PUBLIC HEARING to Consider Items Pertaining to Site Plan Review Application No. 21-05, filed by Beckenhauer Inc., to expand the existing Bee Sweet Citrus facility with a 257,500 square foot building for mandarin orange processing and a 10,000 square foot mechanics' shop at 416 East South Avenue (APN: 345-110-85S) and consider adoption of a Mitigated Negative Declaration pursuant to CEQA.

Consider Approval of Resolution No. 661, a Resolution adopting a Mitigated Negative Declaration for Site Plan Review No. 21-05., before the Planning Commission of the City of Fowler, County of Fresno, State of California.

Consider Approval of Resolution No. 662, a Resolution approving Site Plan Review Application No. 21-05, to expand the existing Bee Sweet Citrus facility with a 257,500 square foot building for mandarin orange processing and a 10,000 square foot mechanics' shop at 416 East South Avenue (APN: 345-110-85S), before the Planning Commission of the City of Fowler, County of Fresno, State of California.

6. Commissioner Reports and Comments

7. Adjournment

Next Resolution No.: 663

CERTIFICATION: I, Sennaida Zavala, Planning Secretary for the City of Fowler, California, hereby certify that the foregoing agenda was posted for public review on, Monday, August 2, 2021.



Sennaida Zavala
Planning Secretary

MINUTES OF THE PLANNING COMMISSION OF THE CITY OF FOWLER
Thursday, July 1, 2021 Meeting

Chair Mellon called the meeting to order at 6:34 p.m. Roll call was taken.

Commissioners Present: Mellon, Kandarian, Hammer, Prado, Rodriguez

Commissioners Absent: None

City Staff Present: City Manager Quan, Community Development Director Gaffery, City Attorney Carlson, City Planner Marple, Planning Consultant Allinder, Public Works Director Dominguez, and City Clerk Vasquez

AGENDA ITEM NO. 3

Consider Land Use Alternatives Summary & Recommendations Report as presented by staff to make a recommendation to the City Council for a preferred land use alternative for the City of Fowler General Plan.

Ms. Allinder presented the item to Commission. The April 28, 2021, General Plan Virtual Workshop had 43 members of the public attending. Based on public feedback, staff developed four land use alternatives based on metrics including jobs/housing balance, commercial land, residential and, and industrial land as well as how these new land uses might be applied across the three growth areas. Staff recommended Alternative Four.

Residents asked questions and provided feedback about and use, zoning, annexation and the City's Sphere of Influence.

Commissioners had questions in regards for when the General Plan is estimated to be completed. Staff advised commission that the estimated time for changes will be completed late 2022 after the public review draft general plan and EIR are released in June 2022. Commissioners discussed the new proposed medium-high density land use designation.

Vice Chair Kandarian made a motion to recommend to the City Council Alternative Four with the tiered growth boundaries, and to replace the medium-high density residential land designation with medium density residential. Commissioner Prado seconded the motion. Motion Carried by roll call vote: Ayes: Mellon, Kandarian, Hammer, Prado. Noes: Rodriguez.

AGENDA ITEM NO. 4

APPROVE Minutes of the May 6, 2021 Meeting

Commissioner Prado made a motion to approve the minutes from the May 6, 2021 meeting. Vice Chair Kandarian seconded the motion. Motion carried by roll call vote: Ayes: Mellon, Kandarian, Hammer, Prado, Rodriguez.

AGENDA ITEM NO. 5

Public hearing to consider Tentative Parcel Map (TPM) application 21-01 and adopt a Finding of a Categorical Exemption Pursuant to CEQA Guideline Section 15332, Submitted by Alan Mok Engineering to create two (2) lots at the south east corner of South 10th Street and vacated Fowler Avenue (APN 343-201-08). To support the development of Conditional Use Permit 18-04, a previously-approved request to allow drive-through restaurants and/or retail facilities and a marquee sign measuring 675 square feet in are.

Ms. Marple presented the item. The proposed subdivision creates a 0.95 acre parcel and a 0.22 acre parcel. Staff recommended approval of the proposed subdivision.

Commissioners asked questions and Ms. Marple clarified that the subdivision does not make changes to previously approved Conditional Use Permit 18-04.

Vice Chair Kandarian made a motion to adopt resolution number 658, resolution to approve Tentative Parcel Map 21-01, with an additional condition of approval on Exhibit B to require a cross-access and shared parking covenant. Commissioner Rodriguez seconded the motion. Motion carried by a roll call vote: Ayes: Mellon, Kandarian, Hammer, Prado, Rodriguez.

AGENDA ITEM NO. 6

Hearing to Consider Zoning Text Amendment No. 21-01, filed by Jeff Long of CNI Signs, to modify special use sign standards of drive-through uses. The Planning commission will also consider adoption of a Finding of a Categorical Exemption pursuant to CEQA Guidelines Section 15311.

Ms. Marple presented the proposed Fowler Zoning Text Amendment of Ordinance 9-5.22.17- Special Use Signs to allow two (2) drive-through menu boards with up to 40 square feet in total sign area per drive-through lane.

Vice Chair Kandarian made a motion to adopt resolution number 659, a resolution recommending City Council Approve Zoning Text Amendment No. 21-01. Commissioner Prado seconded the motion. Motion carried by a roll call vote: Ayes: Mellon, Kandarian, Hammer, Prado, Rodriguez.

AGENDA ITEM NO. 7

Public hearing to consider Conditional Use Permit Application No 21-02, filed by Jose Juan Aguilar, to establish a recycling center use, at 600 North 8th Street (APN: 345-190-09). The Planning Commission will also consider adoption of a Finding of a Categorical Exemption pursuant to CEQUA Guidelines Section 15332.

Ms. Marple presented the application for a proposed recycling center. Ms. Marple advised that the current use allowed on the site is a used tire shop, which staff has been in contact with regarding non-compliance with their Conditional Use Permit. Commissioners asked and Ms. Marple confirmed that the City of Fowler does not currently have a recycling center.

Residents participating telephonically expressed concerns about the project, traffic, and concerns for nearby residential properties.

Chair Mellon made a motion to deny Conditional Use Permit Application No 21-02. Commissioner Prado seconded the motion. Motion Carried by roll call vote. Ayes: None. Noes: Mellon, Hammer, Prado. Recused: Kandarian, Rodriguez.

AGENDA ITEM NO 8

Oral Communications

Chair Mellon regarding the structure being built on a residential property near Sunnyside and South Avenues. Staff advised they were aware of the project.

AGENDA ITEM No. 9

Adjournment

Commissioner Prado made a motion to adjourn. Chair Mellon seconded the motion. Motion carried by a voice vote and meeting was adjourned at 9:18 PM.



FOWLER PLANNING COMMISSION

ITEM NO: 3

REPORT TO THE PLANNING COMMISSION

August 5, 2021

FROM: Dawn E. Marple, City Planner

SUBJECT

Public Hearing to Consider Items Pertaining to Site Plan Review Application No. 21-05, filed by Beckenhauer Inc., to expand the existing Bee Sweet Citrus facility with a 257,500 square foot building for mandarin orange processing and a 10,000 square foot mechanics' shop at 416 East South Avenue (APN: 345-110-85S) and consider adoption of a Mitigated Negative Declaration pursuant to CEQA.

1. Consider Approval of Resolution No. 661, a Resolution adopting a Mitigated Negative Declaration for Site Plan Review No. 21-05.
2. Consider Approval of Resolution No. 662, a Resolution approving Site Plan Review Application No. 21-05, to expand the existing Bee Sweet Citrus facility with a 257,500 square foot building for mandarin orange processing and a 10,000 square foot mechanics' shop at 416 East South Avenue (APN: 345-110-85S).

RECOMMENDATION

Staff recommend the Planning Commission approve Resolution No. 660 to approve Site Plan Review (SPR) Application No. 21-05, subject to the conditions of approval, and adopt a Mitigated Negative Declaration pursuant to CEQA.

BACKGROUND

This project proposes to develop a stand-alone mandarin packing facility located at the existing Bee Sweet Citrus facility. The subject parcel is zoned M-2 (Heavy Industrial) and is planned for Heavy Industrial land uses by the City of Fowler General Plan. The site is approximately 13.92 acres and is located between Highway 99 and Golden State Boulevard, north of East Parlier Avenue and south of East South Avenue (APN 345-110-85S). Fruit packaging uses are allowed in this zoning district in accordance with Section 9-5.1403 of the Fowler Zoning Ordinance. The property is located in the HB (Highway Beautification) Overlay District. The property is visible from State Route 99.

Figure 1 depicts the aerial photo of the site; Figure 2 is the zoning map and Figure 3 is the general plan map. The site is immediately surrounded by Heavy Industrial districts.

FINDINGS

The Planning Commission shall make the following findings for approval of a SPR pursuant to the Fowler Zoning Ordinance Section 9-5.26.03:

1. All applicable provisions of the Fowler Zoning Ordinance have been complied with or have been made a Condition of Approval, as found in Exhibit B.
2. The following are so arranged that traffic congestion is avoided and that pedestrian and vehicular safety and welfare are protected and there will not be adverse effects on surrounding property:
 - a. Facilities and improvements.
 - i. *All right-of-way improvements have previously been constructed. The project has been conditioned to provide water and sewer facilities as required by the Public Works Department and the Selma-Kingsburg-Fowler Community Sanitation District.*
 - b. Vehicular ingress, egress, internal circulation, and off-street parking and loading.
 - i. *The Project as proposed does not impact vehicular ingress, egress, internal circulation, and off-street parking and loading.*
 - c. Setbacks.
 - i. *The Project complies with the required 10-foot front for the M-2 Zoning District.*
 - d. Height of buildings.
 - i. *The Project meets the required 75-foot maximum height standard for the M-2 Zone District.*
 - e. Walls and fences.
 - i. *The Project has been conditioned to comply with FMC Section 9-5.1506, which requires a solid wall or screen six (6) feet in height.*
 - f. Landscaping, including screen planting and street trees.
 - i. *The Project has been conditioned to provide landscaping in accordance with the Highway Beautification Overlay District.*
 - g. Drainage.
 - i. *A grading and site improvement plan shall be submitted to the Building Official and approved by the City Engineer prior to construction.*
3. Proposed lighting is so arranged as to deflect the light away from adjoining properties.
 - a. *All proposed lighting is required to be hooded in order to deflect light away from adjoining properties. All proposed and existing lighting shall be depicted on the Site.*
4. Proposed signs will comply with all the applicable provisions of Article 22 of the zoning Ordinance.
 - a. *Any proposed signs shall be subject to Article 22 and reviewed under a separate application process, as noted in Exhibit B.*
5. That adequate provision is made to reduce adverse or potentially adverse environmental impacts to acceptable levels.
 - a. *Pursuant to the California Environmental Quality Act (CEQA), the City prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to analyze the potential environmental effects of the original project. Based upon the analysis within the IS/MND, the City determined that with mitigation measures incorporated the project would not have a significant effect on the environment.*

The conditions of approval will serve to accommodate the proposed uses while protecting the health, safety, and welfare of the public. Conditions of approval are based upon standards contained within the Fowler General Plan and the Fowler Zoning Ordinance. Further, the proposed conditions of approval will serve to implement the goals and objectives of the General Plan, which itself is intended to provide for logical and orderly development of the City in a manner that is beneficial to its residents.

ENVIRONMENTAL FINDINGS

Pursuant to the California Environmental Quality Act (CEQA), the City prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to analyze the potential environmental effects of the original project. Based upon the analysis within the IS/MND, the City determined that with mitigation measures incorporated the project would not have a significant effect on the environment.

Staff recommend the Planning Commission adopt the Mitigated Negative Declaration pursuant to CEQA.

Attachments:

- A. Figure 1 – Aerial Photo
- B. Figure 2 – Zoning Map
- C. Figure 3 – General Plan Land Use Map
- D. Figure 4 – Site Plan (“Exhibit A”)
- E. Planning Commission Resolution No. 661
- F. Planning Commission Resolution No. 662

Figure 1 – Aerial Photo



Figure 2 – Zoning Map

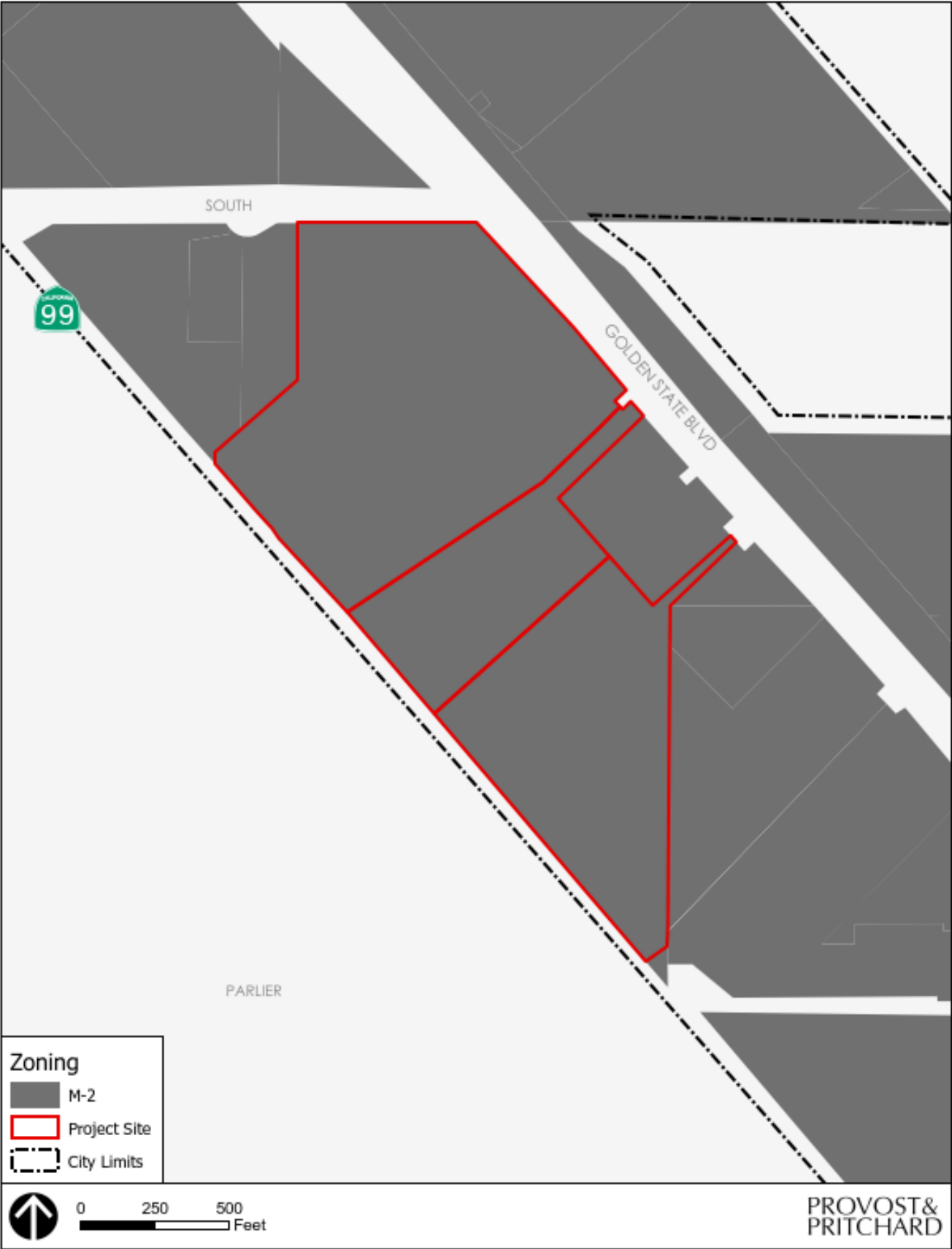


Figure 3 – General Plan Land Use Map

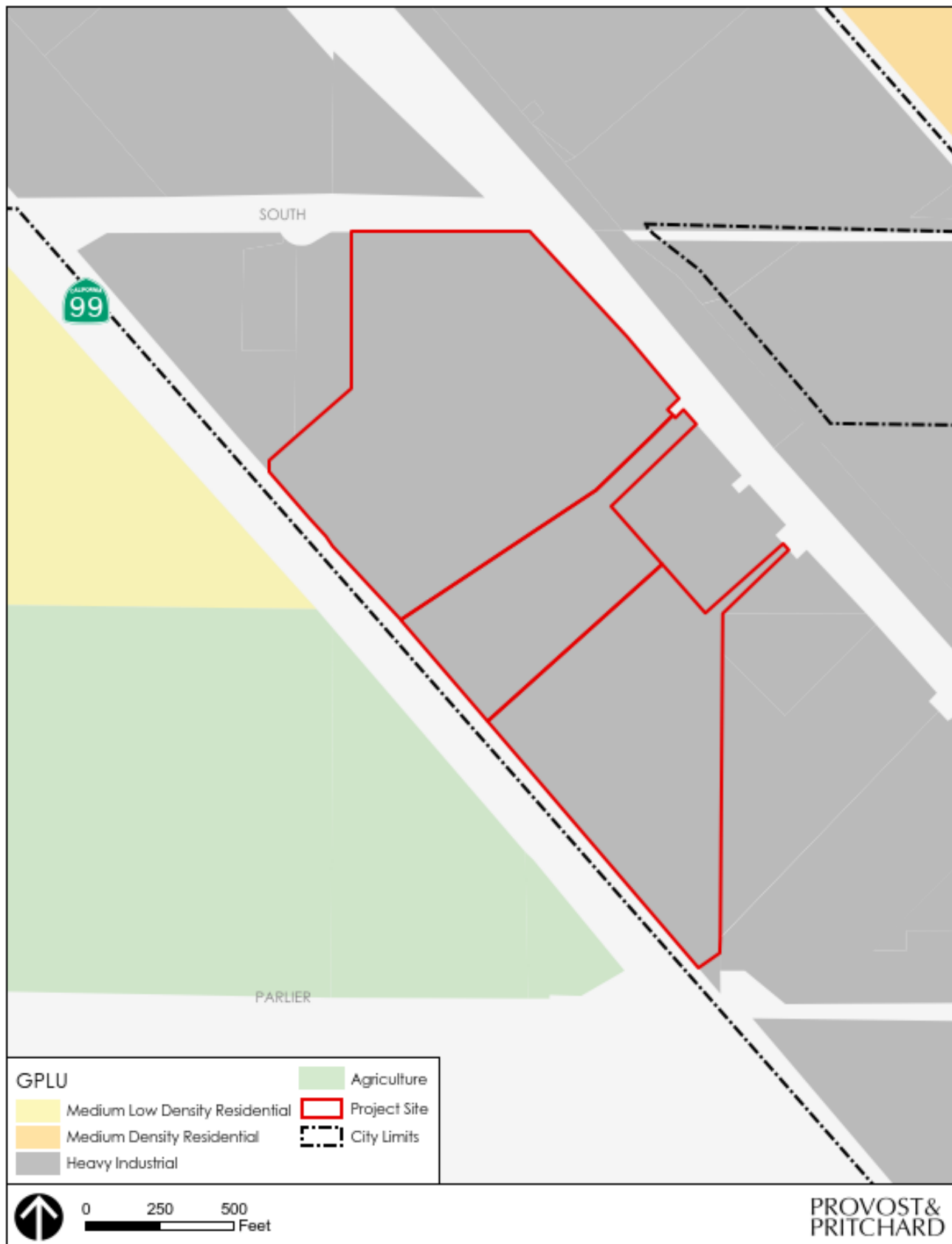
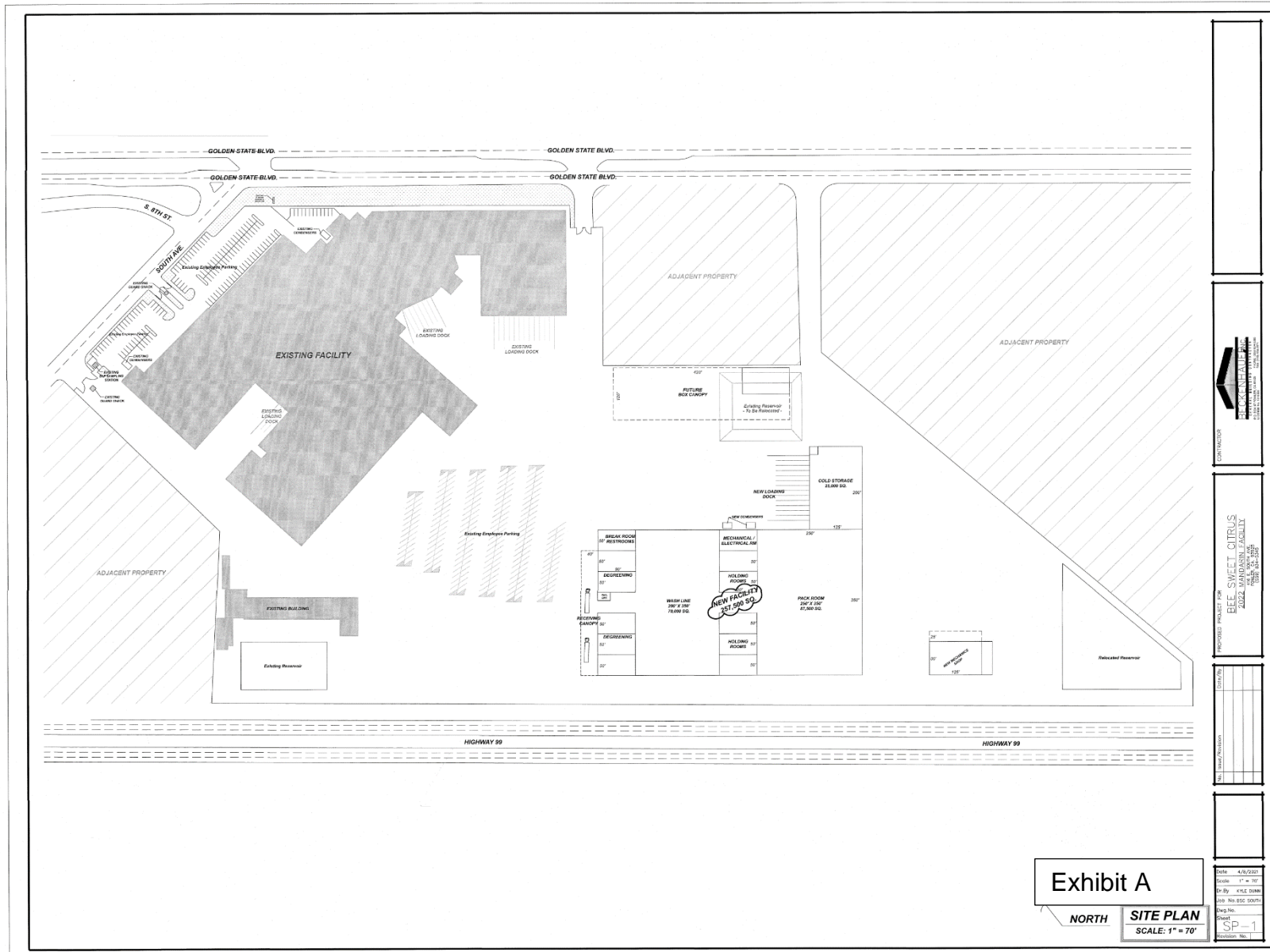


