

# Executive Summary

This Draft Environmental Impact Report (DEIR) evaluates the potential environmental impacts of the proposed City of Fowler (Fowler) 2040 General Plan (GP), as well as the GP's recommended policies and mitigation measures to minimize program impacts. The Fowler 2040 GP is a comprehensive document that outlines Fowler's goals, policies, and action items intended to guide the future development of Fowler to full buildout.

## PROJECT SYNOPSIS

### Project Applicant

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### Project Description Summary

The DEIR has been prepared to examine the potential environmental impacts of the GP to full buildout to 2040. The following is a summary of the full project description that can be found in Chapter 2 of the DEIR.

Fowler was incorporated in 1908 and adopted its first comprehensive GP in 1976. Certain chapters have been revised or added, but Fowler has not completed a comprehensive update of its GP since its original adoption. The Fowler 2040 GP is a comprehensive update of Fowler's 1976 General Plan and establishes the community's vision for future development of Fowler through the year 2040. As part of the general plan process, the Fowler 2040 GP has been reorganized and reformatted, with updated goals and policies that reflect the community's vision of Fowler.

The Fowler 2040 GP has been organized into the following nine elements: Land Use; Community Design; Housing; Community Health and Equity; Open Space; Mobility; Economic Development; Community Resiliency and Safety; and Public Facilities. Together, these elements cover all topics required to be included in a GP under State law, as described above. Each element describes the context for its related topic areas, followed by goals, policies, and action items to guide the City's management and development through 2040.

The Fowler 2040 GP would expand the Planning Area and focus on increasing opportunities for housing and economic development in key areas of Fowler. The update also brings the GP into compliance with new laws related to environmental justice, complete streets, flood and fire protection, and climate adaptation. The Fowler 2040 GP also provides the policy framework to guide future development toward land uses that support walking and biking.

## Project Objectives

The GP is intended to function as a policy document to guide land use decision within the Fowler planning area through the year 2040. The vision for Fowler over the next 20 to 30 years was developed with great care and extensive community input. The vision and values supporting the community were developed and fully outlined in Chapter 2 of the DEIR.

## Residential Buildout Potential

Buildout refers to the estimated amount of new development and corresponding growth in population and housing that is likely to take place under the GP through the planning horizon year of 2040. In accordance with CEQA, a program-level DEIR is obligated to analyze the maximum potential buildout allowed under the subject plan or program. It has been calculated that the Fowler 2040 GP accommodates a population of 50,937 and a potential of 15,530 dwelling units at full buildout. The DEIR has used this figure to calculate and evaluate Project environmental impacts. The 15,530 dwelling units are divided into six main categories:

- Low density residential development totaling 2,275 units.
- Medium-low density residential development totaling 4,118 units.
- Medium density residential development totaling 4,858.
- Medium-high density residential development totaling 2,404 units.
- High density residential development totaling 1,449 units.
- Community commercial development totaling 426 units.

It is important to note there is no guarantee all of the allowable residential potential in the proposed Fowler 2040 GP will actually be built because construction is done by private land owners subject to market forces (such as land prices, construction costs, etc.).

## Project Alternatives Summary

Alternatives have been created to provide decision makers with a reasonable range of options to consider. Analyzing these options helps demonstrate to decision makers and the general public the effects of revising components of the proposed Fowler 2040 GP. A summary of each alternative is provided below.

**Alternative 1: No Project.** The No Project Alternative would continue to use the 1976 GP including the land use map and all of the existing goals and policies. Under this alternative, the proposed GP would not be adopted, and the existing GP would remain in place through the horizon year of 2040.

**Alternative 2: Existing Sphere of Influence (SOI).** The SOI Alternative considers the SOI from Fowler's existing draft 2025 GP (not adopted) while making changes to the land uses to match those proposed under the Project. Namely, it removes the agricultural land designation from within the SOI and replaces it with various residential, commercial, industrial, and public facility designations which are more appropriate. Some other land use changes within the existing SOI are also retained in this alternative, including the conversion of some residential land to commercial uses and the redesignation of some land to public facilities land uses to better represent the existing use. This alternative includes the policy changes that are a part of the Project.

The existing SOI Alternative includes approximately 3,833 acres, 1,137 fewer than the Project. As such, all land uses except for Heavy Industrial also have fewer acres than the Project. Acreages for each land use can be seen in the table below. The 2,012 acres of residential land uses support a build-out of 10,833

dwelling units (which also includes 370 units from mixed-use commercial areas), 4,697 fewer than the Project. The Existing SOI Alternative accounts for approximately 21,281,377 square feet of commercial, industrial, and public facilities uses at build-out, which is expected to support approximately 23,325 employees. This is approximately 4,442,201 fewer square feet and approximately 7,553 fewer employees than the Full Fowler 2040 GP Buildout.