Figure 4 –Site Plan



RESOLUTION NO. 661
RESOLUTION BEFORE THE PLANNING COMMISSION
OF THE CITY OF FOWLER
COUNTY OF FRESNO, STATE OF CALIFORNIA

RESOLUTION ADOPTING A MITIGATED NEGATIVE DECLARATION FOR
SITE PLAN REVIEW APPLICATION NO. 21-05

WHEREAS, an application for Site Plan Review 21-05 has been received to allow the establishment of the proposed project (“Project”) in a M-2 (Heavy Industrial) zone district, on an approximately 13.92-acre parcel (APN: 345-110-85S) at 416 East South Avenue, located between Highway 99 and Golden State Boulevard, north of East Parlier Avenue and south of East South Avenue; and

WHEREAS, the subject application was deemed complete by the Fowler Planning Department and has been reviewed for compliance with the Fowler Zoning Ordinance; and

WHEREAS, the Project requires approval of a Site Plan Review in accordance with Article 26 of the Fowler Zoning Ordinance; and

WHEREAS, an Initial Study/Mitigated Negative Declaration has been prepared, circulated, and made available for public comment pursuant to the California Environmental Quality Act (CEQA), Public Resources Code, sections 21000, et seq., and the Guidelines for implementation of CEQA, Title 14 California Code of Regulations, Chapter 3 sections 15000, et seq.; and

WHEREAS, a public hearing notice was duly published informing the public that the Project and Mitigated Negative Declaration would be considered for approval at the Planning Commission meeting on August 5, 2021 at 6:30 p.m.; and

WHEREAS, the Planning Commission reviewed the proposed Site Plan Review together with the Mitigated Negative Declaration at a Regular Meeting on August 5, 2021; and

WHEREAS, the Planning Commission reviewed and considered the staff report, mitigated negative declaration, and all evidence in the administrative record and presented at the Planning Commission duly noticed public hearing on August 5, 2021, which the Planning Commission determined to be necessary to make an informed decision, including oral and written public testimony on the Project and the Mitigated Negative Declaration.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Fowler, based upon the entire record of proceedings, makes the following findings with regard to the Site Plan Review 21-05 for the Project:

1. The foregoing recitals are true and correct.
2. The Mitigated Negative Declaration, and the mitigation monitoring program set forth in Attachment A, including the mitigation measures identified therein and as described in the Mitigated Negative Declaration, is adopted.

3. The Initial Study and Mitigated Negative Declaration for the Project are adequate, reflect the City's independent judgment and analysis, and have been completed in compliance with CEQA and the CEQA Guidelines.
4. On the basis of the whole record, there is no substantial evidence that the Project will have a significant effect on the environment with mitigation measures included.
5. The record of these proceedings shall be contained in the Department of Planning and Community Development located at 128 S. 5th Street, Fowler, CA 93625, and the custodian of the record shall be the City Planner or other person designated by the Community Development Director.
6. The Community Development Director, or his/her designee, is authorized to file a notice of determination for the Project in accordance with CEQA and to pay any fees required for such filing.
7. The basis for the findings is detailed in the August 5, 2021 staff report, which is hereby incorporated by reference, the entire Administrative Record, as well as evidence and comments presented in connection with the Mitigated Negative Declaration.

Chairman of the Planning Commission

Attest:

Secretary of the Planning Commission

I, Sennaida Zavala, Secretary of the Planning Commission, do hereby certify that the foregoing resolution was adopted at a meeting of the Planning Commission of the City of Fowler, on the motion of Commissioner _____ and second by Commissioner _____ on the 5th day of August 2021 by the following vote:

AYES: Commissioners: _____

NAYS: Commissioners: _____

ABSTAIN: Commissioners: _____

ABSENT: Commissioners: _____

Attachment A – Initial Study



State of California - Department of Fish and Wildlife
2021 ENVIRONMENTAL FILING FEE CASH RECEIPT
DFW 753.5a (REV. 01/01/21) Previously DFG 753.5a

RECEIPT NUMBER:

E202110000178

STATE CLEARINGHOUSE NUMBER (if applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
CITY OF FOWLER	EXT 122	07/16/2021
COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER	
FRESNO COUNTY	E202110000178	

PROJECT TITLE

NOI TO ADPOT AN INITIAL STUDY MIT NEG DEC

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
CITY OF FOWLER	EXT 122	(559) 834-1554
PROJECT APPLICANT ADDRESS	CITY	STATE
128 S FIFTH ST	FOWLER	CA
		ZIP CODE
		93625

PROJECT APPLICANT (Check appropriate box)

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,445.25	\$	0.00
<input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,480.25	\$	0.00
<input checked="" type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW	\$1,171.25	\$	0.00

☐ Exempt from fee

☐ Notice of Exemption (attach)

☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

<input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only)	\$850.00	\$	0.00
<input type="checkbox"/> County documentary handling fee	\$50.00	\$	0.00
<input checked="" type="checkbox"/> Other NOI		\$	0.00

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☐ Other

TOTAL RECEIVED \$ 0.00

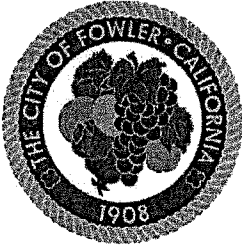
SIGNATURE

AGENCY OF FILING PRINTED NAME AND TITLE

X

Jessica Munoz

Jessica Munoz Deputy Clerk



EZ02110000178

City of Fowler

FILED

JUL 16 2021

TIME 8:35 am

**CITY OF FOWLER, CALIFORNIA
NOTICE OF INTENT TO ADOPT AN INITIAL STUDY
MITIGATED NEGATIVE DECLARATION**

JESSIE COUNTY CLERK
Jessica Munoz DEPUTY

July 16, 2021

NOTICE IS HEREBY GIVEN that the City of Fowler has prepared an Initial Study and proposes a Mitigated Negative Declaration in accordance with the California Environmental Quality Act (CEQA) for the project described below. The Initial Study and related materials are available for review at the Fowler Planning Department at 128 S. Fifth Street, Fowler, CA 93625.

Beckenhauer Inc. proposes to expand the existing Bee Sweet Citrus facility with a 257,500 square foot building for mandarin orange processing and a 10,000 square foot mechanics' shop.

The public review period for the proposed Initial Study/Mitigated Negative Declaration will begin on July 16, 2021, and end at 5:00 pm on August 5, 2021.

The proposed Initial Study/Mitigated Negative Declaration and any comments received will be reviewed by the Planning Commission. The public hearing will be held by the Planning Commission on August 5th, 2021, at 6:30pm, at the City of Fowler City Hall, 128 S. Fifth Street, Fowler, CA 93625.

Submit your comments in writing to Dawn E. Marple, City Planner, 128 S. Fifth Street, Fowler, CA 93625. Any questions regarding this notice or the proposed project should be directed to Mrs. Marple at 559/834-3113, ext. 122. You may fax your comments to 559/834-1554 or email them to dmarple@ci.fowler.ca.us.

The site is not on any of the lists enumerated under Section 65962.5 of the Government Code including, but not limited to lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites, and the information in the Hazardous Waste and Substances Statement required under subdivision (f) of that section.

City of Fowler
Site Plan Review No. 21-05

Admin Draft Initial Study / Mitigated Negative Declaration

July 2021

Prepared for:



CITY OF FOWLER
California

Prepared by:
Provost & Pritchard Consulting Group
130 N. Garden Street
Visalia, CA 93291



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Report Prepared for:

City of Fowler

Planning and Community Development Department
125 S. 5th Street
Fowler, CA 93625
(559) 834-3113 ext. 301

Contact:

Dawn E. Marple, City Planner
(559) 636-1166

Project Proponent:

Bee Sweet Citrus

416 E South Avenue
Fowler, CA 93625

Contact:

Benjamin E. Ladd
(559) 834-5345

Report Prepared by:

Provost & Pritchard Consulting Group

Dawn E. Marple, City Planner
Jarred Olsen, Associate Planner, Technical Writing
Mallory Serrao, GIS
Jackie Lancaster, Administrative Support

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Acronyms and Abbreviations

AB	Assembly Bill
AFY	acre-feet/year
ALUCP	Airport Land Use Compatibility Plan
AQP	Air Quality Plan
BAU	Business As Usual
bcf	billion cubic feet
BPS	Best Performance Standards
Cal Fire	California Department of Forestry and Fire Protection
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Modeling (software)
CAP	Climate Action Plan
CCAP	Climate Change Action Plan
CDFW	California Fish and Wildlife
City	City of Fowler
CNEL	Community Noise Equivalent Level
County	County of Fresno
CPUC	California Public Utilities Commission
CRHR	California Register of Historical Resources
CSLC	California State Lands Commission
CSUB	California State University Bakersfield
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dBA	A-weighted decibels
DDW	Division of Drinking Water
DOC	California Department of Conservation
DOGGR	Division of Oil, Gas and Geothermal Resources
DPM	Diesel Particulate Matter
DPU	Department of Public Utilities
DTSC	(California) Department of Toxic Substances Control
DWR	Department of Water Resources
EA	Environmental Assessment
EDP	Ethylene Dibromide

EFH	Essential Fish Habitat
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FEMA.....	Federal Emergency Management Agency
FFA	Federal Aviation Administration
FIRM.....	Flood Insurance Rate Maps
FMC	Fresno Municipal Code
FMFCD	Fresno Metropolitan Flood Control District
USGS	United States Geological Survey
WC	Water Code
FMMP.....	Farmland Mapping and Monitoring Program
FMSI	Fresno Major Street Impact Fee
FPP	Farmland Preservation Program
GAMAQI.....	Guidelines for Assessing and Mitigating Air Quality Impacts
GC	Government Code
GHG	Greenhouse Gas
GIS	Geographic Information System
GP	General Plan
gpcd	gallons per capita day
GSA	Groundwater Sustainability Agency
GSP	Groundwater Sustainability Plan
hp	Horsepower
HUC.....	Hydrologic Unit Code
IPaC	U.S. Fish and Wildlife Service’s Information for Planning and Consultation system
IS	Initial Study
IS/MND.....	Initial Study/Mitigated Negative Declaration
JLB	JLB Traffic Engineering, Inc.
km	kilometers
kWh	kilowatts per hour
LAFCo.....	Local Agency Formation Commission
lbs.	Pounds
Ldn	Day/Night Average Sound Level

LOA	Live Oak Associates, Inc.
LOS	Level of Service
LSA	Lake and Streambed Alteration
LSJLD	Lower San Joaquin Levee District
LU	Land Use
LUST	Leaking Underground Storage Tank Sites
M-1	Light Industrial
MBRP	Mowry Bridge Replacement Project
MBTA	Migratory Bird Treaty Act
MCL	Maximum Contaminant Level
MEIR	Master Environmental Impact Report
mgd	million gallons per day
MMRP	Mitigation Monitoring and Reporting Program
MMT	Million Metric Tons
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zones
MTCO _{2e}	Metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
ND	Negative Declaration
NEPA	National Environmental Policy Act
NESWTF	
NFIP	National Flood Insurance Program
NFWTF	North Fresno Wastewater Treatment Facility
NGVD	National Geodetic Vertical Datum
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Services
NO _x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NWI	National Wetland Inventory
O ₃	Ozone
Pb	Lead
PC	Production-Consumption

PCB	Polychlorinated biphenyls
PG&E	Pacific Gas and Electric Company
PM ₁₀	particulate matter 10 microns in size
PM _{2.5}	particulate matter 2.5 microns in size
ppb	parts per billion
ppm	parts per million
PRC	Public Resources Code
RCRA	Resource Conservation and Recovery Act
Reclamation	United States Bureau of Reclamation
ROC	Reactive Organic Compound
ROV	Remote Operated Vehicle
RTMF	Regional Transportation Mitigation Fee
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCH	State Clearinghouse
SGMA	Sustainable Groundwater Management Act
SHC	Streets and Highways Code
SHPO	(CA) State Historic Preservation Officer
SIP	State Implementation Plan
SJR	San Joaquin River
SJV	San Joaquin Valley
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SMARA	Surface Mining and Reclamation Act
SO ₂	Sulfur Dioxide
SOI	Sphere of Influence
SO _x	Sulfur Oxide
SR	State Route
SSJVIC	Southern San Joaquin Valley Information Center
SWIS	Solid Waste Information System
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCP	1,2,3-trichloropropane
TDS	total dissolved solids

TIS	Traffic Impact Study
TIZ	Traffic Impact Zone
TPY	Tons Per Year
TPZ	Traffic Pattern Zone
TSMI	Traffic Signal Mitigation Impact Fee
USACE	United States Army Corps of Engineers
USBR	United States Bureau of Reclamation
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
USGRP	United States Global Research Program
UWMP	Urban Water Management Plan
VOC	Volital Organic Compound
VOCs	Volatile Organic Compounds
µg/m3	micrograms per cubic meter

Chapter 1 Introduction

Provost & Pritchard Consulting Group (Provost & Pritchard) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) on behalf of the City of Fowler (“City”) to address the environmental effects of the proposed Site Plan Review No. 21-05 (Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.* The City is the CEQA lead agency for this proposed Project.

The site and the proposed Project are described in detail in the **Chapter 2 Project Description**.

1.1 Regulatory Information

An Initial Study (IS) is a document prepared by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Code of Regulations Title 14 (Chapter 3, Section 15000, *et seq.*)-- also known as the CEQA Guidelines--Section 15064 (a)(1) states that an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed Project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant levels. A negative declaration (ND) may be prepared instead if the lead agency finds that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment. An ND is a written statement describing the reasons why a proposed Project, not otherwise exempt from CEQA, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a ND or *mitigated* ND shall be prepared for a project subject to CEQA when either:

- a. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or
- b. The IS identified potentially significant effects, but:
 1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed MND and IS is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and
 2. There is no substantial evidence, in light of the whole record before the agency, that the proposed Project *as revised* may have a significant effect on the environment.

1.2 Document Format

This IS/MND contains four chapters and four appendices, **Chapter 1 Introduction**, provides an overview of the proposed Project and the CEQA process. **Chapter 2 Project Description**, provides a detailed description of proposed Project components and objectives. **Chapter 3 Impact Analysis**, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. **Chapter 3** concludes with the Lead Agency’s determination based upon this initial evaluation. **Chapter 4 Mitigation Monitoring and Reporting Program** (MMRP), provides the proposed mitigation measures, implementation timelines, and the entity/agency responsible for ensuring implementation.

The CalEEMod Output Files is provided as technical **Appendix A** at the end of this document.

Chapter 2 Project Description

2.1 Project Background and Objectives

2.1.1 Project Title

Site Plan Review No. 21-05

2.1.2 Project Location

The Project is generally located on the west side of South Golden State Boulevard between East South and East Parlier Avenues in Fowler, California, Township 15S, Range 21E, Section 22, Mount Diablo Base & Meridian, Assessor's Parcel Numbers 345-110-77S, -85S, and -91S.

2.1.3 Latitude and Longitude

The centroid of the Project area is located within:

Latitude: 36°37'01.0"N
Longitude: 119°40'16.0"W

2.1.4 General Plan Designation and Zone District

The subject property is planned for Heavy Industrial uses and is consistently zoned M-2 (Heavy Industrial).

2.1.5 Description of Project

2.1.5.1 Project Description

Site Plan Review No. 21-05 proposes to expand the existing Bee Sweet Citrus facility with a 257,500 square foot building for mandarin orange processing and a 10,000 square foot mechanics' shop.

2.1.6 Site and Surrounding Land Uses and Setting

Table 2-1. Surrounding Land Uses

Direction	Existing Land Use	General Plan	Zoning
North	Heavy Industrial	Heavy Industrial	M-2 (Heavy Industrial)
South	Heavy Industrial	Heavy Industrial	M-2 (Heavy Industrial)
East	Rural Residences	Heavy Industrial	M-2 (Heavy Industrial)
West	Agriculture	AE-20 (Fresno County)	AE-20 (Fresno County)

See **Figure 2-3** and **Figure 2-4** for the general plan designations and zoning, respectively.

2.1.7 Lead Agency Name and Address

City of Fowler
Planning and Community Development Department
125 S. 5th Street
Fowler, CA 93625
(559) 834-3113 ext. 301

2.1.8 Contact Person and Phone Number

Dawn E. Marple, City Planner
(559) 834-3113

2.1.9 Other Public Agencies Whose Approval May Be Required

San Joaquin Valley Air Pollution Control District (SJVAPCD)
Selma-Kingsburg-Fowler County Sanitation District (SKFCSD)
State Water Resources Control Board (SWRCB)

2.1.10 Consultation with California Native American Tribes

Public Resources Code Section 21080.3.1, *et seq. (codification of AB 52, 2013-14)* requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate formal consultation. Tribes have 30 days from receipt of notification to request formal consultation. The lead agency then has 30 days to initiate the consultation, which then continues until the parties come to an agreement regarding necessary mitigation or agree that no mitigation is needed, or one or both parties determine that negotiation occurred in good faith, but no agreement will be made.

The City of Fowler has received written correspondence from the Tachi Yokut Tribe pursuant to Public Resources Code Section 21080.3.1 requesting notification of proposed projects. Notification of the Project was given to the Tribe on June 11, 2021, via USPS Certified Mail. No response has yet to be received.

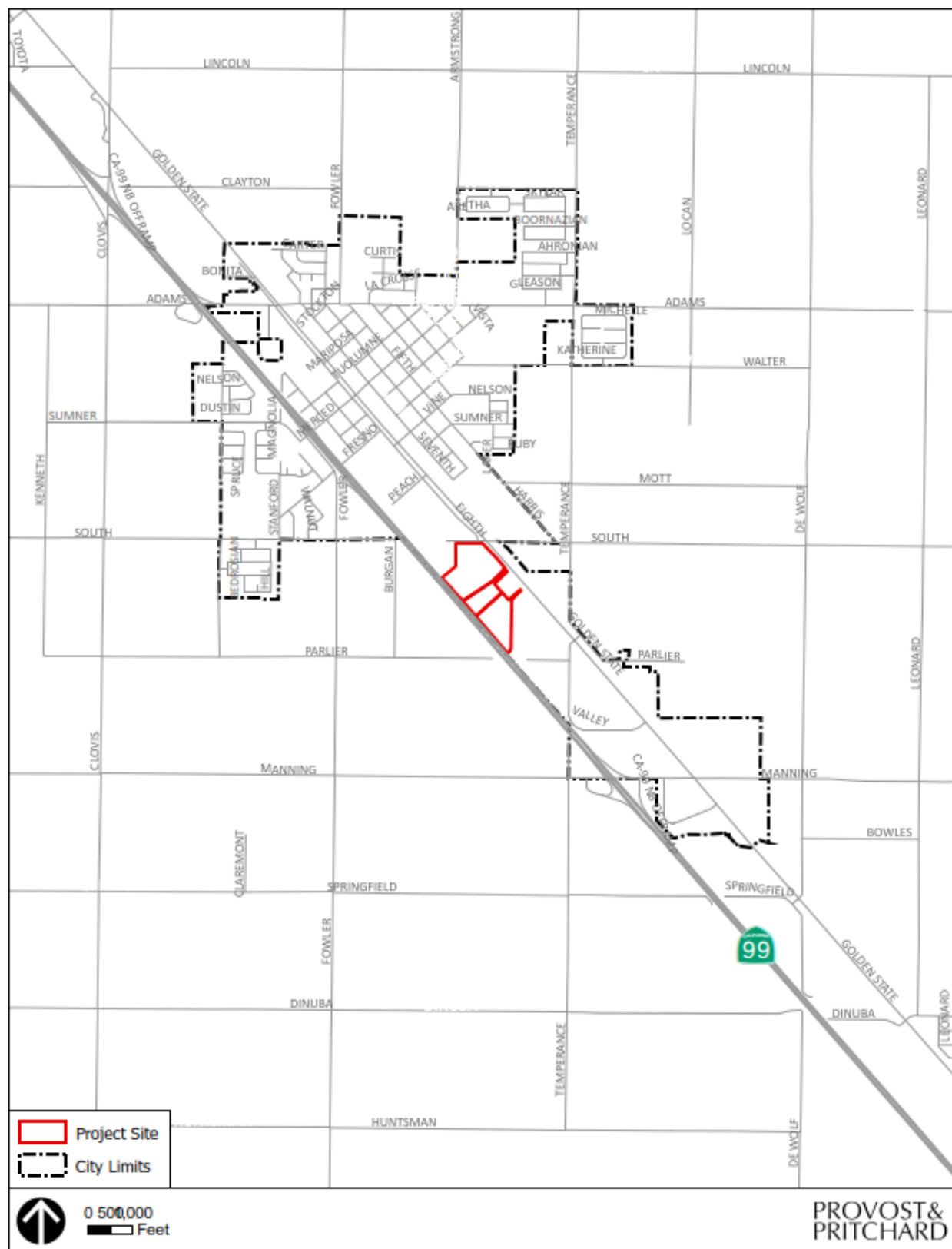


Figure 2-1. Regional Location

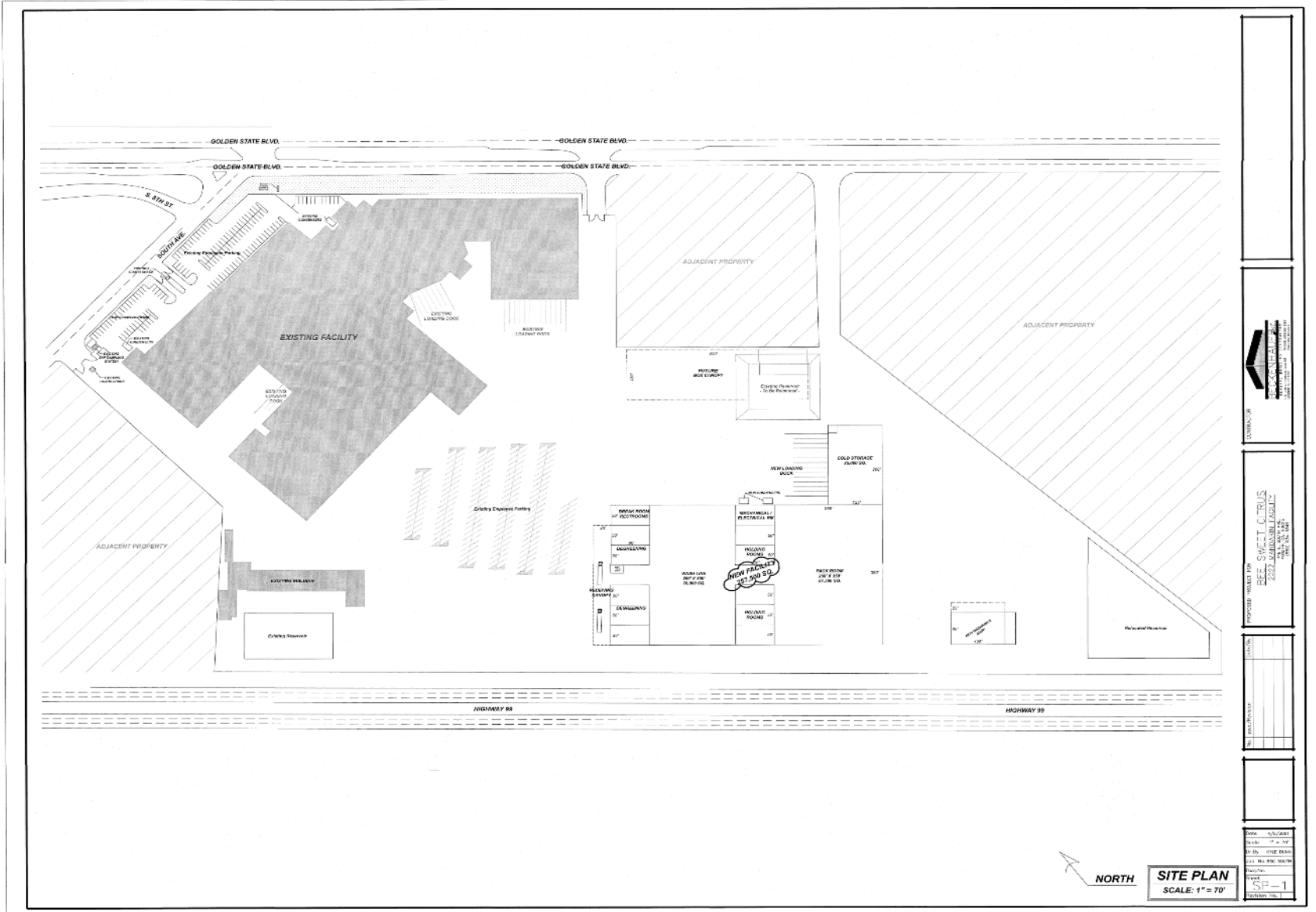


Figure 2-2. Site Plan

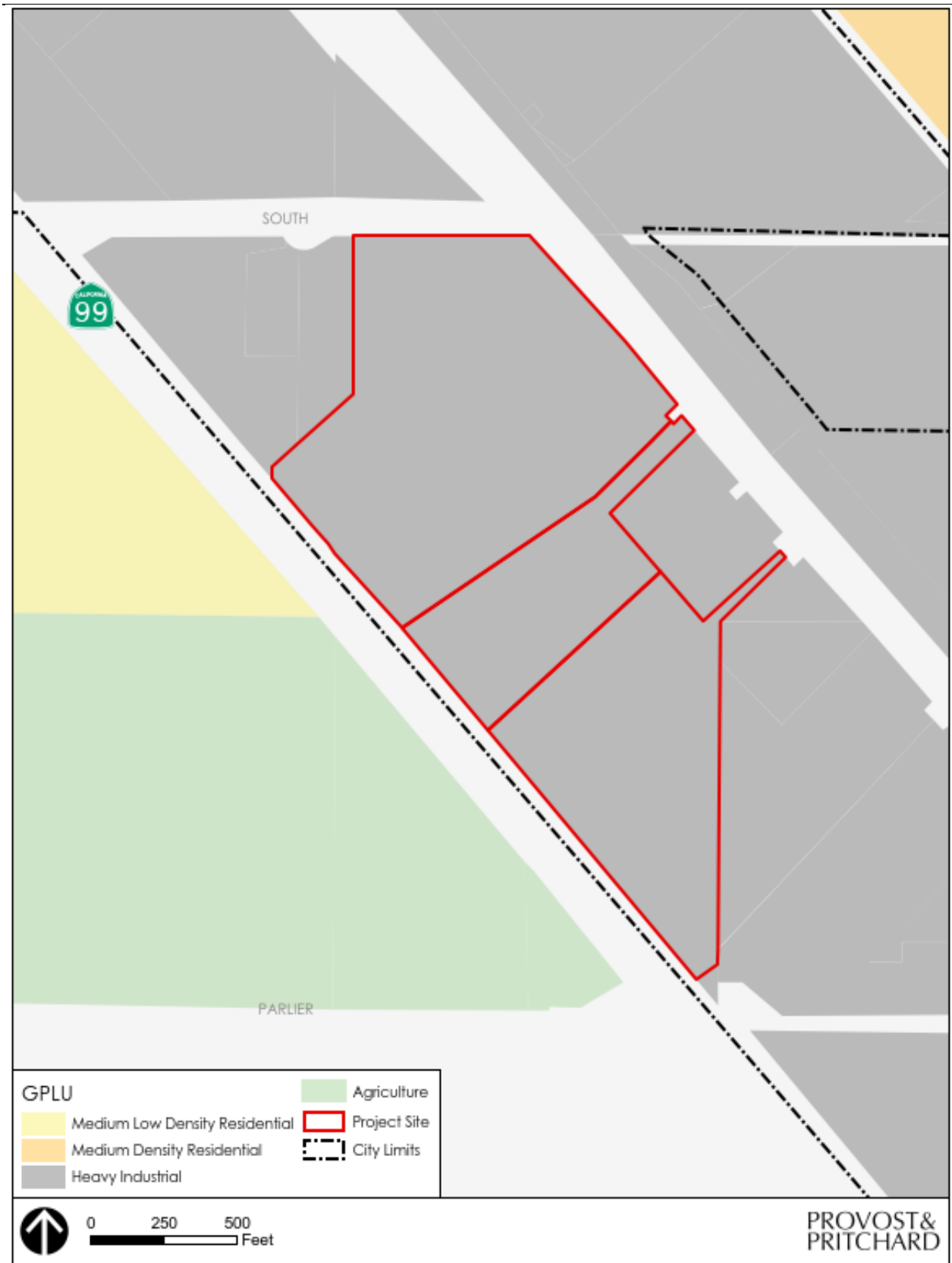


Figure 2-3. General Plan Land Use Designation Map

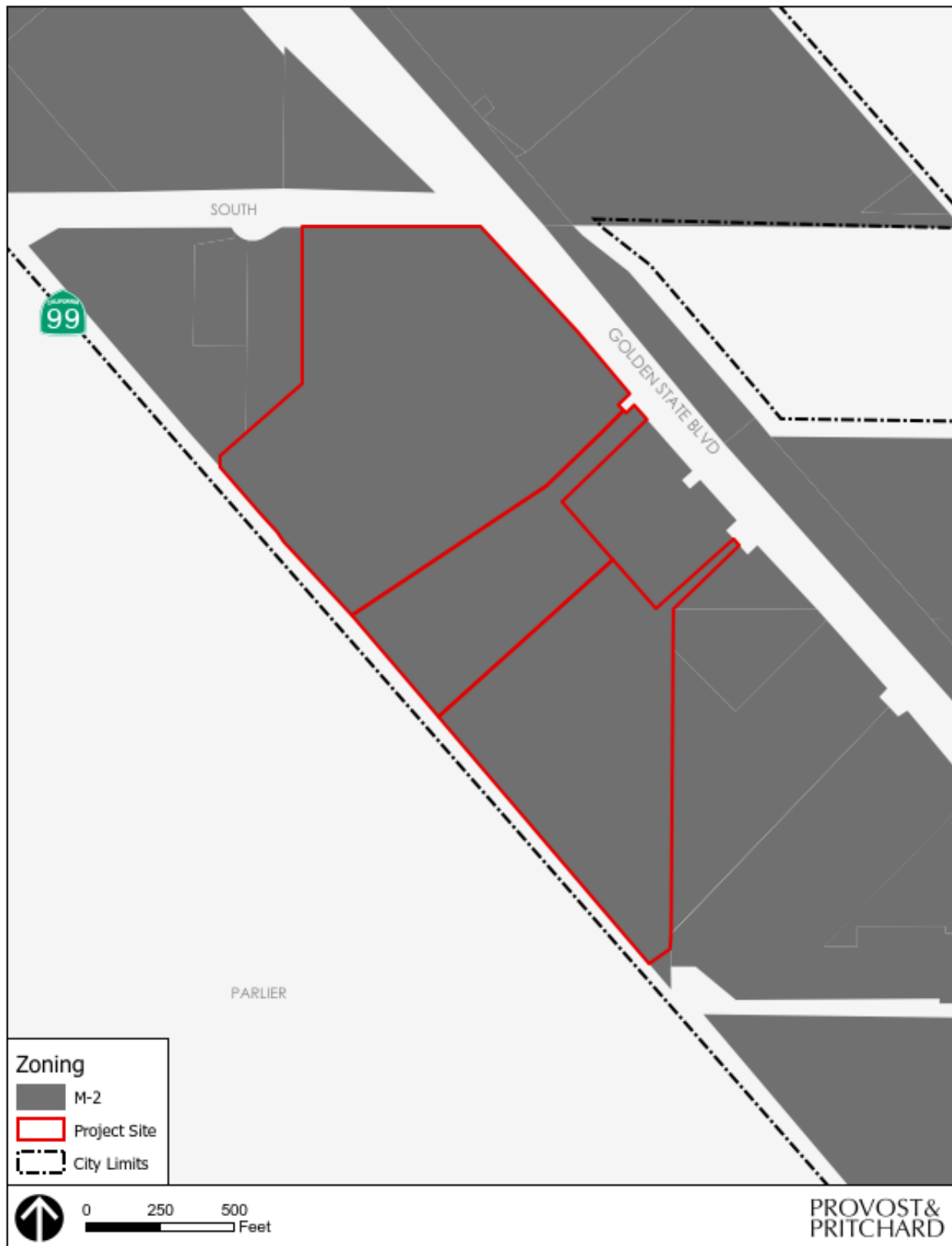


Figure 2-4. Zone District Map

Chapter 3 Impact Analysis

3.1 Environmental Factors Potentially Affected

As indicated by the discussions of existing and baseline conditions, and impact analyses that follow in this Chapter, environmental factors not checked below would have no impacts or less than significant impacts resulting from the project. Environmental factors that are checked below would have potentially significant impacts resulting from the project. Mitigation measures are recommended for each of the potentially significant impacts that would reduce the impact to less than significant.

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

The analyses of environmental impacts here in **Chapter 3 Impact Analysis** are separated into the following categories:

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

Less than Significant with Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

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

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. “No Impact” answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis)

3.2 Aesthetics

Table 3-1. Aesthetics Impacts

Aesthetics Impacts				
Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.1 Environmental Setting and Baseline Conditions

The Project site consists of an existing industrial facility, composed of large metal buildings surrounding an asphalt area. Site lighting is present.

3.2.2 Impact Assessment

a) Would the project have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The proposed Project would not have an adverse effect on scenic vistas. The site is situated in a part of the San Joaquin Valley that is bounded by the Coastal Ranges to the southwest and the Sierra Nevada Mountains to the northeast. The Project site is currently developed with buildings of similar height to those proposed. The site is surrounded by other heavy industrial uses, as well as agricultural land uses across both South Golden State Boulevard and State Route 99. The Project will not cause any substantial adverse effect on a scenic vista, such as a view of the Sierra Nevada Mountains on a very clear day, or visually degrade the existing site. Impacts would be less than significant.

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

No Impact. There are no identified scenic resources, trees, rock outcroppings, or historic buildings on or near the subject site. There are no state scenic highways within the Project's vicinity. Therefore, the Project would have no impact on scenic resources such as trees and rock outcroppings, historic buildings, or state scenic highways.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public view 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 Project is located in an urbanized area and would comply with all applicable Highway Beautification Overlay District standards. Compliance with this Overlay District will ensure all scenic quality impacts remain less than significant.

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

Less than Significant Impact. The Project would provide exterior nighttime security lighting that would be typically expected in an urbanized area. As outdoor light fixtures can generate new sources of light and glare, all outdoor lighting would be required by the City to be hooded and directed as to not shine towards adjacent properties and public streets. Therefore, it is not expected to create light or glare conditions that could adversely affect nighttime vision. Impacts would be less than significant.

3.3 Agriculture and Forestry Resources

Table 3-2. Agriculture and Forest Impacts

Agriculture and Forest Impacts				
Would the project:	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.3.1 Environmental Setting and Baseline Conditions

The Project site is currently developed with Industrial uses. There are no agricultural uses on site. Properties across South Golden State Boulevard and State Route 99 are developed with agricultural uses.

3.3.2 Impact Assessment

a) Would the project 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 Project is located on existing industrial land designated Urban and Built-Up Land. There is no impact.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The subject property is zoned M-2 (Heavy Industrial) and is not zoned for agricultural uses. There is no Williamson Act contract on the subject property. Therefore there will be no impact.

c) Would the project 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. The subject property is zoned M-2 (Heavy Industrial) and is not zoned for forest land, timberland, or timberland zoned Timberland Production. There will be no impact.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The Project proposes to develop industrial buildings on an already-developed industrial site. No loss of forest land or conversion of forest land would occur. There would be no impact.

e) Would the project 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 supports existing agricultural uses by expanding an existing citrus processing facility. No conversion of farmland would occur or would be desired. Additionally, no forest land would be converted by the Project. There would be no impact.

3.4 Air Quality

Table 3-3. Air Quality Impacts

Air Quality Impacts				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.4.1 Environmental Setting and Baseline Conditions

3.4.1.1 Regulatory Attainment Designations

Under the CCAA, the CARB is required to designate areas of the State as attainment, nonattainment, or unclassified with respect to applicable standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An “unclassified” designation signifies that the data does not support either an attainment or nonattainment designation. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The EPA designates areas for ozone, CO, and NO₂ as “does not meet the primary standards,” “cannot be classified,” or “better than national standards.” For SO₂, areas are designated as “does not meet the primary standards,” “does not meet the secondary standards,” “cannot be classified,” or “better than national standards.” However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used. The EPA uses the same sub-categories for nonattainment status: serious, severe, and extreme. In 1991, EPA assigned new nonattainment designations to areas that had previously been classified as Group I, II, or III for PM₁₀ based on the likelihood that they would violate national PM₁₀ standards. All other areas are designated “unclassified.”

The State and national attainment status designations pertaining to the SJVAB are summarized in **Appendix A**. The SJVAB is currently designated as a nonattainment area with respect to the State PM₁₀ standard, ozone, and PM_{2.5} standards. The SJVAB is designated nonattainment for the NAAQS 8-hour ozone and PM_{2.5} standards. On September 25, 2008, the EPA re-designated the San Joaquin Valley to attainment status for the PM₁₀ NAAQS and approved the PM₁₀ Maintenance Plan.

Table 3-4. Summary of Ambient Air Quality Standards and Attainment Designation

Pollutant	Averaging Time	California Standards*		National Standards*	
		Concentration*	Attainment Status	Primary	Attainment Status
Ozone (O ₃)	1-hour	0.09 ppm	Nonattainment/ Severe	–	No Federal Standard
	8-hour	0.070 ppm	Nonattainment	0.075 ppm	Nonattainment (Extreme)**
Particulate Matter (PM ₁₀)	AAM	20 µg/m ³	Nonattainment	–	Attainment
	24-hour	50 µg/m ³		150 µg/m ³	
Fine Particulate Matter (PM _{2.5})	AAM	12 µg/m ³	Nonattainment	12 µg/m ³	Nonattainment
	24-hour	No Standard		35 µg/m ³	
Carbon Monoxide (CO)	1-hour	20 ppm	Attainment/ Unclassified	35 ppm	Attainment/ Unclassified
	8-hour	9 ppm		9 ppm	
	8-hour (Lake Tahoe)	6 ppm		–	
Nitrogen Dioxide (NO ₂)	AAM	0.030 ppm	Attainment	53 ppb	Attainment/ Unclassified
	1-hour	0.18 ppm		100 ppb	
Sulfur Dioxide (SO ₂)	AAM	–	Attainment	--	Attainment/ Unclassified
	24-hour	0.04 ppm		--	
	3-hour	–		0.5 ppm	
	1-hour	0.25 ppm		75 ppb	
Lead (Pb)	30-day Average	1.5 µg/m ³	Attainment	–	No Designation/ Classification
	Calendar Quarter	–		--	
	Rolling 3-Month Average	–		0.15 µg/m ³	
Sulfates (SO ₄)	24-hour	25 µg/m ³	Attainment	No Federal Standards	
Hydrogen Sulfide (H ₂ S)	1-hour	0.03 ppm (42 µg/m ³)	Unclassified		
Vinyl Chloride (C ₂ H ₃ Cl)	24-hour	0.01 ppm (26 µg/m ³)	Attainment		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient: 0.23/km-visibility of 10 miles or more due to particles when the relative humidity is less than 70%.	Unclassified		

* For more information on standards visit: <https://ww3.arb.ca.gov/research/aags/aags2.pdf>

** No Federal 1-hour standard. Reclassified extreme nonattainment for the Federal 8-hour standard.

***Secondary Standard

Source: CARB 2015; SJV-APCD 2015

3.4.2 Impact Assessment

Project air quality impacts were analyzed prepared using CalEEMod, Version 2016.3.2 for the proposed Project in July 2021 (**Appendix A**).

3.4.2.1 Thresholds of Significance

To assist local jurisdictions in the evaluation of air quality impacts, the SJVAPCD has published the *Guide for Assessing and Mitigating Air Quality Impacts*. This guidance document includes recommended thresholds of significance to be used for the evaluation of short-term construction, long-term operational, odor, toxic air contaminant, and cumulative air quality impacts. Accordingly, the SJVAPCD-recommended thresholds of significance are used to determine whether implementation of the proposed Project would result in a significant air quality impact. Projects that exceed these recommended thresholds would be considered to have a potentially significant impact to human health and welfare. The thresholds of significance are summarized, as follows:

Short-Term Emissions of Particulate Matter (PM₁₀): Construction impacts associated with the proposed Project would be considered significant if the feasible control measures for construction in compliance with Regulation VIII as listed in the SJVAPCD guidelines are not incorporated or implemented, or if project-generated emissions would exceed 15 tons per year (TPY).

Short-Term Emissions of Ozone Precursors (ROG and NOX): Construction impacts associated with the proposed Project would be considered significant if the project generates emissions of Reactive Organic Gases (ROG) or NO_x that exceeds 10 TPY.

Long-Term Emissions of Particulate Matter (PM₁₀): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of PM₁₀ that exceed 15 TPY.

Long-Term Emissions of Ozone Precursors (ROG and NOX): Operational impacts associated with the proposed Project would be considered significant if the project generates emissions of ROG or NO_x that exceeds 10 TPY.

Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region's nonattainment status for ozone, PM_{2.5}, and PM₁₀, if the project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM₁₀ would exceed the SJVAPCD's significance thresholds, then the project would be considered to conflict with the attainment plans. In addition, if the project would result in a change in land use and corresponding increases in vehicle miles traveled, the project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

Local Mobile-Source CO Concentrations: Local mobile source impacts associated with the proposed Project would be considered significant if the project contributes to CO concentrations at receptor locations in excess of the CAAQS (i.e. 9.0 ppm for 8 hours or 20 ppm for 1 hour).

Toxic Air Contaminants: Exposure to toxic air contaminants (TAC) would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 20 in 1 million or would result in a Hazard Index greater than 1.

Odors: Odor impacts associated with the proposed Project would be considered significant if the project has the potential to frequently expose members of the public to objectionable odors.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The CEQA Guidelines indicate that a significant impact would occur if the Project would conflict with or obstruct implementation of the applicable air quality plan. The GAMAQI does not provide specific guidance on analyzing conformity with the Air Quality Plan (AQP)¹. Therefore, it is assumed the following criteria for determining Project consistency with the current AQPs:

¹ Air Quality Plans can be found at http://valleyair.org/Air_Quality_Plans/air-quality-plans.htm.

1. Will the project result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQPs? This measure is determined by comparison to the regional and localized thresholds identified by the SJVAPCD for regional and local air pollutants.
2. Will the project comply with applicable control measures in the AQPs? The primary control measures applicable to development projects is Regulation VII-Fugitive PM₁₀ Prohibitions and Rule 2201 *New and Modified Source Review*.