**Alternative 3: Priority Development Area (PDA) only.** The PDA Alternative considers the proposed land uses in the PDA from the Project. This alternative recognizes Fowler’s desire to prioritize infill development in the PDA by excluding other areas from the Plan as well as to encourage industrial development along the Golden State Corridor. This alternative includes the policy changes included in the Project.

The PDA Alternative includes approximately 3,468 acres, 1,502 fewer than the Project. As such, all land uses except for Heavy Industrial and Parks and Open Space also have fewer acres than the Project. Acreages for each land use can be seen in the table below. The 1,380 acres of residential land uses support a build-out of 7,504 dwelling units (which also includes 361 units from mixed-use commercial areas), 8,026 fewer than the Project. The PDA Alternative accounts for approximately 24,875,892 square feet of commercial, industrial, and public facilities uses at build-out, which is expected to support approximately 29,296 employees. This is approximately 847,686 fewer square feet and approximately 1,582 fewer employees than the Full Fowler 2040 GP Buildout.

**Alternative 4: Full Buildout (Preferred Alternative).** The Full GP Buildout Alternative consists of developing the existing SOI and a potential expansion area which includes approximately 671 acres located beyond Fowler’s existing SOI. This potential expansion area has been included in the Planning Area as it represents land outside the existing Fowler city limits and SOI boundaries, which in Fowler’s judgement, bears relation to its planning efforts. The expansion area is comprised of two sections of land, located along the western boundary of the existing SOI.

The northern expansion area would expand the City’s potential for expansion west to Minnewawa and Kenneth Avenues, respectively. This expansion area would capture the State Route (SR) 99 and Clovis Avenue interchange in a more effective way than the current SOI boundary does. The southern expansion area proposes to expand Fowler’s potential for expansion to Temperance Avenue and Manning Avenue south to Springfield Avenue and connecting back to SR 99 squaring off the southern boundary of the city and, again, taking advantage of the SR 99 and Manning Avenue interchange and entrance into the southern portion of Fowler.

Alternative	Population	Employment	Residential Development (Dwelling Units)	Non-Residential Development (Square Feet)	Vehicle Miles Traveled (VMT)
No Project Alternative	10,571	8,792	3,223	7,579,319	247,894
Existing SOI Alternative	35,533	23,325	10,833	21,281,377	953,359
PDA Alternative	24,612	29,296	7,504	24,875,892	1,021,796
Full Fowler 2040 GP Buildout Alternative	48,404	30,102	15,718	25,822,662	1,240,395

*Land use, population, and employment data were provided by email correspondence ( Provost & Pritchard 2022) and VMT was included in the traffic report (Kittelson & Associates 2022).*

## Areas of Known Controversy

In accordance with CEQA Guidelines Section 15082, Fowler circulated a Notice of Preparation (NOP) of a DEIR for the proposed Fowler 2040 GP on November 1, 2021, to trustee and responsible agencies, the State Clearinghouse (SCH), and the public. The 30-day public review period for the NOP ended on December 1, 2021. A scoping meeting was held on November 18, 2021. The scoping meeting was held publicly at Fowler’s City Hall and was attended by nine participants. The following issues of concern have been identified during the review period of the distribution of the NOP, stakeholder interviews, and public meetings: (1) conversion of agricultural land to non-agricultural uses; and (2) ensuring provision of adequate resources for police and fire services as growth continues.

## Unavoidable Significant Impacts

Significant and unavoidable impacts were identified for the GP for which proposed policies from Fowler and additional proposed mitigation measures could not reduce impacts to a less than significant level. The unavoidable significant impacts are found in Section 4 and are summarized below:

- The Project would “Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.”
- The Project would “conflict with existing zoning for agricultural use, or a Williamson Act contract.”
- The Project would “conflict with or obstruct implementation of the applicable air quality plan.”
- The Project would “result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.”
- The Project would “result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.”
- The Project would “generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.”
- The Project would “conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.”