Regional air quality impacts and attainment of standards are the result of cumulative impacts of all emission sources within the air basin. Individual projects are generally not large enough to contribute measurably to an existing violation of air quality standards. Therefore, the cumulative impact of the Project is based on its cumulative contribution. Because of the region's non-attainment status for ozone, PM_{2.5}, and PM₁₀, if Project generated emission of either of the ozone precursor pollutants ROG, NO_x, PM₁₀, or PM_{2.5} would exceed the SJVAPCD's significance thresholds, then the Project would be considered to contribute to violations of the applicable standards and conflict with the attainment plans. As demonstrated in **Appendix A** for construction generated emissions, and in **Appendix A**, operational emissions, Project emissions of criteria pollutants would not exceed the SJVAPCD's significance thresholds. Therefore, the Project will not contribute to air quality violations in conflict with attainment plans.

The AQP contains a number of control measures, including Regulation VII-Fugitive PM₁₀ Prohibitions and Rule 490101-Indirect Source Review (described above in **Section 3.4**) which are applicable to the Project. Regulation VII-Fugitive PM₁₀ Prohibitions and Rule 2201 New and Modified Source Review are adopted rules and regulations that constitute enforceable requirements with which the project must comply. The Project would comply with all applicable SJVAPCD rules and regulations, and the Project has been analyzed and quantified and no significant impact was found. Therefore, the Project complies with the criterion and would not conflict with or obstruct implementation of the applicable air quality attainment plans. Impacts would be less than significant.

b) Would the project 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. Estimated construction-generated emissions and operational emissions are summarized in **Table 3-5** and **Table 3-6**, respectively. Both construction and operational emissions are below SJVAPCD thresholds, and thus impacts would be less than significant.

Short-Term Construction-Generated Emissions

Table 3-5. Unmitigated Short-Term Construction-Generated Emissions of Criteria Air Pollutants

Source	Annual Emissions (Tons/Year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2021	0.1819	1.8547	1.3387	<0.1	0.2535	0.1301
2022	0.8005	1.647	1.6256	<0.1	0.1584	0.0882
Maximum Annual Proposed Project Emissions:	0.8005	1.8547	1.6256	<0.1	0.2535	0.1301
<i>SJVAPCD Significance Thresholds:</i>	10	10	100	27	15	15
<i>Exceed SJVAPCD Thresholds?</i>	No	No	No	No	No	No

Emissions were quantified using CalEEMod Output Files Version 2016.3.2. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.

Long-Term Operational Emissions

Table 3-6. Unmitigated Long-Term Operational Emissions

Source	Annual Emissions (Tons/Year)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Maximum Annual Project Emissions:	1.2660	1.7331	1.5783	<0.1	0.5218	0.1556
<i>SJVAPCD Significance Thresholds:</i>	10	10	100	27	15	15
<i>Exceed SJVAPCD Thresholds?</i>	No	No	No	No	No	No

Emissions were quantified using CalEEmod Output Files Version 2016.3.2. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact.

Toxic Air Contaminants (TAC): Implementation of the Project would emit stationary and mobile sources of TAC, during both construction and operation, in the form of diesel particulate matter. Utilizing baseline emission factor rates in Air District Prioritization calculators, emissions would have a prioritization score of less than 10 measured from a distance to the nearest sensitive receptor. Impacts would be less than significant.

Naturally Occurring Asbestos: Naturally occurring asbestos, which was identified by ARB as a TAC in 1986, is located in many parts of California and is commonly associated with ultramafic rock. The Project site is not located near any areas that are likely to contain ultramafic rock². As a result, risk of exposure to asbestos during the construction process would be considered less than significant.

Fugitive Dust: Construction of the Project would include ground-disturbing activities which would be anticipated to result in increased emissions of airborne particulate matter. The Project would be required to comply with SJVPACD Regulation VIII (Fugitive PM₁₀ Prohibitions). Mandatory compliance with SJVAPCD Regulation VIII would reduce emissions of fugitive dust from the Project site. As a result, localized emissions of airborne particulate matter emitted during construction would be considered less than significant.

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

Less than Significant Impact. The Project would utilize diesel-powered heavy duty equipment during construction and operations. Diesel exhaust is not a known nuisance odor. Therefore, odor impacts would be less than significant.

² Van Gosen, B.S. and J.P. Clindenbeard. 2011. *Report Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California – California Geological Survey map Sheet 59*. United States Geological Survey. Website: <https://pubs.usgs.gov/of/2011/1188/>, Accessed 23 June 2021.

3.5 Biological Resources

Table 3-7. Biological Resources Impacts

Biological Resources Impacts				
Would the project:	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.5.1 Environmental Setting and Baseline Conditions

The Project site is a developed industrial site. Agricultural land uses occur on the east and west sides of the Project site, across both State Route 99 and South Golden State Boulevard.

3.5.2 Impact Assessment

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

Less than Significant Impact. According to a Project site search using the California Department of Fish and Wildlife's California Natural Diversity Database, there may be special status animal and plant species near the

Project site. However, the site is surrounded by urban uses, including heavy industrial uses, a rail corridor, a freeway, and a local highway. The property line is bordered with chain link fencing, buildings, and empty fruit crates. The potential to adversely affect candidate, sensitive, or special status species is less than significant.

b) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

c) Would the project 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 Impacts. The Project area is located in an urbanized area surrounded by industrial uses, a freeway, and a rail corridor. The Project is not located on or near any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Also, the Project is not located on or near any State or federally protected wetlands. Therefore, there will be no impact.

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

No Impact. There are no local or regional wildlife corridors present within or adjacent to the Project site. The Project site is developed and located adjacent to Golden State Boulevard and State Route 99. The Project site is surrounded by heavy industrial land uses making it highly unlikely that the proposed Project will substantially affect the movement of any 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. Therefore, there will be no impact.

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

No Impact. The City of Fowler does not have an adopted tree preservation ordinance. In addition, no trees will be disturbed as part of the construction of the Project. Trees are required to be planted. There will be no impact.

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

No Impact. The Project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, no impact would occur.

3.6 Cultural Resources

Table 3-8. Cultural Resources Impacts

Cultural Resources Impacts				
Would the project:	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 pursuant to in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.6.1 Environmental Setting and Baseline Conditions

The Project site is a developed industrial property. The majority of the Project site is paved.

3.6.2 Impact Assessment

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant Impacts with Mitigation Incorporated. There are no known historical or archeological resources on the Project site. However discovery of potential cultural resources and/or archaeological resources during ground disturbing construction activities could still occur, which could be a significant impact. Therefore, with incorporation of CUL-1, impacts to cultural resources that may potentially exist on site would be less than significant.

Mitigation Measures

CUL-1: If, during construction, cultural or archeological resources are discovered, all work shall be halted within 50 feet of the discovery. A professional archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained by the City to determine the significance of the discovery. Upon a finding of significance, the City shall implement the required mitigation (if any) as determined by the archaeologist.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact with Mitigation Incorporated. There is no evidence or record that the Project has the potential to be an unknown burial site or the site of buried human remains. In the unlikely event of such a discovery, mitigation shall be implemented. With incorporation of CUL-2, impacts resulting from the discovery of remains interred on the Project site would be less than significant.

CUL-2: In the event that any human remains are discovered on the Project site, the Fresno County Coroner must be notified of the discovery (California Health and Safety Code, Section 7050.5) and all activities in the immediate area of the find or in any nearby area reasonably suspected to overlie adjacent

human remains must cease until appropriate and lawful measures have been implemented. If the Coroner determines that the remains are not recent, but rather of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours to permit the NAHC to determine the Most Likely Descendent (MLD) of the deceased Native American.

3.7 Energy

Table 3-9. Energy Impacts

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

3.7.1 Environmental Setting and Baseline Conditions

The Project site is developed with industrial uses. The majority of the buildings have solar photovoltaic panels on them.

3.7.2 Impact Assessment

a) Would the project 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. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. For heavy-duty construction equipment, horsepower and load factor were assumed using default data from the CalEEMod. Fuel use associated with construction vehicle trips generated by the Project was also estimated; trips would include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to and from the Project was based on (1) the projected number of trips the project will generate (CalEEMod default values), (2) default average trip distance by land use in CalEEMod, and (3) fuel efficiencies estimated in the CARB 2017 Emissions Factors model (EMFAC2017) mobile source emission model. The table below summarizes the project's estimated construction fuel usage. Construction is estimated to consume a total of 18,244 gallons of diesel fuel and 1,312 gallons of gasoline fuel. California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(2)-Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel because of unproductive idling of construction equipment. In addition, the energy consumption for construction activities would not be ongoing as they would be limited to construction of the project. These requirements would result in fuel savings. The Project would be required to comply with the current requirements of the California Energy Code and other appliance efficiency measures. Therefore, impacts would be less than significant.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The Project would be required to comply with the current requirements of the California Energy Code and other appliance efficiency measures. There are no local plans for renewable energy or energy efficiency. Therefore, impacts would be less than significant.

3.8 Geology and Soils

Table 3-10. Geology and Soils Impacts

Geology and Soils Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.8.1 Environmental Setting and Baseline Conditions

3.8.1.1 Geology and Soils

The Project is located in central Fresno County, in the southern section of California's Great Valley Geomorphic Province, or Central Valley. The Sacramento Valley makes up the northern third and the San Joaquin Valley makes up the southern two-thirds of the geomorphic province. Both valleys are watered by large rivers flowing west from the Sierra Nevada Range, with smaller tributaries flowing east from the Coast Ranges. Most of the surface of the Great Valley is covered by Quaternary (present day to 1.6 million years ago) alluvium. The sedimentary formations are steeply upturned along the western margin due to the uplifted Sierra Nevada

Range.³ From the time the Valley first began to form, sediments derived from erosion of igneous and metamorphic rocks and consolidated marine sediments in the surrounding mountains have been transported into the Valley by streams.

Project specific soils characteristics are described in **Table 3-11** below.

Table 3-11. Project Soil Characteristics

Map unit name	Rating	Acres in AOI	Percent of AOI
Hanford sandy loam	Well drained	0.3	1.5
Hanford fine sandy loam, silty substratum	Well drained	11.8	66.6
Hesperia fine sandy loam, very deep	Well drained	5.6	31.9
Totals for Project Area		17.7	100

3.8.1.2 Faults and Seismicity

The Project is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known active faults within the City of Fowler. The nearest major fault is the San Andreas Fault, located approximately 65 miles southwest of the Project site. The San Andreas fault is the dominant active tectonic feature of the Coast Ranges and represents the boundary of the North American and Pacific plates. The Nunez Fault is approximately 51 miles southwest and the Poso Fault is approximately 51 miles south.

3.8.1.3 Liquefaction

The potential for liquefaction, which is the loss of soil strength due to seismic forces, is dependent on soil types and density, the groundwater table, and the duration and intensity of ground shaking. Although no specific liquefaction hazard areas have been identified in Fresno County, this potential is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high-water table coincide. Soil types along the Valley floor are not generally conducive to liquefaction because they are generally too coarse. Furthermore, the average depth to groundwater within the City of Fowler is approximately 85 to 95 feet which also minimizes liquefaction potential.

Using the USDA NRCS soil survey of Fresno County, an analysis of the soils onsite was performed. Soils in the area consist of Hanford sandy loam (4.8%), Hesperia fine sandy loam (87.8%), and Exeter loam (7.4%).⁴

3.8.1.4 Soil Subsidence

Subsidence occurs when a large land area settles due to over-saturation or extensive withdrawal of groundwater, oil, or natural gas. These areas are typically composed of open-textured soils, high in silt or clay content, that become saturated. Although some areas in Fresno County have experienced subsidence due to groundwater overdraft, the City of Fowler's elevation has remained relatively unchanged. Soils of the Project site are listed in **Table 3-11**. Soils onsite represent a low risk of subsidence.

3.8.1.5 Dam and Levee Failure

Hundreds of dams and reservoirs have been built in California for water supply, flood control, hydroelectric power, and recreational uses. The storage capacity of these dams varies across the State from large reservoirs with capacities exceeding millions of acre-feet (AF) to small reservoirs with capacities from hundreds to thousands of AF. Depending on the season, water from these reservoirs is released into the river system of the

³ Harden, D.R. 1998, California Geology, Prentice Hall, 479 pages

⁴ USDA NRCS Soil Survey. Accessed June 18, 2021.

State and eventually reaches the Pacific Ocean. The Kings River, which flows approximately 9.85 miles southeast, is the primary river in the vicinity. The Kings River is impounded by a dam which forms the one million acre- feet Pine Flat reservoir, approximately 19 miles east of the Project site. If Pine Flat dam were to fail, a large portion of Fresno County, including the City of Fowler, would be inundated with water.

3.8.2 Impact Assessment

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

a-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.

a-ii) Strong seismic ground shaking?

Less than Significant Impacts. The Project site and its vicinity are located in an area traditionally characterized by relatively low seismic activity. The site is not located in an Alquist-Priolo Earthquake Fault Zone as established by the Alquist-Priolo Fault Zoning Act (Section 2622 of Chapter 7.5, Division 2 of the California Public Resources Code). The nearest major fault is the San Andreas Fault, located approximately 65 miles southwest of the Project site. The Nunez Fault is approximately 51 miles southwest and the Poso Fault is approximately 51 miles south.

Although there are no known earthquake faults within the vicinity of the Project and strong ground shaking is unlikely, construction of the proposed structures would comply with the most recent seismic standards as set forth in the California Building Standards Code. Compliance with these standards would ensure potential impacts related to strong seismic ground shaking would be less than significant.

a-iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction occurs when loose, water-saturated sediments lose strength and fail during strong ground shaking. Although no specific liquefaction hazard areas have been identified in Fresno County, this potential is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high-water table coincide. Using the USDA NRCS soil survey of Fresno County, an analysis of the soils onsite was performed. Soils in the area consist of Hanford sandy loam, Hesperia fine sandy loam, and Exeter loam, all of which are well-drained and coarse-textured, representing a low risk for liquefaction or seismic-related ground failure. In addition, the average depth to groundwater within the City of Fowler is approximately 85 to 95 feet which further reduces potential for liquefaction. Furthermore, as mentioned above in Impact Assessments VI-a-i and VI-a-ii, strong seismic ground shaking is unlikely to occur. Any impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

a-iv) Landslides?

No Impact. Landslides usually occur in locations with steep slopes and unstable soils. The Project is located on the Valley floor where no major geologic landforms exist, and the topography is essentially flat and level. The nearest foothills are approximately 15 miles northeast. Therefore, the Project site has minimal-to-no landslide susceptibility, and there will be no impact.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Earthmoving activities associated with the Project would include excavation, trenching, grading, and construction over an area of approximately 6-acres. These activities could expose soils to erosion processes and the extent of erosion would vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. Construction of the Project would require the removal of the existing asphalt, concrete, and soil where the proposed buildings would be sited. Dischargers

whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD). Since the Project site has relatively flat terrain with a low potential for soil erosion and would comply with the SWRCB requirements, the impact would be less than significant.

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

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

Less than Significant Impacts. Soils onsite consist of Hanford sandy loam, Hesperia fine sandy loam, and Exeter loam, all of which are well-drained, low in clay content, and coarse-textured. These soils have a low shrink-swell potential and a low plasticity index, and therefore, are not considered expansive soils. Furthermore, the aforementioned physical properties of these soils make subsidence, liquefaction, lateral spreading, or other ground failure unlikely. Any impacts would be less than significant.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Septic installation or alternative wastewater disposal systems are not necessary for the Project. There will be no impact.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Less than Significant Impact. No known paleontological resources exist within the Project area. Previous site grading and foundation activities onsite have not uncovered any paleontological resources. Construction activities associated with the proposed Project are not expected to be conducted significantly below grade, at a level where they would have the potential to disturb any previously unknown paleontological resources or geologic features. Impacts would be less than significant.

3.9 Greenhouse Gas Emissions

Table 3-12. Greenhouse Gas Emissions Impacts

Greenhouse Gas Emissions Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.9.1 Environmental Setting and Baseline Conditions

Commonly identified GHG emissions and sources include the following:

Carbon dioxide (CO₂) is an odorless, colorless natural greenhouse gas. CO₂ is emitted from natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic out gassing. Anthropogenic sources include the burning of coal, oil, natural gas, and wood.

Methane (CH₄) is a flammable greenhouse gas. A natural source of methane is the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and ruminants such as cattle.

Nitrous oxide (N₂O), also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load.

Water vapor is the most abundant, and variable greenhouse gas. It is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life.

Ozone (O₃) is known as a photochemical pollutant and is a greenhouse gas; however, unlike other greenhouse gases, ozone in the troposphere is relatively short-lived and, therefore, is not global in nature. Ozone is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds, nitrogen oxides, and sunlight.

Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Chlorofluorocarbons (CFCs) are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. CFCs destroy stratospheric ozone; therefore, their production was stopped as required by the Montreal Protocol in 1987.

Hydrofluorocarbons (HFCs) are synthetic chemicals that are used as a substitute for CFCs. Of all the greenhouse gases, HFCs are one of three groups (the other two are perfluorocarbons and sulfur

hexafluoride) with the highest global warming potential. HFCs are human-made for applications such as air conditioners and refrigerants.

Perfluorocarbons (PFCs) have stable molecular structures and do not break down through the chemical processes in the lower atmosphere; therefore, PFCs have long atmospheric lifetimes, between 10,000 and 50,000 years. The two main sources of PFCs are primary aluminum production and semiconductor manufacture.

Sulfur hexafluoride (SF₆) is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It has the highest global warming potential of any gas evaluated. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth, and what the effects of clouds will be in determining the rate at which the mean temperature will increase. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, air pollution episodes, and the consequence of these effects on the economy.

Emissions of GHGs contributing to global climate change are largely attributable to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. About three-quarters of human emissions of CO₂ to the global atmosphere during the past 20 years are due to fossil fuel burning. Atmospheric concentrations of CO₂, CH₄, and N₂O have increased 31 percent, 151 percent, and 17 percent respectively since the year 1750 (CEC 2008). GHG emissions are typically expressed in carbon dioxide-equivalents (CO₂e), based on the GHG's Global Warming Potential (GWP). The GWP is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, one ton of CH₄ has the same contribution to the greenhouse effect as approximately 21 tons of CO₂. Therefore, CH₄ is a much more potent GHG than CO₂.

The CalEEMod Output Files were prepared in July 2021, and is contained in [Appendix A](#). The essential conclusions of this Report are as follows:

3.9.1.1 Short-Term Construction-Generated Emissions

Short term construction related emissions were calculated using the CalEEMod Version 2016.3.2. emissions modeling software and was assumed to end in 2023. Other assumptions were made on the default parameters in the model. The modeling output can be found in [Appendix A](#).

3.9.1.2 Long-Term Operational Emissions

Long-term operational related emissions were also calculated using the CalEEMod Version 2016.3.2. emissions modeling software and was assumed to start after construction finishes in 2023. Operational emissions are viewed on a per year basis. Some assumptions were made on the default parameters in the model. The modeling output can be found in [Appendix A](#).

3.9.2 Impact Assessment

3.9.2.1 Thresholds of Significance

CEQA Guidelines Amendments became effective March 18, 2010. Included in the Amendments are revisions to the Appendix G Initial Study Checklist. In accordance with these Amendments, a project would be considered to have a significant impact to climate change if it would:

- a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or,
- b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

In accordance with SJVAPCD's *CEQA Greenhouse Gas Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects*⁵, proposed projects complying with Best Performance Standards (BPS) would be determined to have a less-than-significant impact. Projects not complying with BPS would be considered less than significant if operational GHG emissions would be reduced or mitigated by a minimum of 29 percent, in comparison to business-as-usual (year 2004) conditions. In addition, project-generated emissions complying with an approved plan or mitigation program would also be determined to have a less-than-significant impact.

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

Less than Significant Impact with Mitigation Incorporated.

Short-Term Construction-Generated Emissions

Estimated construction-generated emissions are summarized in **Table 3-13**.

Table 3-13. Short-Term Construction-Generated GHG Emissions

	Emissions (MT CO ₂ e) ⁽¹⁾
Construction Emissions	569
AB 32 Consistency Threshold for Land-Use Development Projects*	1,100
Exceed Threshold?	No

*Emissions were quantified using the CalEEMod, Version 2016.3.2. Refer to **Appendix A** for modeling results and assumptions. Totals may not sum due to rounding.*

* As published in the Bay Area Air Quality Management District's CEQA Air Quality Guidelines. Available online at http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en Accessed June 2021.

Long-Term Operational Emissions

Estimated long-term operational emissions are summarized in **Table 3-14**.

Table 3-14. Long-Term Operational GHG Emissions

Emission Source	Emissions (MT CO ₂ e)
Area	<0.1
Energy	506
Mobile Emissions	849
Waste	128
Water	115
Total	1,599
AB 32 Consistency Threshold for Land-Use Development Projects*	1,100
Exceed Threshold?	Yes

*Emissions were quantified using the CalEEMod, Version 2016.3.2. Refer to **Appendix A** for modeling results and assumptions. Totals may not sum due to rounding.*

* As published in the Bay Area Air Quality Management District's CEQA Air Quality Guidelines. Available online at http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en Accessed June 2021.

⁵ Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA.
<http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf>
Accessed 23 June 2021.

Project operations would exceed established GHG thresholds of significance by approximately 499 metric tons per year. Implementation of GHG-1 would ensure impacts remain less than significant.

Mitigation Measures

GHG-1: The Project, prior to operation, shall reduce its operational greenhouse gas emissions to no more than 1,100 metric tons per year. Mitigation measures can include, but are not limited to:

- Refined analysis
- Diesel truck electrification
- Installation of photovoltaic panels
- Energy efficiency
- Other greenhouse gas-reducing measures

b) Would the project 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 Incorporated. The City of Fowler has not adopted a plan, policy, or regulation regarding greenhouse gas emissions, however implementation of Mitigation Measure GHG-1 above will ensure the Project will be consistent with state policies.