## Summary of Environmental Impacts and Mitigation Measures

**Table ES-1** summarizes the identified environmental impacts of the proposed Fowler 2040 GP, the required mitigation measures, and residual impacts or significance after mitigation. Impacts are defined as:

- Significant, unavoidable adverse impacts that require a statement of overriding consideration, pursuant to Section 15093 of the CEQA Guidelines if the proposed Fowler 2040 GP is approved;
- Significant, adverse impacts that can be feasibly mitigated to less than significant levels and that require findings to be made under Section 15091 of the CEQA Guidelines;
- Adverse impacts that are less than those allowed by adopted significance thresholds; and
- No impact.

**Table ES-1: Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
<b>Aesthetics</b>			
Threshold 1: Have substantial adverse effect on a scenic vista?	No Impact	Mitigation measures are not warranted.	No Impact
Threshold 2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	Mitigation measures are not warranted.	No Impact
Threshold 3: In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially Significant Impact	<p><b>Policy CH-5:</b> Establish lighting standards that limit public lighting to produce a warm color temperature that protects circadian rhythms.</p> <p><b>Policy CDES-19:</b> Establish lighting standards that limit public lighting to produce a warm color temperature that protects circadian rhythms.</p> <p><b>Action Item CDES-19a:</b> Review and revise, as needed, the Zoning Ordinance to integrate compatibility standards for commercial development adjacent to residential and other sensitive users. Such compatibility standards shall address, at a minimum, increased building setbacks, enhanced landscaping, lighting standards, masonry wall requirements, and/or loading or operational limitations.</p> <p><b>Action Item CDES-23a:</b> Adopt industrial standards in consideration of the following design principles:</p> <p>Exterior lighting should be integrated within the architectural design for industrial buildings. Light sources should not be visible and should be shielded to reflect down onto the ground and not into streets or neighboring property. Utility connections should be coordinated with architectural elements of the site and/or building so as not to be a visual</p>	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p>nuisance. Utilities should be underground or screened from view from the street.</p> <p>Storage facilities should be screened and constructed to prevent visual clutter.</p> <p>Permanent outdoor storage should be screened by landscaping or materials compatible with the surrounding buildings' architecture.</p> <p>Varied architectural details should be applied to all façades exposed to public view. Blank end walls and long, monotonous façades shall be avoided. Treatments shall include architectural features, landscaping, or art elements that tie into the overall design theme.</p>	
<b>Agricultural and Forestry Resources</b>			
<p>Threshold 1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<p>Potentially Significant Impact</p>	<p><b>Policy LU-8:</b> Annex land into the City in accordance with adopted growth management thresholds and reject proposals for annexation that do not comply with requirements of General Plan policies relating to orderly and contiguous development and provision of public services and facilities.</p> <p><b>Policy LU-9:</b> Allow annexation of residential land uses in the Tier I, Tier II, and Tier III development boundaries, as shown in Figure 4 3: Growth Management Tiers, according to the following thresholds:</p> <p><u>Tier I:</u></p> <ul style="list-style-type: none"> <li>• Annexation of property designated Medium High Density Residential or High Density Residential may occur within Tier I once: <ul style="list-style-type: none"> <li>○ 112 building permits for new dwelling units located on property designated either Medium High Density Residential or High Density Residential in the Primary Development Area (PDA) have been issued after December 31, 2021.</li> </ul> </li> <li>• Annexation of property designated Low Density Residential, Medium Low Density Residential, or Medium Density</li> </ul>	<p>Significant and Unavoidable Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p>Residential may occur within Tier I once both of the following have occurred:</p> <ul style="list-style-type: none"> <li>○ 1,512 building permits for new dwelling units located on property designated Low Density Residential, Medium Low Density Residential, or Medium Density Residential in the PDA have been issued after December 31, 2021.</li> <li>○ 155 building permits for new dwelling units located on property designated Medium High Density Residential or High Density Residential in the PDA have been issued after December 31, 2021.</li> </ul> <p><u>Tier II:</u></p> <ul style="list-style-type: none"> <li>● Annexation of property designated Medium High Density Residential or High Density Residential may occur within Tier II once: <ul style="list-style-type: none"> <li>○ 789 building permits for new dwelling units located on property designated either Medium High Density Residential or High Density Residential in the PDA or Tier I have been issued.</li> </ul> </li> <li>● Annexation of property designated Low Density Residential, Medium Low Density Residential, or Medium Density Residential may advance to Tier II once: <ul style="list-style-type: none"> <li>○ 3,005 building permits for new dwelling units located on property designated Low Density Residential, Medium Low Density Residential, or Medium Density Residential in the PDA or Tier I have been issued after December 31, 2021.</li> <li>○ 1,068 building permits for new dwelling units on property designated Medium High Density Residential and High Density Residential in the PDA or Tier I have been issued</li> </ul> </li> </ul>	

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p>after December 31, 2021. Building permits counted towards the higher density residential threshold may also be counted towards this threshold.</p> <p><u>Tier III:</u></p> <ul style="list-style-type: none"> <li>• Annexation of property designated Medium High Density Residential and High Density Residential may advance to Tier III once: <ul style="list-style-type: none"> <li>○ 1,492 building permits for new dwelling units on property designated Medium High Density Residential or High Density Residential in the PDA, Tier I, or Tier II have been issued after December 31, 2021.</li> </ul> </li> <li>• Annexation of property designated Low Density Residential, Medium Low Density Residential, and Medium Density Residential may advance to Tier III once: <ul style="list-style-type: none"> <li>○ 5,245 building permits for new dwelling units on property designated Low Density Residential, Medium Low Density Residential, and Medium Density Residential in the PDA, Tier I, or Tier II have been issued after December 31, 2021.</li> <li>○ 2,053 building permits for new dwelling units on property designated Medium High Density Residential or High Density Residential in the PDA, Tier I, or Tier II have been issued after December 31, 2021. Building permits counted towards the higher density residential threshold may also be counted towards this threshold.</li> </ul> </li> </ul> <p><u>Exceptions:</u></p> <p>The following exceptions apply to the growth thresholds for each growth tier:</p> <ul style="list-style-type: none"> <li>• The development of deed restricted affordable housing may occur in the next growth tier, regardless of whether the</li> </ul>	



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		<p>building permit issuance threshold in the previous tier has been met.</p> <ul style="list-style-type: none"> <li>The City may provide an exception to the growth tier thresholds for master planned properties that include properties within two growth tiers.</li> </ul> <p><b>Policy SAF-33:</b> Promote the preservation and economic viability of agricultural land adjacent to the Fowler Planning Area.</p> <p><b>Action Item SAF-33a:</b> Amend local ordinances to require open space or other buffers for new development abutting agricultural areas planned for long-term use.</p> <p><b>Policy SAF-34:</b> Discourage the premature conversion of productive agricultural lands.</p> <p><b>Action Item SAF-34a:</b> Utilize master plans and the Capital Improvement Program (CIP) to implement the extension of urban services efficiently and responsibly.</p> <p><b>Action Item SAF-34b:</b> Support the use of Williamson Act contracts to prevent the premature conversion of farmland and review and revise, as needed, the Fowler Municipal Code to facilitate the continuation of Williamson Act Contracted parcels, as appropriate, following annexation.</p> <p><b>Action Item SAF-34c:</b> Review and revise, as appropriate, zoning regulations allowing for continued agriculture uses in the City limits where no development is proposed in the near-term.</p> <p><b>Policy SAF-35:</b> Require new development occurring in proximity to existing agricultural uses to acknowledge the potential effects of agricultural operations.</p> <p><b>Action Item SAF-35a:</b> Adopt a Right-to-Farm Ordinance.</p>	

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		<b>Action Item SAF-35b:</b> Prior to adoption of a Right-to-Farm Ordinance, continue to require that purchasers of homes located in the vicinity of agricultural operations be provided a Right-to-Farm notification of such activities by way of deeds and/or escrow documentation.	
Threshold 2: Conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact	Compliance with Fowler 2040 GP policies LU-8, LU-9, SAF-33, SAF-34, SAF-35 and action items SAF-33a, SAF-34a, SAF-34b, SAF-34c, SAF-35a, and SAF-35b, as discussed above, would help reduce the level of impact the Project would have on agricultural resources.	Significant and Unavoidable Impact
Threshold 3: 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	Mitigation measures are not warranted.	No Impact
Threshold 4: Result in the loss of forest land or conversion of forest land to non-forest use?	No Impact	Mitigation measures are not warranted.	No Impact
Threshold 5: Involve other changes in the existing environment which, due to the DEIR location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	Potentially Significant Impact	Compliance with Fowler 2040 GP policies LU-8, LU-9, SAF-33, SAF-34, SAF-35 and action items SAF-33a, SAF-34a, SAF-34b, SAF-34c, SAF-35a, and SAF-35b, as discussed above, would help reduce the level of impact the Project would have on agricultural resources.	Significant and Unavoidable Impact
<b>Air Quality</b>			
Threshold 1: Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	<p><b>Policy LU-13:</b> Planned unit developments may include any combination of single family and multifamily dwellings. Planned unit developments larger than 10 acres in size may also include related office and commercial uses.</p> <p><b>Action Item LU-13a:</b> Review and revise the Zoning Ordinance, as necessary, to reflect increased density allowances for planned unit developments at the City’s discretion. Granting of additional density (not to exceed 25%) will depend on the developer’s demonstration of the quality of design in such areas as access, circulation, building placement, parking, provision of open space, and architectural design and compatibility with the surrounding area.</p> <p><b>Policy LU-18:</b> Residential uses shall be permitted in the Community Commercial designation in support of mixed-use development.</p>	Significant and Unavoidable Impacts