3.10 Hazards and Hazardous Materials

Table 3-15. Hazards and Hazardous Materials Impacts

Hazards and Hazardous Materials Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.10.1 Environmental Setting and Baseline Conditions

3.10.1.1 Hazardous Materials

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. Government Code (GC) Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop at least annually an updated Cortese List. The Department of Toxic Substances Control (DTSC) is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List. DTSC's EnviroStor database provides DTSC's component of Cortese List data (DTSC, 2010). In addition to the EnviroStor database, the State Water Resources Control Board (SWRCB) Geotracker database provides information on regulated hazardous waste facilities in

California, including underground storage tank (UST) cases and non-UST cleanup programs, including Spills-Leaks-Investigations-Cleanups (SLIC) sites, Department of Defense (DOD) sites, and Land Disposal program. A search of the DTSC EnviroStor database and the SWRCB Geotracker performed on July 1, 2021 determined that there are no known active hazardous waste generators or hazardous material spill sites within the Project site or immediate surrounding vicinity.

3.10.1.2 Airports

The Fresno Yosemite International Airport is located approximately 9 miles north-northwest, the Selma Municipal Airport is located approximately 3.5 miles south-southwest, and a private airstrip is located approximately 3.6 miles southeast of the Project.

3.10.1.3 Emergency Response Plan

The Fresno County Office of Emergency Services coordinates the development and maintenance of the Fresno County Operational area Master Plan.

3.10.1.4 Sensitive Receptors

The nearest sensitive receptors are located 850 feet west of the Project site, across State Route 99, and 925 feet northeast across South Golden State Boulevard.

3.10.2 Impact Assessment

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

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

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

Less than Significant Impacts. Construction of the Project will involve the use of hazardous materials associated with construction equipment, such as diesel fuel, lubricants, and solvents. However, the contractor will implement a SWPPP and will comply with all Cal/OSHA regulations regarding regular maintenance and inspection of equipment, spill prevention, and spill remediation in order to reduce the potential for incidental release of pollutants or hazardous substances onsite. Furthermore, any potential accidental hazardous materials spills during construction are the responsibility of the contractor to remediate in accordance with industry best management practices and State and county regulations. The operational phase of the Project will not involve the use or transport of hazardous materials. Impacts will be less than significant.

d) Would the project 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 Project does not involve land that is listed as a hazardous materials site pursuant to Government Code Section 65962.5 and is not included on a list compiled by the Department of Toxic Substances Control. A search of the DTSC EnviroStor database and the SWRCB Geotracker performed on July 1, 2021, determined that there are no known active hazardous waste generators or known hazardous material spill sites within the Project site. There will be no impact.

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

No Impact. The Project is not located within an airport land use plan or within two miles of an airport. The Fresno Yosemite International Airport is located approximately 9 miles north-northwest, the Selma Municipal Airport is located approximately 3.5 miles south-southwest, and a private airstrip is located approximately 3.6 miles southeast of the Project. Construction and implementation of the Project would not be a safety hazard for people working in the area. There would be no impact.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. Construction traffic associated with the Project would be minimal and temporary, construction would take place over approximately two years. Operational traffic will consist of vehicle trips consistent with the existing industrial development. Temporary road closures, detours, or lane diversions will likely not be necessary due to the developed nature of the site. Disturbances to traffic patterns, such as a potential lane diversion will be temporary and minimal in nature, as there will be alternate routes available. Therefore, Project-related impacts to emergency evacuation routes or emergency response routes on local roadways would be considered less than significant.

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

No Impact. The nearest wildland, which has a moderate fire risk, according to Cal Fire⁶ is located approximately 15 miles northeast of the Project site. Given the absence of wildlands in the vicinity, implementation of the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. There would be no impact.

⁶ Cal Fire. Fresno County FHSZ Map. https://osfm.fire.ca.gov/media/6671/fhszs_map10.pdf, Accessed June 17 2021.

3.11 Hydrology and Water Quality

Table 3-16. Hydrology and Water Quality Impacts

Hydrology and Water Quality Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.11.1 Environmental Setting and Baseline Conditions

The City of Fowler is located within the Kennedy Pond watershed; Hydrologic Unit Code (HUC): 180300090206. The San Joaquin River and the Kings River are the two principal drainages within the San Joaquin Valley, and Fowler is generally located approximately 18 miles south of the San Joaquin River and 9 miles west of the Kings River.

The City of Fowler lies entirely within the Kings Groundwater Subbasin of the San Joaquin Valley Groundwater Basin. Due to groundwater overdraft and contamination from agricultural chemicals, provision of reliable sources of groundwater in both quantity and quality have been a challenge throughout most of the Central Valley.

Water supply is produced from six groundwater wells located throughout the City and distribution is provided by the Water Division of the City's Public Works Department through a system in which pumps deliver water from beneath the ground to a network of watermains, pipelines and laterals which distribute water to residents and businesses. Municipal water is tested monthly to ensure quality. According to the 2020 Annual Water Quality Report⁷, the average depth to groundwater is 85 to 95 feet, and the existing wells produce drinking water of good quality that does not require treatment.

In 2014, the City of Fowler entered into an agreement with Consolidated Irrigation District (CID) to fund groundwater recharge programs in order to sustain the groundwater aquifer the City is reliant upon. CID provides water from the Kings River for groundwater recharge and irrigation to over 6,000 growers within its 144,000-acre service area, which includes the vicinity surrounding the City of Fowler.

According to the Federal Emergency Management Agency (FEMA), the Project site has not been identified as an area that is at risk of annual flooding. The Project site is located on FEMA Flood Insurance Rate Map number 06019C2650H.⁸

3.11.2 Impact Assessment

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. Surface runoff from the Project site would be accommodated by a new retention basin maintained by the property owner as well as an existing on-site retention basin. A Stormwater Pollution Prevention Plan (SWPPP) would be completed prior to construction of the subdivision. Therefore, impacts would be less than significant.

b) Would the project 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. Potable water is pumped from the Kings River Basin underground aquifer through wells operated by the City of Fowler. According to the Fowler Public Works Director, maximum production of all seven existing wells is 10.1 million gallons per day (mgd). In 2015, the City had 6,000 residents and pumped an average of 310 gallons per day/per person for all municipal uses, or about 2.0 mgd. That leaves 8.0 mgd remaining well capacity. As a result, adequate groundwater resources are available to meet the long term water demand of the City of Fowler to the year 2035 and beyond with available underground water supplies; no surface water would need to be imported.

c) Would the project 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:

c-i) result in substantial erosion or siltation on- or off-site;

c-ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

c-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

⁷ City of Fowler. *Annual Water Quality Report: Reporting Year 2020*. Website:

<https://ear.waterboards.ca.gov/Home/ViewCCR?PwsID=CA1010006&Year=2020&isCert=false>. Accessed 25 June 2021.

⁸ FEMA. FEMA's National Flood Hazard Layer (NHFL) Viewer. Website:

<https://msc.fema.gov/portal/downloadProduct?productID=06019C2650H>. Accessed 25 June 2021.

c-iv) impede or redirect flood flows?

Less than Significant Impact. The Project would result in some soil erosion and the loss of topsoil due to Project related construction activities. The drainage pattern of the new subdivision would be altered to flow to the proposed retention basin and existing retention basin at the northeast of the Project site. The construction of a new retention basin within the Project site would provide for increased runoff capacity for the site and surrounding areas. Through the completion of a SWPPP and the implementation of the applicable best management practices, any potential impacts from the altering of drainage patterns would be limited to less than significant.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundations?

Less than Significant Impact. There are no streams or rivers onsite or in the immediate vicinity. The stormwater basin has been designed to adequately attenuate peak stormwater runoff discharge, and a site-specific grading plan has been prepared indicating that no drainage shall be onto adjacent properties. In order to minimize erosion and run-off during construction activities, a SWPPP would be implemented, and the contractor would comply with all Cal/OSHA regulations regarding regular maintenance and inspection of equipment, spill prevention, and spill remediation in order to reduce the potential for incidental release of pollutants or hazardous substances onsite. There is no potential for inundation by seiche, tsunami, or mudflow. Any impacts would be less than significant.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project would not conflict with or obstruct implementation of any water quality control plan or sustainable groundwater management plan. The Project would be within the boundary of the Central Kings Groundwater Sustainability Agency and would follow the policies of the Central Kings Groundwater Sustainability Plan. Therefore, impacts would be less than significant.

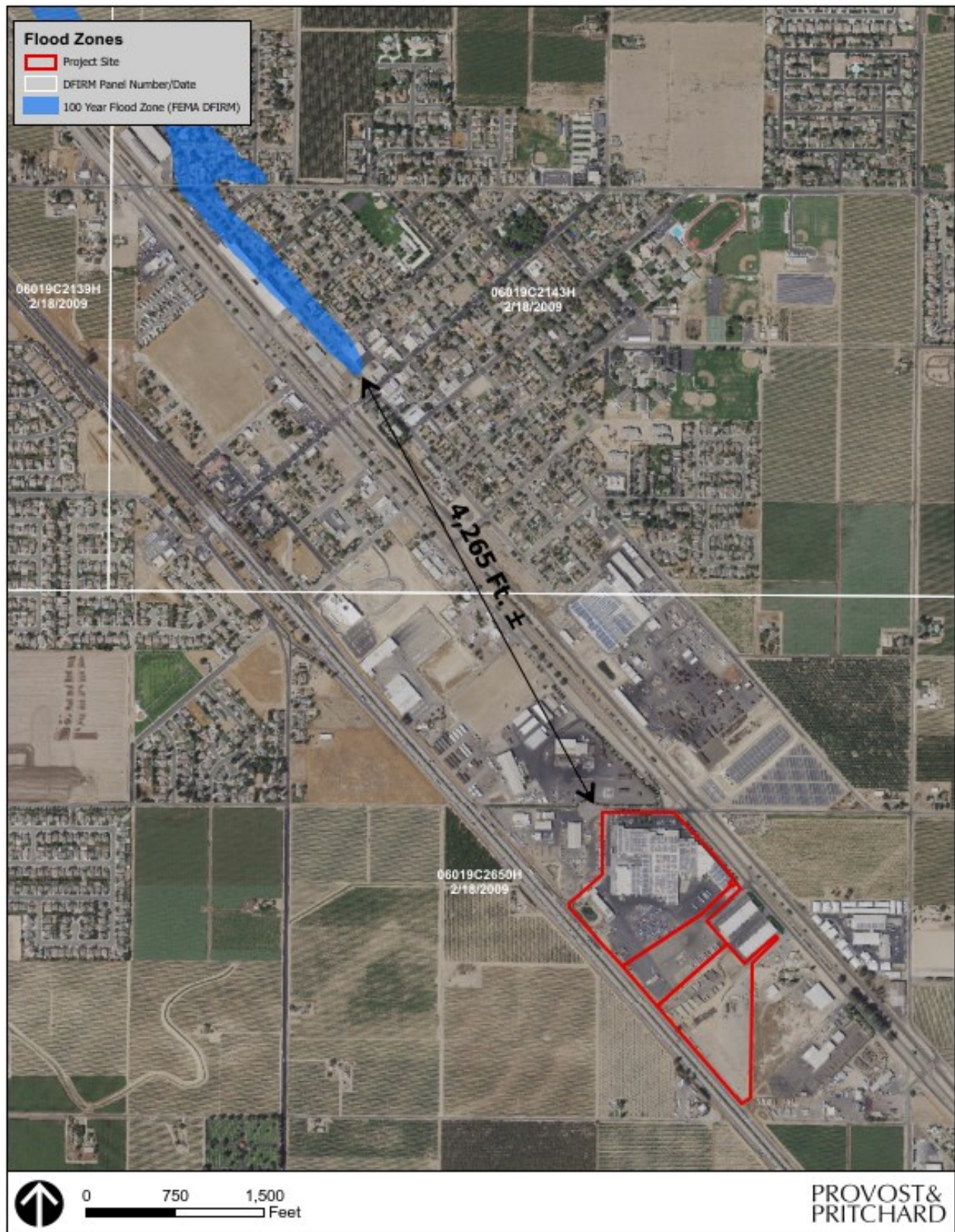


Figure 3-1 FEMA Map

3.12 Land Use and Planning

Table 3-17. Land Use and Planning Impacts

Land Use and Planning Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.12.1 Environmental Setting and Baseline Conditions

The Project site is located in the City of Fowler. The City of Fowler 2025 General Plan Update land use diagram designates the Project site as Heavy Industrial. The Project is identified within the M-2 (Heavy Industrial) Zone District. Surrounding areas are developed with heavy industrial and agricultural land uses. General Plan land use designations and zone districts of the Project site and surrounding areas are illustrated in **Figure 2-3** and **Figure 2-4**.

Table 3-18. Existing Land Use, General Plan, and Zoning

Existing Land Use, General Plan, and Zoning			
Direction	Existing Land Use	General Plan	Zoning
Project Site	Heavy Industrial	Heavy Industrial	M-2 (Heavy Industrial)
North	Heavy Industrial	Heavy Industrial	M-2 (Heavy Industrial)
South	Heavy Industrial	Heavy Industrial	M-2 (Heavy Industrial)
East	Heavy Industrial, Agricultural	Heavy Industrial	M-2 (Heavy Industrial), A-1 (Fresno County)
West	Agriculture	AE-20 (Fresno County)	AE-20 (Fresno County)

3.12.2 Impact Assessment

a) Would the project physically divide an established community?

No Impact. The Project proposes to develop additional buildings within an existing industrial facility. There would be no impact.

b) Would the project cause a significant environmental conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The Project proposes an expansion of an existing industrial facility. Consistency with applicable General Plan Policies is provided in **Table 3-19**.

Table 3-19. Project Consistency with Applicable General Plan Policies

Project Consistency with Applicable General Plan Policies		
Policy	Policy Description	Consistency Discussion
2-5.1	The City shall support the beautification of the Highway 99 corridor, including cooperation with adjacent jurisdictions, Caltrans, and Fresno County. Such support shall include, but not be limited to, amendments to the zoning ordinance to adopt design, setback, and landscaping standards for development of the State Route 99 corridor through the City of Fowler.	Consistent. The Project is required to construct a landscape buffer in accordance with the Highway Beautification Overlay District standards.
3-1.4	The City shall minimize the adverse environmental effects of industrial growth by recruiting industries which can reduce pollution impacts to acceptable levels; by locating industry in areas where growth will have the least impacts; and by requiring adequate buffering to protect adjacent land uses.	Consistent. This Initial Study demonstrates that the Project will not have a significant impact to air quality.
4.6-3	Ensure that industrial development creates no significant off-site impacts concerning access and circulation, noise, dust, odors, visual features, and hazardous materials that cannot be adequately mitigated.	Consistent. This Initial Study demonstrates that the Project will not have a significant impact concerning transportation, noise, dust, odors, visual features, and hazardous materials.
4.6-6	Appropriate truck routes shall be designated serving the industrial areas which promote direct access and are functionally adequate.	Consistent. The Project is located adjacent to South Golden State Boulevard, a designated truck route.

As described, the Project is consistent with applicable General Plan policies and will not conflict with any applicable land use plan, policy, or City regulations adopted for the purpose of avoiding or mitigating environmental effects and will have a less than significant impact.

3.13 Mineral Resources

Table 3-16. Mineral Resources Impacts

Mineral Resources Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 Environmental Setting and Baseline Conditions

The Project is located in central Fresno County, in the southern section of California's Great Valley Geomorphic Province, or Central Valley. Historically, Fresno County has been a leading producer of a variety of minerals including aggregate, fossil fuels, metals, and other materials used in construction and/or industrial processes. Currently, aggregate and petroleum are the County's most significant mineral resources. The Coalinga area, in western Fresno County, has been a valuable region for mineral resources as a top producer of commercial asbestos and home to extensive oil recovery operations.⁹

The City of Fowler is located within the Fresno production-consumption (PC) region, which includes parts of Madera and Fresno Counties. The California Geological Survey (CGS), previously known as California Department of Conservation Division of Mines and Geology (DMG), has analyzed this region for the presence of aggregate resources in a 1988 mineral land classification report¹⁰ and a subsequent 1999 update.¹¹ In each of these reports CGS has classified the Fresno PC region according to the presence or absence of significant aggregate deposits. The land classification is presented in the form of Mineral Resource Zones (MRZs). MRZ-1 represents areas where information indicates that there are no significant aggregate deposits. MRZ-2 represents areas where adequate information indicates that significant aggregate deposits are present or where it is judged that a high likelihood exists for their presence. MRZ-3 represents areas containing mineral deposits the significance of which cannot be evaluated from available data. In both CGS reports, the Fowler area is classified as MRZ-3. All areas known to contain significant aggregate deposits within the Fresno PC region are located along the Kings River floodplain and along the San Joaquin River.

There are no known current or historic mineral resource extraction or recovery operations in the Project vicinity nor are there any known significant mineral resources onsite.

⁹ Fresno County General Plan. Background Report. <https://www.co.fresno.ca.us/home/showdocument?id=8398> Accessed 23 June 2021.

¹⁰ Special Report 158. Mineral Land Classification: Aggregate Materials in the Fresno Production-Consumption Region. 1988. <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc> Accessed 23 June 2021.

¹¹ Open File Report 99-02. Update of Mineral Land Classification: Aggregate Materials in the Fresno Production-Consumption Region, California. 1999. <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc> Accessed 23 June 2021.

3.13.2 Impact Assessment

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

b) Would the project 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 Impacts. According to the CGS's Aggregate Sustainability Map,¹² the Project is not within the vicinity of a site being used for aggregate production. The nearest aggregate production site is the Carmelita Mine located within the Kings River floodplain, approximately 13 miles northeast of the Project. In addition, California's Division of Oil, Gas and Geothermal Resources has no record of active or inactive oil or gas wells or petroleum resources on the Project site or in the vicinity.¹³ The Project lies within a large region that has been classified by CGS as MRZ-3, representing an area containing mineral deposits the significance of which cannot be evaluated from available data. However, there are no known current or historic mineral resource extraction or recovery operations in the Project vicinity nor are there any known significant mineral resources onsite. Therefore, implementation of the Project would not result in the loss of availability of a known mineral resource since no known mineral resources occur in this area. Furthermore, the Project area has not been designated as a locally important mineral resource recovery site by a general plan, specific plan, or land use plan. There would be no impact.

¹² Map Sheet 52. CGS. Aggregate Sustainability

Map. https://www.conservation.ca.gov/cgs/Documents/Publications/MS_52_California_Aggregates_Map_201807.pdf Accessed 23 June 2021.

¹³ DOGGR Map of Oil and Gas Wells. <https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-119.67834/36.62998/14> Accessed 23 June 2021.

3.14 Noise

Table 3-20. Noise Impacts

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

3.14.1 Environmental Setting and Baseline Conditions

Typical noise sources in the Project's vicinity include vehicular traffic, agricultural equipment, and intermittent railway traffic. The Project lies adjacent to State Route 99 and approximately adjacent to the Union Pacific train tracks, which would produce moderate noise from railway traffic intermittently throughout each day. The City of Fowler Police Station and Fire Department are both located within 0.5 mile of the Project site. Both of these facilities would be expected to produce intermittent noises from sirens during emergency call response.

City of Fowler 2025 General Plan Update: The Land Use Element and the Circulation Element of The City of Fowler 2025 General Plan Update contains the following goals and policies that relate to noise and which have potential relevance to the Project's CEQA review:

- Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent equipment noise from exceeding 55 dBA measured at the nearest residential property line.
- Adopt zoning ordinance amendments providing for such measures as increased yard spaces, masonry wall development, dust and noise control, and other performance standards for light or heavy industrial uses deemed hazardous or detrimental to public safety or adjacent land uses, especially those businesses processed as conditional uses.
- Provide designated routes and loading standards that reduce the noise and safety concerns associated with truck traffic.
- Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.

- Protect City residents from transportation generated noise. Increased setbacks, walls, landscaped berms, other sound-absorbing barriers, or a combination thereof shall be provided along major roadways where appropriate in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators, such as commercial or industrial activities shall use these techniques to mitigate exterior noise levels.

City of Fowler General Plan (1976): The City of Fowler General Plan (1976) contains the following policies for the control of noise within the Environmental Resources Management Element:

- Adopt and enforce a noise ordinance which defines maximum allowable noise levels within residential, commercial and industrial areas and provides adequate means of enforcing these levels.
- In order to maintain an acceptable noise environment, the following maximum acceptable noise levels will be used as guidelines for various land use classifications:

	Exterior	Interior
Urban Residential and Noise Sensitive Receptors	60 dBA	45 dBA
Urban Commercial	-----	-----
Urban Industrial	-----	-----

- Within noise impact zones (areas subject to an Ldn greater than 60 dBA) the city will evaluate the noise impact on development proposals. Mitigating measures, including but not limited to the following, may be required:
 - Setbacks, berms, and barriers
 - Acoustical design of structures
 - Location of structures on the property
- The design of all proposed development shall incorporate elements necessary to minimize adverse noise impacts on surrounding land uses and mitigate impacts existing noise levels might have upon proposed development.

City of Fowler Noise Ordinance: In addition to General Plan requirements, City of Fowler has established a Noise Ordinance in its municipal code. Noise ordinances establish limits for which penalties or enforcement action may be taken. Therefore, a noise ordinance generally must not be exceeded; whereas General Plan limits are to be taken into consideration during the development of a project and may or may not be strictly applied, depending on the particular circumstances of the project. In preparing the noise element, a city or county must identify local noise sources and analyze and quantify, to the extent practicable, current and projected noise levels for various sources, including highways and freeways; passenger and freight railroad operations; ground rapid transit systems; commercial, general, and military aviation and airport operations; and other ground stationary noise sources.

The Project is subject to the City of Fowler Noise Ordinance, which is covered in Chapter 21, Article 6 of the municipal code. It prohibits continued loud noise or noise which disturbs others by placing time constraints on noise producing activities and volume limits on noise amplification devices. Specifically, construction and operation of machinery is prohibited within the hours of 8:00 p.m. and 7:00 a.m. Furthermore, noise level standards by receiving land use category have been established by the City of Fowler Municipal Code, as illustrated in **Table 3-21**, on the next page.

Table 3-21. Noise Level Standards

Receiving Land Use Category	Time Period	Noise Level (dBA)
Residential	10:00 p.m.—7:00 a.m.	50
	7:00 a.m.—10:00 p.m.	60
Public Uses *	10:00 p.m.—7:00 a.m.	55
	7:00 a.m.—10:00 p.m.	60
Commercial	10:00 p.m.—7:00 a.m.	60
	7:00 a.m.—10:00 p.m.	65
Industrial	Any time	70

* Public uses include schools, libraries, hospitals, churches, and parks.