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Action Item LU-18a:</b> Review and revise the Zoning Ordinance, as needed, to allow residential uses in the Community Commercial Designation.</p> <p><b>Policy LU-19:</b> Support neighborhood-serving commercial uses located near residential development with strong connectivity through walkable infrastructure.</p> <p><b>Action Item LU-19a:</b> Review and revise the Zoning Ordinance, as needed, to permit neighborhood-serving commercial uses, such as food markets, in residential zones through the Conditional Use Permit process.</p> <p><b>Policy LU-21:</b> Encourage large, employment-generating developments to provide services such as cafeterias, childcare, and business support services that reduce the need for vehicle trips.</p> <p><b>Policy CDES-16:</b> Locate parking areas within commercial projects in a manner that promotes pedestrian activity.</p> <p><b>Policy CDES-18:</b> New commercial projects are designed in such a way that they enhance Fowler’s character.</p> <p><b>Action Item CDES-18a:</b> Adopt commercial standards in consideration of the following design principles:</p> <ul style="list-style-type: none"> <li>• Commercial sites are designed with human scale and pedestrian amenities.</li> <li>• Landscaping is used to unify and improve the visual quality of commercial sites.</li> <li>• Where appropriate, commercial development should be oriented along the street edges of new commercial sites, at street corners, or along main roadways internal to larger developments.</li> <li>• Encourage the use of shared parking amongst various commercial and office uses where possible. Minimize required off-street parking.</li> <li>• Ensure that commercial buildings incorporate ground floor transparency when appropriate.</li> </ul>	

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		<ul style="list-style-type: none"> <li>Encourage architectural elements that contribute to the visual quality and existing context of new commercial development, such as varied massing and roof types, articulating building façades, and a variety of cohesive building materials and color schemes.</li> </ul> <p><b>Policy CDES-31</b> Electric vehicle charging facilities shall be permitted in accordance with the most recent state regulations.</p> <p><b>Policy CH-1:</b> Implement an active transportation network that links residential uses with schools, shopping, entertainment, recreation, and employment centers.</p> <p><b>Action Item CH-1a:</b> Identify gaps in the existing pedestrian and bicycle network to inform capital improvements programming and grant funding opportunities.</p> <p><b>Action Item CH-1b:</b> Prioritize pedestrian and bicycle improvement projects that close gaps in the mobility network and those which link the east and west sides of the city.</p> <p><b>Action Item CH-1c:</b> Amend road design standards, as necessary, to include complete street design principles.</p> <p><b>Action Item CH-1d:</b> Develop and implement an Active Transportation Plan.</p> <p><b>Action Item CH-1e:</b> Pursue funding for the adoption of a Safe Routes to School Master Plan to assist in the planning and funding of bicycle and pedestrian infrastructure improvements along school routes.</p> <p><b>Policy CH-2:</b> Promote walking and bicycling and reduce vehicle miles traveled by allowing complementary land uses in close proximity to one another.</p> <p><b>Policy CH-3:</b> Consider pedestrian and bicyclist safety and comfort in the design and development of streets, parks, and public spaces.</p>	

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		<p><b>Action Item CH-3a:</b> Conduct a visual quality assessment of bicycle and pedestrian facilities to determine the efficacy of existing active transportation improvements and to help prioritize future improvements.</p> <p><b>Action Item CH-3b:</b> Require street lighting within the rights-of-way of all public streets.</p> <p><b>Policy CH-4:</b> Require Street trees or other shade coverage along key pedestrian and bicycle routes and near transit stops.</p> <p><b>Action Item CH-4a:</b> Establish street design standards for each land use zone and require street trees of “medium” size or larger in commercial, residential, and mixed-use zones.</p> <p><b>Policy CH-6:</b> Evaluate land use decisions for consistency with siting recommendations as outlined in California Air Resources Board’s (CARB’s) Land Use Compatibility Handbook.</p> <p><b>Policy CH-7:</b> Consider the use of solid and vegetative barriers as a means for reducing near-roadway air pollution concentrations along SR 99 and local expressways.</p> <p><b>Policy OS-10:</b> The City shall implement the community trail network as shown <i>Figure 8-2: Trail Facilities</i>.</p> <p><b>Policy OS-11:</b> Neighborhood trails should be planned as part of a connected, City-wide open space network which connects neighborhoods, parks, community trails, and other destinations including the downtown and shopping districts.</p> <p><b>Policy OS-12:</b> Placement of neighborhood trails should be constructed along the most direct alignment possible to close network gaps in the trail system. Neighborhood trails may be required to be constructed as part a new development in order to accommodate that connection.</p>	

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		<p><b>Policy MOB-4:</b> Support the creation of a transportation network that provides for efficient movement of people and goods while accounting for environmental effects.</p> <p><b>Action Item MOB-4a:</b> Prepare guidelines for the evaluation of vehicle miles travelled. The guidelines should include significance criteria for evaluating impacts, thresholds of applicability for discretionary projects, and guidance on analyzing transportation impacts.</p> <p><b>Action Item MOB-4b:</b> Identify a range of actions available for developments to mitigate transportation impacts, specifically targeted at reducing vehicle miles travelled.</p> <p><b>Policy MOB-5:</b> Encourage a Level of Service (LOS) "C" throughout the local circulation network. LOS "D" may be allowed during peak hours at intersections of major streets, at SR 99 interchanges, and along street segments where additional improvements are not feasible. LOS "D" may also be allowed along streets with the potential for a high level of pedestrian and bicyclist activity. LOS "E" may be permitted during peak hour use of certain road intersections and segments where pedestrian and bicycle activity is prioritized.</p> <p><b>Policy MOB-6:</b> Use Intelligent Transportation Systems (ITS) to improve the safety and performance of the circulation network, consistent with the Fresno County ITS Strategic Plan.</p> <p><b>Policy MOB-9:</b> New development may be required to provide off-site pedestrian and/or bicycle facilities to address gaps in the active transportation network.</p> <p><b>Policy MOB-10:</b> Develop a multi-purpose recreational bikeway network and support facilities.</p> <p><b>Policy MOB-11:</b> Ensure street and road projects are adequately designed to accommodate safe and convenient pedestrian and bicyclist access.</p>	

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		<p><b>Action Item MOB-11a:</b> Review and revise, as needed, public works standards to include pedestrian and bicycle safety features where appropriate.</p> <p><b>Action Item MOB-11b:</b> Establish design standards to ensure the bikeway network is easily identifiable and consistent with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.</p> <p><b>Policy MOB-12:</b> Require traffic calming techniques in the design of new local streets where such techniques will manage traffic flow and improve safety for pedestrian and bicyclist users.</p> <p><b>Policy MOB-13:</b> Coordinate with Caltrans, FCOG, Fresno County Rural Transit Agency (FCRTA), and other responsible agencies to identify the need for additional mobility infrastructure and/or services along major commuter travel corridors.</p> <p><b>Policy MOB-14:</b> Identify opportunities for a multi-modal transit hub within the City.</p> <p><b>Policy MOB-15:</b> Support the development of paratransit service programs.</p> <p><b>Policy MOB-16:</b> Support transit operator efforts to maximize return for short- and long-range transit needs.</p> <p><b>Action Item MOB-16a:</b> Actively participate in the development of short and long-range transit plans, including the Fresno County Long Range Transit Plan and transit plans prepared by the Fresno County Rural Transit Agency (FCRTA).</p> <p><b>Policy MOB-17:</b> Incorporate the potential for public transit service expansion throughout the City.</p> <p><b>Action Item MOB-17a:</b> Review and revise, as needed, public works standards to incorporate design features to accommodate future public transit stops.</p>	