3.14.2 Impact Assessment

a) Would the project result in 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?

Less than Significant Impact. The Project involves expanding an existing heavy industrial site. The site is located in area that acts as a transition between urban development and rural agriculture in Fowler. The City of Fowler General Plan and the City of Fowler municipal code establishes a range of 50 dBA to 60 dBA as the normally acceptable exterior noise criteria for urban residential and noise sensitive receptors or public uses.

Activities associated with construction could result in temporary elevated noise levels, with maximum construction noise levels ranging between 74 dBA to 89 dBA at 50 feet distance. The construction noise is anticipated to be within acceptable standards. Typical construction equipment would include backhoes, tractors, air compressors, scrapers, pavers, concrete mixers, and numerous other miscellaneous tools and equipment. Construction of the Project would result in increased noise levels in the immediate vicinity.

As illustrated in **Table 3-22** on the next page, typical construction noise levels could range between 74 to 89 dBA at a distance of 50 feet from the source, according to the EPA and the FTA.¹⁴ Implementation of feasible noise control measures, such as the installation of mufflers or engine casing, would result in noise reduction of 5-10 dBA per source.

¹⁴ FTA Construction Equipment Noise Emission Levels.
https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm Accessed 23 June 2021.

Table 3-22. Typical Construction Noise Levels*

Equipment	Typical Noise Level (dBA) 50 feet from Source
Roller	74
Concrete Vibrator, Pump, Saw	76
Backhoe	80
Generator, Air Compressor	81
Compactor, concrete pump	82
Crane, Mobile	83
Dozer, Grader, Loader, Concrete Mixer, Impact Wrench, Pneumatic Tool	85
Truck, Jack Hammer	88
Paver, Scraper	89

*Source: FTA Construction Equipment Noise Emission Levels. https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm Accessed 28 January 2019.

All portions of Project construction would likely occur more than 50 feet from all property lines. This, in addition to existing noise levels from State Route 99 and Golden State Boulevard, would result in the Project's contribution to noise as less than significant.

b) Would the project result in generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant Impact. During grading and site preparation there is potential for construction equipment to generate groundborne vibration or groundborne noise levels that could affect property owners adjacent to the Project site. However, construction activities will be short-term, temporary in nature, and limited to daytime hours. Furthermore, the Project site is currently a heavy industrial use with heavy duty trucks frequently traversing the Project site. Therefore, construction activities, such as intermittent grading and excavating, would not be considered a substantial variance from routine existing conditions. Any impacts would be less than significant.

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?

No Impact. The Project site is not located within an airport land use plan or within two miles of a public use airport. There are no private airstrips in the Project vicinity. There would be no impact.

3.15 Population and Housing

Table 3-23. Population and Housing Impacts

Population and Housing Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.15.1 Environmental Setting and Baseline Conditions

The City of Fowler has grown at a slower rate than surrounding cities over the past decade and is expected to maintain a 2-3% growth rate over the planning period. This would be consistent with overall Fresno County growth. Policies in the Land Use Element are intended to monitor population growth rates and allow the community to adjust the approach to growth based on the availability of services and other quality of life issues. At a 2% growth rate, the population of the City would increase from 4,100 in 2004 to approximately 6,100 in 2025. At 3%, the population would increase to 7,200, or an average annual increase of 180 residents per year.”¹⁵

According to 2010 U.S. Census data, the City of Fowler’s population was 5,570 with an estimated percent change from 2010 to 2019 of 20.1%. As of 2015-2019, there was an average of 2,075 households with an average 3.12 persons per house. ¹⁶

3.15.2 Impact Assessment

a) Would the project 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)?

No Impact. The Project proposes to develop industrial land uses on an industrial-zoned property designated as Heavy Industrial by the City of Fowler General Plan. The property is developed at a Floor Area Ratio below the General Plan maximum. The proposed business growth is not substantial, and thus there would be no impact.

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

No Impact. The Project does not propose to remove housing. There would be no impact.

¹⁵ City of Fowler 2025 General Plan Update. http://www.fowlercity.org/city_departments/general_plan/Fowler_General_Plan.pdf Accessed 23 June 2021.

¹⁶ U.S. Census Data. <https://www.census.gov/quickfacts/fact/table/fowlercitycalifornia/PST045217> Accessed 23 June 2021.

3.16 Public Services

Table 3-24. Public Services Impacts

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

3.16.1 Environmental Setting and Baseline Conditions

Fire Protection: The Fowler Fire Department, located 0.9 miles north of the Project site, is comprised of community volunteers that provide fire suppression and prevention, emergency and non-emergency medical services. The local fire department receives assistance from the California Department of Forestry and Fresno County Fire Protection District, which operates Station #82 located 4.5 miles northeast of the Project site.

Police Protection: The Fowler Police Department, located 0.9 miles north of the Project site, provides 24-hour policing services within the city limits.

Schools: The Fowler Unified School District (FUSD) includes three elementary schools, one middle school, one high school, and Fowler Academy Continuation School, which is comprised of grades 7 through 12. Marshall Elementary School and Casa Blanca Continuation High School are directly adjacent to the Project site. Fremont Elementary School, Sutter Middle School, and Fowler High School are all located within one mile of the Project site.

According to the California Department of Education's Enrollment Report, total enrollment for Fowler Unified School District in 2020-21 was 2,582 students, a slight decrease from 2,589 in 2019-2020.¹⁷

Parks: The City of Fowler has four designated City Parks, three of them within an approximate one-mile radius of the Project. Panzak Park, the most visually appealing park with luscious vegetation and mature trees, covers

¹⁷California Department of Education Enrollment Reports.

<https://dq.cde.ca.gov/dataquest/page2.asp?level=District&subject=Enrollment&submit1=Submit> Accessed 23 June 2021.

an area of approximately 2.5 acres, located 1.2 miles north of the Project site. Panzak Park is an area of open space used for recreation, surrounded by medium- and high-density residential dwellings. Amenities include a covered picnic area, large shade trees, playground equipment, and tennis courts. Covered portions of the park are available for a nominal fee to rent for gatherings, while the remainder of the park is open to all on a first-come first-serve basis.

Donny Wright Park, the newest and largest park in the City of Fowler, is located at 630 West Fresno Street in an area surrounded by low- to medium- density residential housing. The park covers an area of approximately 6 acres and includes an expanse of irrigated lawn and trails for recreation. Donny Wright Park is located across State Route 99, about 0.9 miles northwest of the Project site.

Margaret Cowings Park is an approximate 0.05-acre pocket park comprised of irrigated lawn and shade trees on the corner of Merced Street and Sixth Street in downtown Fowler amidst the Community Commercial District. Also considered a City Park, the Fowler Veteran's Monument, covers an area of approximately 0.10 acres and includes benches on paved surfaces, a scenic fountain, several flag poles, ornamental hedges, and rose gardens. The Fowler Veteran's Monument is located approximately 1 mile northwest of the Project site at the intersection of Merced Street and First Street in an area zoned for medium-density residential housing. There are no State or regional parks within the planning area.

Senior Center: The City of Fowler operates the Edwin Blayney Senior Center, which offers a meeting place and specialized recreation opportunities for senior citizens. The Edwin Blayney Senior Center is located at 108 North Third Street, approximately 1.1 miles north of the Project site.

Library: The Fowler branch of the Fresno County Public Library is located 0.8 miles north of the Project site.

3.16.2 Impact Assessment

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

Less than Significant. The Project would not result in physical changes that would require new or physically altered governmental facilities or create a need for new or physically altered governmental facilities. The Project would have a less than significant impact on service ratios, response times or other performance objectives for Public Services as described below:

Fire Protection: The Project is within the service area of the Fowler Fire Department, which is composed of community volunteers. The local fire department receives assistance from the California Department of Forestry and Fresno County Fire Protection District, which operates Station #82. The existing volunteer fire department has proven to be adequate for the City in the past and the Project would not add appreciably to the burden of the volunteer operation. Although the Project proposes new development within an existing site, construction will comply with all emergency access laws determined by federal, State, and local regulations, including the City of Fowler General Plan. All right-of-way improvements along major street frontages have been constructed and provide adequate emergency access without diminishing response times. Impacts would be less than significant.

Police Protection: The City of Fowler Police Department provides police protection services to the Project area. The Project will not result in a need for new or physically altered facilities related to police protection. All right-of-way improvements along major street frontages have been constructed and provide adequate emergency access without diminishing response times. Impacts would be less than significant.

Schools: The Project site is within the Fowler Unified School District (FUSD). The Project would pay applicable school impact fees in effect at the time of building permits. Impacts would be less than significant.

Parks: The Project will pay park impact development fees in effect at the time of the building permits to offset potential impacts to park and recreation facilities.

Other Public Facilities: No impacts are anticipated to other public facilities.

3.17 Recreation

Table 3-25. Recreation Impacts

Recreation Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.17.1 Environmental Setting and Baseline Conditions

There are currently four City Parks in Fowler, all of which are administered by the Department of Parks and Recreation. Panzak Park covers an area of approximately 2.5 acres and includes a covered picnic area, large shade trees, playground equipment, and tennis courts. The recently developed Donny Wright Park covers an area of approximately 6 acres and includes an expanse of irrigated lawn and trails for recreation. Margaret Cowings Park is an approximate 0.05-acre pocket park comprised of irrigated lawn and shade trees on the corner of Merced Street and Sixth Street in downtown Fowler. Also considered a City Park, the Fowler Veteran's Monument covers an area of approximately 0.10 acres and includes benches on paved surfaces, a scenic fountain, several flag poles, ornamental hedges, and rose gardens. There are no State or regional parks within the planning area.

In addition to the four City Parks mentioned above, the City of Fowler also operates the Edwin Blayney Senior Center, which offers a meeting place and specialized recreation opportunities for senior citizens.

3.17.2 Impact Assessment

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

Less than Significant Impact. The potential population growth associated with the Project should not increase the demand for recreational facilities, nor would it impose a strain on the existing recreational facilities such that substantial physical deterioration of existing recreational facilities would occur or be accelerated. Additionally, the Project will pay all applicable park impact development fees in effect at the time of the building permits to off-set potential impacts to park and recreation facilities. Therefore, impact will be less than significant.

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

No Impact. The Project does not propose new or expanded recreational facilities. There would be no impact.

3.18 Transportation

Table 3-26. Transportation Impacts

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

3.18.1 Environmental Settings and Baseline Conditions

The Project site is located in the northeast area of the City of Fowler within Fresno County. The City is bisected by State Route 99, Golden State Boulevard, and an active railroad used for freight. All three of these major transportation routes run northwest-southeast, parallel with each other.

3.18.2 Impact Assessment

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

Less than Significant Impact. The Project does not propose nor is required to construct public infrastructure in the right-of-way. The Project would not have an impact on plans, policies, or ordinances addressing the circulation system. Impacts would be less than significant.

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

Less than Significant Impact. The Project would require an additional 30 employees to operate the proposed facility. This would generate approximately 117 average daily trips (ADT), which is below the 500 trip threshold that would justify further vehicle miles traveled (VMT) analysis. The Project site employs over 100 employees and would be subject to trip reduction measures required under SJVAPCD Rule 9410. Impacts would be less than significant.

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

d) Would the project result in inadequate emergency access?

No Impacts. The Project has been reviewed by the Public Works Department and the Fire Department to ensure that the Project would not increase hazards due to dangerous curves, incompatible uses or inadequate emergency access. The Public Works Department has appropriately conditioned the Project to ensure that

curve radii, street widths and transitions conform to safety standards, and to ensure that street signalization appropriately addresses traffic generated by the Project and traffic patterns in the area. As a result, impacts would be less than significant.

3.19 Tribal Cultural Resources

Table 3-27. Tribal Cultural Resources Impacts

Tribal Cultural Resources Impacts				
Would the project:	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 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 the local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.19.1 Environmental Setting and Baseline Conditions

The Project is located on a developed heavy industrial property. The majority of the site is developed with buildings and hardscape.

3.19.2 Impact Assessment

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:

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

a-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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact with Mitigation Incorporated. On July 13, 2016, the City of Fowler received a letter from the Santa Rosa Rancheria Tachi Yokut Tribe pursuant to PRC § 21080.3.1 officially requesting notification of Projects within the Santa Rosa Rancheria's geographic area of traditional and cultural affiliation. On June 11, 2021, the City sent to the Yokut Tribe a formal Notification of a Decision to Undertake a Project, and Notification of Consultation Opportunity. In accordance with the law, the letter provided 30 days from receipt of the letter to request consultation in writing. No request for consultation was made for the Project and less than significant impacts to tribal resources are expected. **Mitigation Measures CUL-1** and **CUL-2**, described above in **3.6.2**, are recommended in the event cultural materials or human remains are unearthed during excavation or construction.

3.20 Utilities and Service Systems

Table 3-28. Utilities and Service Systems Impacts

Utilities and Service Systems Impacts				
Would the project:	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 effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.20.1 Environmental Setting and Baseline Conditions

3.20.1.1 Water Supply

The City relies on groundwater managed by Consolidated Irrigation District (CID) that is pumped by various wells throughout the City. The City has an agreement with CID and pay fees to the District in order to receive water for distribution to City users. Currently there are six wells within the City of Fowler. The Project will be served by Well 5A and 6. Well 5A has a pumping capacity of approximately 66,000 gallons per hour. Well 6 has a pumping capacity of approximately 75,000 gallons per hour.

The Project site is located within the Kings Sub-basin of the San Joaquin Valley Groundwater Basin, as defined by the California Department of Water Resources Groundwater Bulletin 118¹⁸. Declines in groundwater basin storage and groundwater overdraft are recurring problems in Fresno County. Measures for ensuring the continued availability of groundwater for municipal needs have been identified and planned in several areas of the county. The measures include groundwater conservation and recharge, and supplementing or replacing groundwater sources for irrigation with surface water.

¹⁸ Bulletin 118 – California's Groundwater - <https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/Bulletin-118-Fact-Sheet.pdf> Accessed 23 June 2021.

3.20.1.2 Wastewater Collection and Treatment

Wastewater is managed by the Selma-Kingsburg-Fowler County Sanitation District (SKFCSD/District). The District was formed in 1971 and is currently providing wastewater services for the City of Fowler among other jurisdictions. The District's treatment facility is approximately 7.66 miles southeast of the Project area. Prior to additional development in the District, SKFCSD will review the development project and provide comments whether the District can accommodate the development.

3.20.1.3 Landfills

Solid waste services are currently managed by Waste Management in the City of Fowler. Fowler's solid waste is transferred to the Fresno County-owned and operated American Avenue Landfill located 25.1 miles northwest of Fowler near the City of Kerman. It is estimated that the landfill will be able to continue operation until 2031 when it will be full and require closure¹⁹. Subsequent to closure of the American Avenue Landfill, the Fowler area will most likely be served by a new landfill that will be developed in accordance with all applicable laws and regulations in effect at the time.

3.20.2 Impact Assessment

a) Would the project 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 Project would be served by existing services and would not require or result in the relocation of facilities that could cause a significant impact. Impacts to existing services would be less than significant.

b) Would the project 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. The City relies on groundwater managed by Consolidated Irrigation District (CID) that is pumped by various wells throughout the City. The City has an agreement with CID and pay fees to the District in order to receive water for distribution to City users. Currently there are six wells within the City of Fowler. The Project will be served by Well 5A and 6. Well 5A has a pumping capacity of approximately 66,000 gallons per hour. Well 6 has a pumping capacity of approximately 75,000 gallons per hour.

The Project site is located within the Kings Sub-basin of the San Joaquin Valley Groundwater Basin, as defined by the California Department of Water Resources Groundwater Bulletin 118²⁰. Declines in groundwater basin storage and groundwater overdraft are recurring problems in Fresno County. Measures for ensuring the continued availability of groundwater for municipal needs have been identified and planned in several areas of the county. The measures include groundwater conservation and recharge, and supplementing or replacing groundwater sources for irrigation with surface water.

The Project can be served by existing supply, and thus impacts would be less than significant.

¹⁹ CalRecycle. Solid Waste Information System. Website: <https://www2.calrecycle.ca.gov/swfacilities/Directory/10-AA-0009/>. Accessed July 2021.

²⁰ Bulletin 118 – California's Groundwater - <https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/Bulletin-118-Fact-Sheet.pdf> Accessed June 2021.

c) Would the project 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. Wastewater is managed by the Selma-Kingsburg-Fowler County Sanitation District (SKFCSD). The District's treatment facility is approximately 7.66 miles southeast of the Project area. SKFCSD has reviewed the Project and has no concerns about serving the Project. Impacts would be less than significant.

d) Would the project 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. Solid waste services are currently managed by Waste Management in the City of Fowler. Fowler's solid waste is transferred to the Fresno County-owned and operated American Avenue Landfill located 25.1 miles northwest of Fowler near the City of Kerman. It is estimated that the landfill will be able to continue operation until 2031 when it will be full and require closure. Subsequent to closure of the American Avenue Landfill, the Fowler area will most likely be served by a new landfill that will be developed in accordance with all applicable laws and regulations in effect at the time. Any impacts will be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The Project would be required to comply with all solid waste-related regulations. Furthermore, the Project proposes to package mandarins, which would use both recycle and compostable materials which would not likely end up in landfills. Impacts would be less than significant.

3.21 Wildfire

Table 3-29. Wildfire Impacts

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

3.21.1 Environmental Setting and Baseline Conditions

The Project site is in an urbanized area. The nearest State Responsibility Area (SRA) is 14 miles east of the Project site. The nearest land classified as Very High Fire Hazard Severity Zone (VHFHSZ) is 35 miles east of the Project site.

3.21.2 Impact Assessment

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?
- 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?
- 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?
- 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?

No Impact. The Project is located of such distance away from an SRA or VHFHSZ that the Project is not near those respective areas, and thus there would be no impact.

3.22 CEQA Mandatory Findings of Significance

Table 3-30. Mandatory Findings of Significance Impacts

Mandatory Findings of Significance Impacts				
Does the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.22.1 Impact Assessment

- 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact. The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the Project, with incorporation of mitigation measures, will have a less than significant effect on the environment. The potential for impacts to biological resources, cultural resources, greenhouse gases, and tribal cultural resources from the implementation of the proposed Project will be less than significant with the incorporation of the mitigation measures discussed in **Chapter 4 Mitigation Monitoring and Reporting Program**. Accordingly, the proposed Project will involve no potential for significant impacts through the degradation of the quality of the environment, the reduction in the habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory.

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

Less than Significant Impact with Mitigation Incorporated. 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. The proposed Project would include the construction of a new mandarin processing line and associated infrastructure. The Project site was anticipated for urbanization with the development of the 2004 General Plan Update. Therefore, implementation of the Project would not result in significant cumulative impacts and all potential impacts would be reduced to less than significant through the implementation of mitigation measures and basic regulatory requirements incorporated into future Project design.

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

Less than Significant Impact. The analysis conducted in this Initial Study results in a determination that the Project would have a less than a substantial adverse effect on human beings, either directly or indirectly with incorporation of mitigation measures. The Project would not result in substantial adverse effects on human beings, either directly or indirectly

3.23 Determination: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Printed Name/Position

Chapter 4 Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) has been formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) for the Project in the City of Fowler. The MMRP lists mitigation measures recommended in the IS/MND for the Project and identifies monitoring and reporting requirements.

Table 4-1 presents the mitigation measures identified for the proposed Project. Each mitigation measure is numbered with a symbol indicating the topical section to which it pertains, a hyphen, and the impact number. For example, AIR-2 would be the second mitigation measure identified in the Air Quality analysis of the IS/MND.

The first column of **Table 4-1** identifies the mitigation measure. The second column, entitled “When Monitoring is to Occur,” identifies the time the mitigation measure should be initiated. The third column, “Frequency of Monitoring,” identifies the frequency of the monitoring of the mitigation measure. The fourth column, “Agency Responsible for Monitoring,” names the party ultimately responsible for ensuring that the mitigation measure is implemented. The last two columns will be used respectively to verify the method utilized to confirm or implement compliance with mitigation measures and identify the individual(s) responsible to confirm mitigation measures have been complied with and monitored.

Table 4-1 Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
Cultural and Tribal Resources					
Mitigation Measure CUL-1					
If, during construction, cultural resources are discovered, all work shall be halted within 50 feet of the discovery. A professional archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained by the City to determine the significance of the discovery. Upon a finding of significance, the City shall implement the required mitigation (if any) as determined by the archaeologist.	During Construction	Upon occurrence	City of Fowler	Submittal of a report	
Mitigation Measure CUL-2					
In the event that any human remains are discovered on the Project site, the Fresno County Coroner must be notified of the discovery (California Health and Safety Code, Section 7050.5) and all activities in the immediate area of the find or in any nearby area reasonably suspected to overlie adjacent human remains must cease until appropriate and lawful measures have been implemented. If the Coroner	During Construction	Upon occurrence	City of Fowler	Submittal of a report	

Mitigation Measure/Condition of Approval	When Monitoring is to Occur	Frequency of Monitoring	Agency Responsible for Monitoring	Method to Verify Compliance	Verification of Compliance
determines that the remains are not recent, but rather of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours to permit the NAHC to determine the Most Likely Descendent (MLD) of the deceased Native American.					
Greenhouse Gases					
Mitigation Measure GHG-1					
<p>The Project, prior to operation, shall reduce its operational greenhouse gas emissions to no more than 1,100 metric tons per year. Mitigation measures can include, but are not limited to:</p> <ul style="list-style-type: none"> • Refined analysis • Diesel truck electrification • Installation of photovoltaic panels • Energy efficiency • Other greenhouse gas-reducing measures 	Prior to operation	Upon occurrence	City of Fowler	Submittal of a report	

Appendix A

CalEEMod Output Files

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SPR 21-05**Fresno County, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Refrigerated Warehouse-No Rail	25.00	1000sqft	0.57	25,000.00	0
Unrefrigerated Warehouse-No Rail	232.50	1000sqft	5.34	232,500.00	0
General Heavy Industry	10.00	1000sqft	0.23	10,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2023
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	204	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

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Project Characteristics - PG&E Intensity Factor adjusted per <http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12>

Land Use -

Demolition - Assuming paved area to be removed is composed of 2 inches asphalt and 5.5 inches aggregate base.