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Policy MOB-18:</b> Improve route options and access for public transit City-wide, specifically west of SR 99.</p> <p><b>Action Item MOB-18a:</b> Coordinate with Fresno County Rural Transit Agency (FCRTA) and other public transit agencies to facilitate additional transit stops.</p> <p><b>Action Item MOB-18b:</b> Ensure that pedestrian and bicycle facilities are provided along and/or near transit routes, whenever feasible, to improve access and connectivity.</p> <p><b>MM AQ-1:</b> Consider impacts on regional air quality when reviewing proposals for new development. Short-term construction and long-term operational quality impacts shall be evaluated in accordance with SJVAPCD-recommended guidance.</p>	
<p>Threshold 2: 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?</p>	<p>Potentially Significant Impact</p>	<p>Implementation of Policies LU-21, CDES-31, CH-1, CH-6, MOB-4, MOB-9, MOB-10, MOB-11, MOB-12, MOB-13, MOB-14, MOB-15, MOB-16, MOB-17, MOB-18, and MOB-19 of the 2040 Fowler GP would help to reduce increases in criteria pollutants. Greenhouse Gas Mitigation Measures GHG-1 and GHG-2, and Air Quality Mitigation Measure AQ-1 shall be implemented to reduce project-generated emissions of air pollutants.</p>	<p>Significant and Unavoidable Impacts</p>
<p>Threshold 3: Would the project expose sensitive receptors to substantial pollutant concentrations?</p>	<p>Potentially Significant Impact</p>	<p><b>MM AQ-2a:</b> Consider the localized air quality impacts on surrounding land uses, including emissions of toxic air contaminants and odors, when reviewing proposals for new development.</p> <p><b>MM AQ-2b:</b> The City shall require new development projects to demonstrate LOS reductions for any project-associated intersection to an LOS E or F, or worsen an existing LOS F. If this requirement is not met, a project-specific CO Hotspot analysis shall be conducted. If the CO analysis shows levels above current applicable ambient air quality standards, the project proponent shall be required to make intersection improvements to reduce CO emissions at the intersection, alter the project to reduce the impact, or implement other measures sufficient to demonstrate a reduction in predicted localized CO concentrations to below applicable ambient air quality standards.</p>	<p>Less than Significant Impact to Potentially Significant Impact</p>



Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
Threshold 4: Would the General Plan result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Potentially Significant Impact	<b>MM AQ-2a:</b> Consider the localized air quality impacts on surrounding land uses, including emissions of toxic air contaminants and odors, when reviewing proposals for new development.	Significant and Unavoidable Impacts
<b>Biological Resources</b>			
Threshold 1: 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 Wildlife or U.S. Fish and Wildlife Service?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 2: 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?	No Impact	Mitigation measures are not warranted.	No Impact
Threshold 3: Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 4: 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?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than Significant Impact	<p><b>Policy OS-24:</b> Require the retention of trees of significance (such as heritage trees) by promoting stewardship of such trees and ensuring that the design of development projects provides for the retention of these trees wherever possible. Where tree removal cannot be avoided, the City shall require tree replacement or suitable mitigation.</p> <p><b>Action Item OS-24a:</b> Develop and implement a Tree Preservation Ordinance for the preservation of the City’s urban forest, including heritage trees, on public and private property.</p>	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
Threshold 6: Would the Project conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact	Mitigation measures are not warranted.	No Impact
<b>Cultural Resources</b>			
Threshold 1: Would the project cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	Potentially Significant Impact	<p><b>Policy CDES-10:</b> Improvements to older buildings in the downtown area and throughout the City should enhance rather than weaken the original character of such buildings.</p> <p><b>Policy CDES-12:</b> All construction shall cease, and the Community Development Director and City Engineer shall be notified immediately if any prehistoric, archaeological, or fossil artifact or resource is uncovered during construction. All construction shall immediately stop and an archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained, at the applicant’s and/or successors-in-interest’s expense, to evaluate the find(s) and recommend appropriate action according to Section 15064.5 of CEQA Guidelines. If avoidance is infeasible, other appropriate measures would be instituted. Work may proceed on other parts of the project subject to direction of the archaeologist while assessment of historic resources or unique archaeological resources is being carried out.</p> <p><b>Policy CDES-13:</b> All construction shall cease if any human remains are uncovered, and the Community Development Director, City Engineer and Fresno County Medical Examiner and Coroner shall be notified in accordance to Section 7050.5 of the California Health and Safety Code. If human remains are determined to be those of a Native American or has reason to believe that they are those of a Native American, the Native American Heritage Commission shall be contacted, and the procedures outlined in CEQA Section 15064.5(e) shall be followed.</p>	Less than Significant Impact
Threshold 2: Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Potentially Significant Impact	Policies CDES-12 and CDES-13 of the Fowler 2040 GP, as outlined above, would ensure that potential impacts to unknown archaeological resources are less than significant.	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
Threshold 3: Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	Potentially Significant Impact	All development facilitated by the Fowler 2040 GP would be required to adhere to existing regulations regarding the treatment of human remains. Further, policies CDES-12 and CDES-13 of the Fowler 2040 GP, as outlined above, would ensure that potential impacts to unknown human remains are less than significant.	Less than Significant Impact
<b>Energy</b>			
Threshold 1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact	<p><b>Policy LU-21:</b> Encourage large, employment-generating developments to provide services such as cafeterias, childcare, and business support services that reduce the need for vehicle trips.</p> <p><b>Policy CH-6:</b> Evaluate land use decisions for consistency with siting recommendations as outlined in California Air Resources Board’s (CARB’s) Land Use Compatibility Handbook.</p> <p><b>Policy MOB-4:</b> Support the creation of a transportation network that provides for efficient movement of people and goods while accounting for environmental effects.</p> <p><b>Policy MOB-9:</b> New development may be required to provide off-site pedestrian and/or bicycle facilities to address gaps in the active transportation network.</p> <p><b>Policy MOB-10:</b> Develop a multi-purpose recreational bikeway network and support facilities.</p> <p><b>Policy MOB-11:</b> Ensure street and road projects are adequately designed to accommodate safe and convenient pedestrian and bicyclist access.</p> <p><b>Policy MOB-12:</b> Require traffic calming techniques in the design of new local streets where such techniques will manage traffic flow and improve safety for pedestrian and bicyclist users.</p> <p><b>Policy MOB-13:</b> Coordinate with Caltrans, FCOG, FCRTA, and other responsible agencies to identify the need for additional mobility infrastructure and/or services along major commuter travel corridors.</p>	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Policy MOB-14:</b> Identify opportunities for a multi-modal transit hub within the City.</p> <p><b>Policy MOB-15:</b> Support the development of paratransit service programs.</p> <p><b>Policy MOB-16:</b> Support transit operator efforts to maximize return for short- and long-range transit needs.</p> <p><b>Policy MOB-17:</b> Incorporate the potential for public transit service expansion throughout the City.</p> <p><b>Policy MOB-18:</b> Improve route options and access for public transit City-wide, specifically west of SR 99.</p>	
Threshold 2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
<b>Geology and Soils</b>			
Threshold 1: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 2: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	Less than Significant Impact	<p><b>Policy SAF-26:</b> Regularly review and enforce all seismic and geologic safety standards and require the use of best practices in site design and building construction methods.</p> <p><b>Policy SAF-27:</b> Promote the upgrading, retrofitting, and/or relocation of all existing critical facilities and other important public facilities that do not meet current building code standards and are susceptible to seismic or geologic hazards.</p> <p><b>Action Item SAF-27a:</b> Evaluate critical facilities for risk from seismic and geologic hazards. Prioritize improvements based on level of expected risk.</p>	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<b>Policy SAF-28:</b> Continue to use building codes as the primary tool for reducing seismic risk in structures.	
Threshold 3: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	Less than Significant Impact	Policies SAF-26 through SAF-28 outlined above.	Less than Significant Impact
Threshold 4: Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	No Impact	Mitigation measures are not warranted.	No Impact
Threshold 5: Would the project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 6: 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?	Less than Significant Impact	Policies SAF-26 and SAF-27 outlined above.	Less than Significant Impact
Threshold 7: 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?	No Impact	Mitigation measures are not warranted.	No Impact
Threshold 8: 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	Mitigation measures are not warranted.	No Impact
Threshold 9: Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Potentially Significant Impact	Policy CDES-12 outlined above.	Less than Significant Impact
<b>Greenhouse Gas Emissions</b>			
Threshold 1: Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact	<b>Policy LU-1:</b> Development shall occur in accordance with the planned land uses as shown on <i>Figure 4-1: Land Use Diagram</i> . <b>Policy LU-2:</b> Density and intensity standards for each land use designation are shown in <i>Table 4-1: Land Use Designations and Consistency Matrix</i> .	Significant and Unavoidable Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p>Consistent zoning districts determined to be compatible with the identified land use designation are also included in <i>Table 4-1</i> . Other zoning districts may be determined to be consistent with a land use designation based on compatibility with the intent of the designation and its specified density or intensity range. Such density or intensity range shall be calculated based on gross acres.</p> <p><b>Policy LU-3:</b> For a plan amendment and/or rezoning request, the City may require submittal of supplemental information to determine the need for the plan amendment or rezoning</p> <p><b>Policy LU-13:</b> Planned unit developments may include any combination of single family and multifamily dwellings. Planned unit developments larger than 10 acres in size may also include related office and commercial uses.</p> <p><b>Policy LU-18:</b> Residential uses shall be permitted in the Community Commercial designation