Architectural Coating - SJVAPCD Rule 4601

Vehicle Trips - Adjusted Trip Rates for 10th Edition ITE

Area Coating - SJVAPCD Rule 4601

Energy Use - Adjusted Energy Intensities per 2019 Title 24 (<http://www.aqmd.gov/docs/default-source/caleemod/user-guide-2021/appendix-d2020-4-0-full-merge.pdf?sfvrsn=12>)

Construction Off-road Equipment Mitigation - Dust Control Plan Required. Assumes 3 times per day watering, maximum unpaved vehicle speed of 15 mph.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblEnergyUse	LightingElect	2.70	3.08
tblEnergyUse	NT24E	4.16	3.70
tblEnergyUse	NT24NG	3.84	7.00
tblEnergyUse	NT24NG	1.05	1.00
tblEnergyUse	T24E	1.96	1.32
tblEnergyUse	T24E	0.47	0.42
tblEnergyUse	T24E	1.04	0.93
tblEnergyUse	T24NG	17.03	20.00
tblEnergyUse	T24NG	0.15	0.00
tblEnergyUse	T24NG	17.03	17.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033

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tblProjectCharacteristics	CO2IntensityFactor	641.35	204
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblVehicleTrips	ST_TR	1.50	6.42
tblVehicleTrips	ST_TR	1.68	1.74
tblVehicleTrips	ST_TR	1.68	1.74
tblVehicleTrips	SU_TR	1.50	5.09
tblVehicleTrips	SU_TR	1.68	1.74
tblVehicleTrips	SU_TR	1.68	1.74
tblVehicleTrips	WD_TR	1.50	3.93
tblVehicleTrips	WD_TR	1.68	1.74
tblVehicleTrips	WD_TR	1.68	1.74

2.0 Emissions Summary

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2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3032	2.9361	2.5497	6.3400e-003	0.4283	0.1171	0.5453	0.1412	0.1097	0.2509	0.0000	566.5959	566.5959	0.1018	0.0000	569.1415
2023	0.6539	0.2984	0.3633	7.5000e-004	0.0148	0.0129	0.0277	4.0100e-003	0.0121	0.0161	0.0000	66.3574	66.3574	0.0133	0.0000	66.6891
Maximum	0.6539	2.9361	2.5497	6.3400e-003	0.4283	0.1171	0.5453	0.1412	0.1097	0.2509	0.0000	566.5959	566.5959	0.1018	0.0000	569.1415

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.3032	2.9361	2.5497	6.3400e-003	0.2514	0.1171	0.3685	0.0780	0.1097	0.1877	0.0000	566.5955	566.5955	0.1018	0.0000	569.1412
2023	0.6539	0.2984	0.3633	7.5000e-004	0.0148	0.0129	0.0277	4.0100e-003	0.0121	0.0161	0.0000	66.3573	66.3573	0.0133	0.0000	66.6891
Maximum	0.6539	2.9361	2.5497	6.3400e-003	0.2514	0.1171	0.3685	0.0780	0.1097	0.1877	0.0000	566.5955	566.5955	0.1018	0.0000	569.1412

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	39.91	0.00	30.86	43.53	0.00	23.68	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2022	3-31-2022	1.0092	1.0092
2	4-1-2022	6-30-2022	0.7405	0.7405
3	7-1-2022	9-30-2022	0.7486	0.7486
4	10-1-2022	12-31-2022	0.7501	0.7501
5	1-1-2023	3-31-2023	0.9454	0.9454
		Highest	1.0092	1.0092

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1069	2.0000e-005	2.4600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7800e-003	4.7800e-003	1.0000e-005	0.0000	5.0900e-003
Energy	0.0240	0.2184	0.1834	1.3100e-003		0.0166	0.0166		0.0166	0.0166	0.0000	502.3890	502.3890	0.0474	9.5500e-003	506.4184
Mobile	0.1488	1.6690	1.5341	9.0900e-003	0.5513	4.8400e-003	0.5561	0.1486	4.5400e-003	0.1531	0.0000	847.1092	847.1092	0.0613	0.0000	848.6410
Waste						0.0000	0.0000		0.0000	0.0000	51.6511	0.0000	51.6511	3.0525	0.0000	127.9633
Water						0.0000	0.0000		0.0000	0.0000	19.6251	30.9727	50.5978	2.0207	0.0482	115.4795
Total	1.2798	1.8874	1.7200	0.0104	0.5513	0.0215	0.5727	0.1486	0.0212	0.1698	71.2762	1,380.4756	1,451.7518	5.1818	0.0578	1,598.5073

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2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.1069	2.0000e-005	2.4600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7800e-003	4.7800e-003	1.0000e-005	0.0000	5.0900e-003
Energy	0.0240	0.2184	0.1834	1.3100e-003		0.0166	0.0166		0.0166	0.0166	0.0000	502.3890	502.3890	0.0474	9.5500e-003	506.4184
Mobile	0.1488	1.6690	1.5341	9.0900e-003	0.5513	4.8400e-003	0.5561	0.1486	4.5400e-003	0.1531	0.0000	847.1092	847.1092	0.0613	0.0000	848.6410
Waste						0.0000	0.0000		0.0000	0.0000	51.6511	0.0000	51.6511	3.0525	0.0000	127.9633
Water						0.0000	0.0000		0.0000	0.0000	19.6251	30.9727	50.5978	2.0207	0.0482	115.4795
Total	1.2798	1.8874	1.7200	0.0104	0.5513	0.0215	0.5727	0.1486	0.0212	0.1698	71.2762	1,380.4756	1,451.7518	5.1818	0.0578	1,598.5073

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

3.0 Construction Detail**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/11/2022	5	10	
3	Grading	Grading	2/12/2022	3/11/2022	5	20	
4	Building Construction	Building Construction	3/12/2022	1/27/2023	5	230	
5	Paving	Paving	1/28/2023	2/24/2023	5	20	
6	Architectural Coating	Architectural Coating	2/25/2023	3/24/2023	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 401,250; Non-Residential Outdoor: 133,750; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

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

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	1,239.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	112.00	44.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	22.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1341	0.0000	0.1341	0.0203	0.0000	0.0203	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004	0.1341	0.0124	0.1465	0.0203	0.0116	0.0319	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

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3.2 Demolition - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.3700e-003	0.1461	0.0217	4.8000e-004	0.0106	4.4000e-004	0.0110	2.9100e-003	4.2000e-004	3.3300e-003	0.0000	46.0031	46.0031	3.9200e-003	0.0000	46.1011
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669
Total	4.9300e-003	0.1464	0.0252	4.9000e-004	0.0118	4.5000e-004	0.0122	3.2300e-003	4.3000e-004	3.6600e-003	0.0000	46.9694	46.9694	3.9400e-003	0.0000	47.0680

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0523	0.0000	0.0523	7.9200e-003	0.0000	7.9200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004	0.0523	0.0124	0.0647	7.9200e-003	0.0116	0.0195	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

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3.2 Demolition - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.3700e-003	0.1461	0.0217	4.8000e-004	0.0106	4.4000e-004	0.0110	2.9100e-003	4.2000e-004	3.3300e-003	0.0000	46.0031	46.0031	3.9200e-003	0.0000	46.1011
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669
Total	4.9300e-003	0.1464	0.0252	4.9000e-004	0.0118	4.5000e-004	0.0122	3.2300e-003	4.3000e-004	3.6600e-003	0.0000	46.9694	46.9694	3.9400e-003	0.0000	47.0680

3.3 Site Preparation - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0903	8.0600e-003	0.0984	0.0497	7.4200e-003	0.0571	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

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3.3 Site Preparation - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.0000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5798	0.5798	1.0000e-005	0.0000	0.5801
Total	3.3000e-004	2.0000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5798	0.5798	1.0000e-005	0.0000	0.5801

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0352	0.0000	0.0352	0.0194	0.0000	0.0194	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0352	8.0600e-003	0.0433	0.0194	7.4200e-003	0.0268	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

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3.3 Site Preparation - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.0000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5798	0.5798	1.0000e-005	0.0000	0.5801
Total	3.3000e-004	2.0000e-004	2.0700e-003	1.0000e-005	7.2000e-004	0.0000	7.2000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.5798	0.5798	1.0000e-005	0.0000	0.5801

3.4 Grading - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0548	26.0548	8.4300e-003	0.0000	26.2654
Total	0.0195	0.2086	0.1527	3.0000e-004	0.0655	9.4100e-003	0.0749	0.0337	8.6600e-003	0.0423	0.0000	26.0548	26.0548	8.4300e-003	0.0000	26.2654

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3.4 Grading - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669
Total	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0256	0.0000	0.0256	0.0131	0.0000	0.0131	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0195	0.2086	0.1527	3.0000e-004		9.4100e-003	9.4100e-003		8.6600e-003	8.6600e-003	0.0000	26.0547	26.0547	8.4300e-003	0.0000	26.2654
Total	0.0195	0.2086	0.1527	3.0000e-004	0.0256	9.4100e-003	0.0350	0.0131	8.6600e-003	0.0218	0.0000	26.0547	26.0547	8.4300e-003	0.0000	26.2654

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3.4 Grading - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669
Total	5.6000e-004	3.3000e-004	3.4500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9663	0.9663	2.0000e-005	0.0000	0.9669

3.5 Building Construction - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1792	1.6396	1.7182	2.8300e-003		0.0850	0.0850		0.0799	0.0799	0.0000	243.3115	243.3115	0.0583	0.0000	244.7688
Total	0.1792	1.6396	1.7182	2.8300e-003		0.0850	0.0850		0.0799	0.0799	0.0000	243.3115	243.3115	0.0583	0.0000	244.7688

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3.5 Building Construction - 2022**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0130	0.4928	0.0734	1.2900e-003	0.0306	1.2000e-003	0.0318	8.8500e-003	1.1500e-003	9.9900e-003	0.0000	122.2434	122.2434	0.0144	0.0000	122.6045
Worker	0.0436	0.0256	0.2704	8.4000e-004	0.0940	5.7000e-004	0.0946	0.0250	5.2000e-004	0.0255	0.0000	75.7608	75.7608	1.7300e-003	0.0000	75.8041
Total	0.0565	0.5183	0.3437	2.1300e-003	0.1246	1.7700e-003	0.1264	0.0338	1.6700e-003	0.0355	0.0000	198.0042	198.0042	0.0162	0.0000	198.4086

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1792	1.6396	1.7182	2.8300e-003		0.0850	0.0850		0.0799	0.0799	0.0000	243.3112	243.3112	0.0583	0.0000	244.7685
Total	0.1792	1.6396	1.7182	2.8300e-003		0.0850	0.0850		0.0799	0.0799	0.0000	243.3112	243.3112	0.0583	0.0000	244.7685

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3.5 Building Construction - 2022**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0130	0.4928	0.0734	1.2900e-003	0.0306	1.2000e-003	0.0318	8.8500e-003	1.1500e-003	9.9900e-003	0.0000	122.2434	122.2434	0.0144	0.0000	122.6045
Worker	0.0436	0.0256	0.2704	8.4000e-004	0.0940	5.7000e-004	0.0946	0.0250	5.2000e-004	0.0255	0.0000	75.7608	75.7608	1.7300e-003	0.0000	75.8041
Total	0.0565	0.5183	0.3437	2.1300e-003	0.1246	1.7700e-003	0.1264	0.0338	1.6700e-003	0.0355	0.0000	198.0042	198.0042	0.0162	0.0000	198.4086

3.5 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0157	0.1439	0.1624	2.7000e-004		7.0000e-003	7.0000e-003		6.5800e-003	6.5800e-003	0.0000	23.1805	23.1805	5.5100e-003	0.0000	23.3183
Total	0.0157	0.1439	0.1624	2.7000e-004		7.0000e-003	7.0000e-003		6.5800e-003	6.5800e-003	0.0000	23.1805	23.1805	5.5100e-003	0.0000	23.3183

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3.5 Building Construction - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5000e-004	0.0367	5.6700e-003	1.2000e-004	2.9200e-003	4.0000e-005	2.9500e-003	8.4000e-004	3.0000e-005	8.8000e-004	0.0000	11.3578	11.3578	9.3000e-004	0.0000	11.3811
Worker	3.8600e-003	2.1800e-003	0.0235	8.0000e-005	8.9500e-003	5.0000e-005	9.0100e-003	2.3800e-003	5.0000e-005	2.4300e-003	0.0000	6.9448	6.9448	1.5000e-004	0.0000	6.9484
Total	4.7100e-003	0.0389	0.0292	2.0000e-004	0.0119	9.0000e-005	0.0120	3.2200e-003	8.0000e-005	3.3100e-003	0.0000	18.3025	18.3025	1.0800e-003	0.0000	18.3295

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0157	0.1439	0.1624	2.7000e-004		7.0000e-003	7.0000e-003		6.5800e-003	6.5800e-003	0.0000	23.1805	23.1805	5.5100e-003	0.0000	23.3183
Total	0.0157	0.1439	0.1624	2.7000e-004		7.0000e-003	7.0000e-003		6.5800e-003	6.5800e-003	0.0000	23.1805	23.1805	5.5100e-003	0.0000	23.3183

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3.5 Building Construction - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.5000e-004	0.0367	5.6700e-003	1.2000e-004	2.9200e-003	4.0000e-005	2.9500e-003	8.4000e-004	3.0000e-005	8.8000e-004	0.0000	11.3578	11.3578	9.3000e-004	0.0000	11.3811
Worker	3.8600e-003	2.1800e-003	0.0235	8.0000e-005	8.9500e-003	5.0000e-005	9.0100e-003	2.3800e-003	5.0000e-005	2.4300e-003	0.0000	6.9448	6.9448	1.5000e-004	0.0000	6.9484
Total	4.7100e-003	0.0389	0.0292	2.0000e-004	0.0119	9.0000e-005	0.0120	3.2200e-003	8.0000e-005	3.3100e-003	0.0000	18.3025	18.3025	1.0800e-003	0.0000	18.3295

3.6 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0269	20.0269	6.4800e-003	0.0000	20.1888

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3.6 Paving - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9301	0.9301	2.0000e-005	0.0000	0.9306
Total	5.2000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9301	0.9301	2.0000e-005	0.0000	0.9306

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0103	0.1019	0.1458	2.3000e-004		5.1000e-003	5.1000e-003		4.6900e-003	4.6900e-003	0.0000	20.0268	20.0268	6.4800e-003	0.0000	20.1888

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3.6 Paving - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9301	0.9301	2.0000e-005	0.0000	0.9306
Total	5.2000e-004	2.9000e-004	3.1500e-003	1.0000e-005	1.2000e-003	1.0000e-005	1.2100e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	0.9301	0.9301	2.0000e-005	0.0000	0.9306

3.7 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6199					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	0.6219	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571

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3.7 Architectural Coating - 2023**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.6000e-004	4.3000e-004	4.6200e-003	2.0000e-005	1.7600e-003	1.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.3642	1.3642	3.0000e-005	0.0000	1.3649
Total	7.6000e-004	4.3000e-004	4.6200e-003	2.0000e-005	1.7600e-003	1.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.3642	1.3642	3.0000e-005	0.0000	1.3649

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.6199					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9200e-003	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571
Total	0.6219	0.0130	0.0181	3.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	2.5533	2.5533	1.5000e-004	0.0000	2.5571

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3.7 Architectural Coating - 2023**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.6000e-004	4.3000e-004	4.6200e-003	2.0000e-005	1.7600e-003	1.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.3642	1.3642	3.0000e-005	0.0000	1.3649
Total	7.6000e-004	4.3000e-004	4.6200e-003	2.0000e-005	1.7600e-003	1.0000e-005	1.7700e-003	4.7000e-004	1.0000e-005	4.8000e-004	0.0000	1.3642	1.3642	3.0000e-005	0.0000	1.3649

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1488	1.6690	1.5341	9.0900e-003	0.5513	4.8400e-003	0.5561	0.1486	4.5400e-003	0.1531	0.0000	847.1092	847.1092	0.0613	0.0000	848.6410
Unmitigated	0.1488	1.6690	1.5341	9.0900e-003	0.5513	4.8400e-003	0.5561	0.1486	4.5400e-003	0.1531	0.0000	847.1092	847.1092	0.0613	0.0000	848.6410

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	39.30	64.20	50.90	129,960	129,960
Refrigerated Warehouse-No Rail	43.50	43.50	43.50	126,999	126,999
Unrefrigerated Warehouse-No Rail	404.55	404.55	404.55	1,181,088	1,181,088
Total	487.35	512.25	498.95	1,438,047	1,438,047

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	9.50	7.30	7.30	59.00	28.00	13.00	92	5	3
Refrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3
Unrefrigerated Warehouse-No	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

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Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.496766	0.030510	0.170483	0.111467	0.014688	0.004287	0.033704	0.127678	0.002360	0.001460	0.004966	0.001070	0.000562
Refrigerated Warehouse-No Rail	0.496766	0.030510	0.170483	0.111467	0.014688	0.004287	0.033704	0.127678	0.002360	0.001460	0.004966	0.001070	0.000562
Unrefrigerated Warehouse-No Rail	0.496766	0.030510	0.170483	0.111467	0.014688	0.004287	0.033704	0.127678	0.002360	0.001460	0.004966	0.001070	0.000562

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	264.6532	264.6532	0.0428	5.1900e-003	267.2699
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	264.6532	264.6532	0.0428	5.1900e-003	267.2699
NaturalGas Mitigated	0.0240	0.2184	0.1834	1.3100e-003		0.0166	0.0166		0.0166	0.0166	0.0000	237.7358	237.7358	4.5600e-003	4.3600e-003	239.1485
NaturalGas Unmitigated	0.0240	0.2184	0.1834	1.3100e-003		0.0166	0.0166		0.0166	0.0166	0.0000	237.7358	237.7358	4.5600e-003	4.3600e-003	239.1485

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5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Heavy Industry	270000	1.4600e-003	0.0132	0.0111	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	14.4082	14.4082	2.8000e-004	2.6000e-004	14.4939
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	4.185e+006	0.0226	0.2052	0.1723	1.2300e-003		0.0156	0.0156		0.0156	0.0156	0.0000	223.3275	223.3275	4.2800e-003	4.0900e-003	224.6547
Total		0.0240	0.2184	0.1834	1.3100e-003		0.0166	0.0166		0.0166	0.0166	0.0000	237.7358	237.7358	4.5600e-003	4.3500e-003	239.1485

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Heavy Industry	270000	1.4600e-003	0.0132	0.0111	8.0000e-005		1.0100e-003	1.0100e-003		1.0100e-003	1.0100e-003	0.0000	14.4082	14.4082	2.8000e-004	2.6000e-004	14.4939
Refrigerated Warehouse-No Rail	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	4.185e+006	0.0226	0.2052	0.1723	1.2300e-003		0.0156	0.0156		0.0156	0.0156	0.0000	223.3275	223.3275	4.2800e-003	4.0900e-003	224.6547
Total		0.0240	0.2184	0.1834	1.3100e-003		0.0166	0.0166		0.0166	0.0166	0.0000	237.7358	237.7358	4.5600e-003	4.3500e-003	239.1485

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5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	81000	7.4952	1.2100e-003	1.5000e-004	7.5693
Refrigerated Warehouse-No Rail	621500	57.5092	9.3000e-003	1.1300e-003	58.0778
Unrefrigerated Warehouse-No Rail	2.1576e+006	199.6489	0.0323	3.9100e-003	201.6228
Total		264.6532	0.0428	5.1900e-003	267.2699

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	81000	7.4952	1.2100e-003	1.5000e-004	7.5693
Refrigerated Warehouse-No Rail	621500	57.5092	9.3000e-003	1.1300e-003	58.0778
Unrefrigerated Warehouse-No Rail	2.1576e+006	199.6489	0.0323	3.9100e-003	201.6228
Total		264.6532	0.0428	5.1900e-003	267.2699

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6.0 Area Detail**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.1069	2.0000e-005	2.4600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7800e-003	4.7800e-003	1.0000e-005	0.0000	5.0900e-003
Unmitigated	1.1069	2.0000e-005	2.4600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7800e-003	4.7800e-003	1.0000e-005	0.0000	5.0900e-003

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6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0620					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0447					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.4600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7800e-003	4.7800e-003	1.0000e-005	0.0000	5.0900e-003
Total	1.1069	2.0000e-005	2.4600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7800e-003	4.7800e-003	1.0000e-005	0.0000	5.0900e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0620					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0447					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.4600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7800e-003	4.7800e-003	1.0000e-005	0.0000	5.0900e-003
Total	1.1069	2.0000e-005	2.4600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	4.7800e-003	4.7800e-003	1.0000e-005	0.0000	5.0900e-003

7.0 Water Detail

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7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	50.5978	2.0207	0.0482	115.4795
Unmitigated	50.5978	2.0207	0.0482	115.4795

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	2.3125 / 0	1.8915	0.0755	1.8000e-003	4.3170
Refrigerated Warehouse-No Rail	5.78125 / 0	4.7288	0.1889	4.5000e-003	10.7925
Unrefrigerated Warehouse-No Rail	53.7656 / 0	43.9775	1.7563	0.0419	100.3700
Total		50.5978	2.0207	0.0482	115.4795

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7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	2.3125 / 0	1.8915	0.0755	1.8000e-003	4.3170
Refrigerated Warehouse-No Rail	5.78125 / 0	4.7288	0.1889	4.5000e-003	10.7925
Unrefrigerated Warehouse-No Rail	53.7656 / 0	43.9775	1.7563	0.0419	100.3700
Total		50.5978	2.0207	0.0482	115.4795

8.0 Waste Detail**8.1 Mitigation Measures Waste**

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Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	51.6511	3.0525	0.0000	127.9633
Unmitigated	51.6511	3.0525	0.0000	127.9633

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Heavy Industry	12.4	2.5171	0.1488	0.0000	6.2360
Refrigerated Warehouse-No Rail	23.5	4.7703	0.2819	0.0000	11.8182
Unrefrigerated Warehouse-No Rail	218.55	44.3637	2.6218	0.0000	109.9091
Total		51.6511	3.0525	0.0000	127.9633

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8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Heavy Industry	12.4	2.5171	0.1488	0.0000	6.2360
Refrigerated Warehouse-No Rail	23.5	4.7703	0.2819	0.0000	11.8182
Unrefrigerated Warehouse-No Rail	218.55	44.3637	2.6218	0.0000	109.9091
Total		51.6511	3.0525	0.0000	127.9633

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

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

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

Equipment Type	Number
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11.0 Vegetation

RESOLUTION NO. 662
RESOLUTION BEFORE THE PLANNING COMMISSION
OF THE CITY OF FOWLER
COUNTY OF FRESNO, STATE OF CALIFORNIA

RESOLUTION APPROVING
SITE PLAN REVIEW APPLICATION NO. 21-05

WHEREAS, an application for Site Plan Review 21-05 has been received to allow the establishment of the proposed project (“Project”) in a M-2 (Heavy Industrial) zone district, on an approximately 13.92-acre parcel (APN: 345-110-85S) at 416 East South Avenue, located between Highway 99 and Golden State Boulevard, north of East Parlier Avenue and south of East South Avenue; and

WHEREAS, the subject application was deemed complete by the Fowler Planning Department and has been reviewed for compliance with the Fowler Zoning Ordinance; and

WHEREAS, the Project requires approval of a Site Plan Review in accordance with Article 26 of the Fowler Zoning Ordinance; and

WHEREAS, an Initial Study/Mitigated Negative Declaration has been prepared, circulated, and made available for public comment pursuant to the California Environmental Quality Act (CEQA), Public Resources Code, sections 21000, et seq., and the Guidelines for implementation of CEQA, Title 14 California Code of Regulations, Chapter 3 sections 15000, et seq.; and

WHEREAS, a public hearing notice was duly published informing the public that the Project and Mitigated Negative Declaration would be considered for approval at the Planning Commission meeting on August 5, 2021 at 6:30 p.m.; and

WHEREAS, the Planning Commission reviewed the proposed Site Plan Review together with the Mitigated Negative Declaration at a Regular Meeting on August 5, 2021; and

WHEREAS, the Planning Commission reviewed and considered the staff report, mitigated negative declaration, and all evidence in the administrative record and presented at the Planning Commission duly noticed public hearing on August 5, 2021, which the Planning Commission determined to be necessary to make an informed decision, including oral and written public testimony on the Project and the Mitigated Negative Declaration; and

WHEREAS, by separate action, the Planning Commission adopted the Mitigated Negative Declaration for the Project.

NOW THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Fowler, based upon the entire record of proceedings, makes the following findings with regard to the Site Plan Review 21-05 for the Project:

1. Site Plan Review No. 21-05 for the Project is approved, subject to the conditions contained in Attachment “B.”

2. The following are so arranged that traffic congestion is avoided and that pedestrian and vehicular safety and welfare are protected and there will not be adverse effects on surrounding property:
 - a. Facilities and improvements.
 - b. Vehicular ingress, egress, internal circulation, and off-street parking and loading.
 - c. Setbacks.
 - d. Height of buildings.
 - e. Walls and fences.
 - f. Landscaping, including screen planting and street trees.
 - g. Drainage.
3. Proposed lighting is so arranged as to deflect the light away from adjoining properties.
4. Proposed signs will comply with all the applicable provisions of Article 22 of the zoning Ordinance.
5. That adequate provision is made to reduce adverse or potentially adverse environmental impacts to acceptable levels.

Chairman of the Planning Commission

Attest:

Secretary of the Planning Commission

I, Sennaida Zavala, Secretary of the Planning Commission, do hereby certify that the foregoing resolution was adopted at a meeting of the Planning Commission of the City of Fowler, on the motion of Commissioner _____ and second by Commissioner _____ on the 5th day of August 2021 by the following vote:

AYES: Commissioners: _____

NAYS: Commissioners: _____

ABSTAIN: Commissioners: _____

ABSENT: Commissioners: _____

Attachment A - Conditions of Approval



SITE PLAN REVIEW

ATTACHMENT "B" - CONDITIONS OF APPROVAL

I. GENERAL CONDITIONS

1. Approval of this Site Plan Review shall be valid for a period not to exceed one year from the date of approval unless a building permit for the facility described herein has been issued by the Building Department and construction is being diligently pursued. The owner may request an extension of up to one additional year via written request to the Planning Department submitted not less than thirty days prior to expiration of the site plan approval. Once in operation, the permit shall become void if the facility ceases operation for one (1) year following the date of any closure.
2. The Project is in the M-2 zone district and all provisions of that district shall apply.
3. All conditions shall be satisfied prior to building permit approval for any portion of the project. Failure to comply with all conditions of approval shall be grounds for the imposition of penalties, suspension of the permit, modification of the permit, or revocation of the permit.
4. The applicant shall keep the exterior premises free from trash and debris. Graffiti shall be removed or covered within 48 hours of its discovery by the applicant, manager, or any employee.
5. All contractors or sub-contractors working in the City must obtain a business license from the Finance Department at Fowler City Hall. The applicant shall report applicable sales tax revenue to the State.
6. All lighting shall be hooded and directed as to not shine towards adjacent properties and public streets.
7. Drive aisles shall be kept unobstructed at all times to allow clear access by the Fire Department. Vehicles shall not block driveways.
8. The applicant shall pay all fees as required by existing ordinances and schedules. The fees to be paid shall be those in effect at the time of payment.
9. Development of the site shall be in substantial conformance with the site plan contained in Exhibit "A" except as noted by the Planning Director on Exhibit "A" and as may be modified by these conditions.

II. PROPERTY DEVELOPMENT STANDARDS

Fencing Conditions

10. In Accordance with Section 9-5.1506:
 - a. No new fence or wall shall exceed three (3) feet in height if located in a required front yard, except that a chain-link fence greater than three (3) feet in height may be located in any portion of a required front yard.

Required Conditions

11. In Accordance with Section 9-5.1507:
 - a. All open and unlandscaped portions of any lot shall be maintained in good condition free from weeds, dust, trash, and debris.



- b. No use shall be permitted and no process, equipment or materials shall be employed that is found to be injurious to persons residing or working in the vicinity by reason of odor, dust, smoke, refuse, noise, vibrations, glare or heavy truck traffic or to involve any hazard of fire, explosion or radio-activity or to emit electrical disturbances that adversely affect commercial or electronic equipment outside the site boundaries.
- c. No solid or liquid wastes shall be discharged except in compliance with applicable regulations.
- d. No use shall emit air pollutants in excess of the applicable emission standards of the San Joaquin Valley Air Pollution Control District, the State of California or of the Federal Government.

Yard Requirements

- 12. In Accordance with Section 9-5.1511, the minimum front yard shall be ten (10) feet, as shown on Figure 5.

Building Height Requirements

- 13. In Accordance with Section 9-5.1513:
 - a. No building shall exceed a height of seventy-five (75) feet, except as may be provided under the provisions of Article 27 of the Fowler Zoning Ordinance.

Off Street Parking Facilities

- 14. In Accordance with Section 9-5.2010:
 - a. Where an existing use is expanded, the parking requirements of this article shall apply only to the addition. No existing use shall be deemed to be nonconforming solely because of the lack of off-street parking or loading facilities, provided, however, that facilities being used for off-street parking and loading at the time of the adoption of this ordinance shall not be reduced to less than the number of spaces or reduced to less than the minimum standards prescribed in this chapter.
- 15. Provide the required number of parking spaces, in accordance with Section 9-5.2002:
 - a. Manufacturing plants and other industrial uses—One (1) space for each two (2) employees of the maximum working shift, plus one (1) space for each three hundred (300) square feet of enclosed office or sales area.
 - i. **Applicant shall provide a maximum shift parking analysis for the proposed building and existing facility. Parking shall be provided in accordance with the above requirement, if applicable.**
 - b. All commercial, government, and office areas shall provide adequate facilities for bicycle parking at a convenient location at a ratio of one (1) bicycle facility for each ten (10) required parking spaces.
- 16. Parking spaces shall be designed in accordance with Section 9-5.2003:
 - a. Each parking space shall be not less than twenty (20) feet in length and nine (9) feet in width, exclusive of aisles and access drives, except that up to thirty (30) percent of all spaces may be provided for compact cars with such spaces not less than nine (9) feet in width and sixteen (16) feet in length, and marked for compact cars. Spaces for the handicapped shall meet State standards.



- b. Parking lot lighting shall be deflected away from abutting sites and rights-of-way so as not to cause glare to such locations.
- c. No commercial repair work or servicing of vehicles shall be conducted on a parking site.
- d. The parking area, aisles and access drives shall be paved and shall be so graded and drained as to dispose of surface water, subject to City standards and the approval of the City Engineer.

Off-Street Loading Facilities

17. In accordance with FMC Section 9-5.2005 and .2006, in connection with every building or part thereof, loading space shall be provided and maintained on the same parcel with such building, as follows:
- a. A minimum of five (5) loading spaces shall be provided for the proposed building.
 - b. The required loading space may be within a building.
 - c. A loading space may occupy a rear or side yard, except such portion required to be landscaped.

Parking Lot Landscaping

18. In accordance with FMC Section 9-5.2008, the submission of any plan for new off-street parking facilities shall be accompanied by a landscape plan as part of the site plan review process. All off-street parking facilities shall conform with the following standards, but not limited to:
- a. A plot plan indication the location of all landscaping shall be submitted for approval.
 - b. Not less than five (5) percent of a parking lot comprising up to twenty parking spaces shall be landscaped and continuously maintained.
 - c. Not less than ten (10) percent of a parking lot comprising more than twenty parking spaces shall be landscaped and continuously maintained.
 - d. Not more than ten (10) consecutive parking stalls shall be allowed without an approved landscaped tree well of twenty (20) square feet or more.
 - e. A planting list shall be shown on the required plot plan to obtain a grading permit, or building permit, for the buildings for which the parking lot is provided, which planting list shall give the botanical and common names of the plants to be used, the sizes to be planted, the quantity of each, and the spacing to insure balance and design.
 - f. The Director shall approve all landscaping plans within a parking area and shall have the right to require additional landscaping if he deems it necessary to improve the aesthetic character of the project.

If parking is provided, submit a landscape and irrigation plan that complies with the above requirements.

Performance Standards

19. In accordance with FMC Section 9-5.1507, the following performance standards are required:
- a. Noise. No permitted or conditionally permitted use shall create noise that causes the exterior noise level when measured on any other property to exceed:



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- i. The noise standard for a cumulative period of more than thirty (30) minutes in any hour;
 - ii. The noise standard plus ten (10) dB for a cumulative period of more than five (5) minutes in any hour;
 - iii. The noise standard plus twenty (20) dB or the maximum measured ambient level, for any period of time.
- b. **Vibration.** No vibration shall be permitted that is perceptible without instruments at the lot-line of the source industry or beyond. For the purpose of interpretation, the perception threshold shall be presumed to be a motion velocity of 0.01 inches per second over a range of 1 to 100 Hertz.
- c. **Odors.** No emission shall be permitted of odorous gases or other odorous matter in such quantities as to be readily discernible without instruments at the lot-line of the source industry or beyond.
- d. **Glare.** No direct or sky-reflected glare, whether from floodlights or from a high temperature process such as combustion or welding or otherwise, shall be permitted so as to be visible at the lot-line of the source industry or beyond.
- e. **Fire and Explosion Hazards.** All activities involving inflammable and explosive materials shall be provided with adequate safety devices and adequate firefighting and fire suppression equipment standard in the industry. Such equipment shall be subject to the approval of the City Fire Chief.
- f. **Radio and Electric Disturbance.** No activities shall be permitted that emit electrical disturbance adversely affecting the operation of any equipment other than that of the creator of such disturbance.
- g. **Air Pollution.** All uses shall be subject to the rules and regulations established by the San Joaquin Valley Air Pollution Control District, and the State and Federal government.
- h. **Liquid and Solid Waste.** No discharge into the public sewer, private sewage system or into the ground shall be permitted, except in compliance with the standards of the State Department of Health, the City of Fowler, the California Regional Water Quality Control Board, and the Selma-Kingsburg-Fowler County Sanitation District, and. No materials or wastes shall be deposited on any property in such form or manner that they may be transferred off the property by natural causes or forces and any waste that might be attractive to rodents or insects shall be stored outdoors only in closed containers.
- i. **Performance Standards Procedures:**
 - i. **Determination of compliance: proposed use.** All applications for building permits or business licenses must be accompanied by a written statement signed by the owner or operator of the use declaring that the proposed use can meet the performance standards of the M-2 Zone set forth in this section, and will be operated in accordance with said standards.



Noise Level Standards

Receiving Land Use Category	Time Period	Noise Level (dBA)
Residential	10:00 p.m.—7:00 a.m.	50
	7:00 a.m.—10:00 p.m.	60
Public Uses*	10:00 p.m.—7:00 a.m.	55
	7:00 a.m.—10:00 p.m.	60
Commercial	10:00 p.m.—7:00 a.m.	60
	7:00 a.m.—10:00 p.m.	65
Industrial	Any time	70

* Public uses include schools, libraries, hospitals, churches, and parks.

The specified noise standards shall not apply to railroad operations, motor vehicles, including trucks, or to agricultural equipment used in the cultivation of any agricultural land in the M-2 Zone.

Highway Beautification Overlay

20. The property is located within the Highway Beautification Overlay District. This District is intended to promote attractive development along Highway 99 through the City of Fowler. The following are required in accordance with FMC Section 9-5.19:

- a) **A landscaped buffer of a minimum 20 feet shall be provided along the property lines adjacent to and perpendicular to State Route 99. The landscaped buffer shall be located and of such length as to screen the proposed building as viewed from State Route 99. (FMC Section 9-5.1907-E-8-a)**
- b) **A landscape plan shall be prepared by a licensed landscape contractor or landscape architect for review and approval by the City. The plan shall include adequate permanent access for maintenance purposes.**
- c) **The landscaped buffer shall consist of groundcover or shrubs. Trees shall be provided at a rate of one (1) per twenty-five (25) feet of highway frontage, and may be spaced evenly or planted in groups or clusters.**
- d) **No buildings; parking areas; storage areas, trash or recycling areas; utility equipment; freestanding signs; communication towers; or other structures may be established within the landscaped buffer, with the exception of one (1) monument sign as set forth in Section 9-5.1907.1.7.J.**
- e) **Landscape buffers shall be placed within an easement and dedicated to the City, if applicable. Maintenance shall be by an assessment district, such as a landscape and lighting district, through contractual arrangement with the City, or by a homeowner's association or property management company responsible for the maintenance of common facilities.**



- f) *Architectural Standards.* Any building wall visible from the highway shall be detailed and treated equally in terms of appearance to the front of the building.
- g) *Utility and Mechanical Equipment.* Utility and mechanical equipment such as heating units, air conditioners, antennas, satellite dishes, HVAC units, or similar devices shall be integrated into the design of the building or situated on the site so that they are not visible from the highway. When this is not possible, the equipment shall be screened from view of the highway by a masonry wall or other method acceptable to the City.
- h) *Trash and Recycling Areas.* Trash and recycling areas shall be situated on the site so that they are not visible from the highway. When this is not possible, the trash and recycling areas shall be screened from view of the highway by a masonry wall or other method acceptable to the City.
- i) *Loading Areas.* Loading areas shall be situated on the site so that they are not visible from the highway. When this is not possible, the loading areas shall be screened from view from the highway by a masonry wall or other method acceptable to the City.

21. The existing advertising structure on-site will become nonconforming as to location within a required landscape setback areas, and is subject to the following provisions pursuant to FMC 9-5.1907-J-7:

- a) **Notwithstanding any other provision of this code, only customary maintenance or use of the structure shall be permitted.**
- b) **No addition, structural alteration, modification to, or enlargement, reconstruction, change in use or replacement of, the structure will be permitted, except:**
 - i. **Customary maintenance or use; or**
 - ii. **Such alterations or changes that will render the structure conforming in every respect with this code.**
- c) **Maintenance, repair, structural alteration, modification, change in use or construction to the structure in any twelve-month period that exceeds fifty (50) percent of the fair market value of the structure immediately prior to such twelve-month period, or increases the basis of such structure to its owner by one hundred (100) percent or more than it was immediately prior to such twelve-month period, shall be considered as reconstruction or replacement, or as exceeding customary maintenance or use. Advertising structures requiring this level of maintenance or repair shall be removed or made to conform in every respect with this code.**
- d) **Any nonconforming advertising structure that is permitted to remain pursuant to this section shall be maintained in good repair and visual appearance.**

San Joaquin Valley Air Pollution Control District (SJVAPCD)

22. The Project shall submit an Indirect Source Review (ISR) application to the SJVAPCD. The applicant shall receive Air Impact Assessment (AIA) approval from the SJVAPCD prior to commence of construction activities. Contact (559) 230-6000 for more information.

Engineering Conditions, General

23. All proposals of the applicant shall be conditions of approval, except as further modified below, and subject to modifications to conform to applicable City Standards.
24. The applicant shall pay all fees as required by existing ordinances and schedules. The fees to be paid shall be those in effect at the time of payment. Storm drainage fees will not be collected for this project.



25. Any easements in conflict with the proposed improvements shall be adjusted for vacated prior to the issuance of building permits.

Engineering Conditions, Water

26. Separate domestic, fire and landscape services (if applicable) shall be extended to the proposed building. Each service shall include a City approved water meter and reduced pressure backflow preventer and approved by Public Works prior to occupancy. Applicant shall extend a minimum 4" fire water service to the proposed building including fire department connection and post indicator valve per City Standard W-15.

Engineering Conditions, Sewer

27. Applicant shall install sewer service, including necessary oil-water separator and/or pretreatment facilities, per Selma-Kingsburg-Fowler Sanitation District requirements. Improvement plans for this work are to be prepared by a registered civil engineer and submitted to both SKF and the City Engineer for approval.

Engineering Conditions, Grading and Drainage

28. A Grading and Site Improvement Plan for the proposed on-site improvements shall be prepared by a Registered Civil Engineer and be submitted for review and approval by the City Engineer. Applicant shall obtain a Grading and Site Improvement Permit once plans are approved.
29. Drainage shall be directed to the relocated on-site drainage basin in the southwest corner of the property. Any improvements to the existing storm drainage infrastructure necessary to convey the project drainage to the drainage basin shall constructed as part of the project.
30. The developer's engineer shall submit a storm drain plan and hydraulic calculations indicating proper sizing of the relocated drainage basin as well as the location of inlets, manholes, and pipelines (including sizing) to City Engineer for review and approval prior to preparation of improvement plans. This plan shall accommodate any existing agreements including, but not limited to, Parcel Map No. 00-01.
31. The existing drainage basin shall be abandoned and backfilled per the requirements of a geotechnical engineering study specific to the project site.
32. The developer shall obtain an NPDES permit from the Regional Water Quality Control Board. The plan shall provide for the mitigation of soil erosion from the project site during the construction and warranty periods and be submitted to the City prior to the start of construction. Developer shall supply the City with the approved SWPPP and WDID number.

Engineering Conditions, Utilities

33. Applicant shall work with PG&E and other utilities for the preparation of a private utility plan, subject to the review and approval by the City Engineer. All new services to the building shall be underground. No new utility poles may be installed.

Engineering Conditions, Parking Area

34. Entire area surrounding the proposed building shall be paved with a hard surface (concrete or asphalt). New proposed parking stalls shall be 10 feet x 20 feet or 10 feet x 18 feet if abutting a minimum 3-foot planter.
35. If new parking is required, spaces for the handicapped shall meet State standards.



36. All internal circulation areas shall be paved and shall be graded and drained subject to City standards and the approval of the City Engineer.

Engineering Conditions, Circulation

37. Applicant shall pay to the Fresno Council of Governments the Regional Traffic Mitigation Fee.

Engineering Conditions, Aesthetics

38. A 20' landscape buffer shall be developed along State Route 99 frontage. Landscape and irrigation plan shall be submitted for review and approval by the City Engineer and shall comply with AB 1881.
39. Applicant shall pay to the Fresno Council of Governments the Regional Traffic Mitigation Fee.

Selma-Kingsburg-Fowler County Sanitation District

40. Submit Industrial use survey, floor and plumbing plans.
41. The project is subject to the Industrial Pretreatment Program.
42. Applicable fees may apply.

Waste Management

43. Depict the location of any trash enclosures.

Miscellaneous:

44. A Lot Line Adjustment or Parcel Merger shall be required if the proposed building location(s) cross property lines. The Lot Line Adjustment or Lot Merger shall be recorded prior to issuance of vertical construction permits.
45. The applicant shall provide a City standard trash enclosure capable of housing bins for general trash and recyclables with concrete slab and masonry wall.
46. The applicant shall submit a revised site plan addressing the conditions above.
47. Any modifications to the existing single-family residence to convert it to an office is subject to building permits.
48. Approval of this Project is for the benefit of the Applicant. The submittal of applications by Applicant for this Project was a voluntary act on the part of the Applicant not required by the City. Therefore, as a condition of approval of this Project, the Applicant agrees to defend, indemnify and hold harmless the City of Fowler and its agents, officers, consultants, independent contractors and employees ("City") from any and all claims, actions or proceedings against the City to attack, set aside, void, or annul an approval by the City concerning the Project, including any challenges to associated environmental review, and for any and all costs, attorneys fees, and damages arising therefrom (collectively "Claim").

The City shall promptly notify the Applicant of any Claim and the City shall cooperate fully in the defense. If the City fails to promptly notify the Applicant of any Claim or if the City fails to cooperate fully in the defense, the Applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.



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Nothing in this condition shall obligate the City to defend any Claim and the City shall not be required to pay or perform any settlement arising from any such Claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any Claim, and if the City does decide to independently defend a Claim, the Applicant shall be responsible for City's attorneys' fees, expenses of litigation and costs for that independent defense, including the costs of preparing any required administrative record. Should the City decide to independently defend any Claim, the Applicant shall not be required to pay or perform any settlement arising from any such Claim unless the Applicant approves the settlement.

Signature of Applicant:

Name of Applicant:

Dated:
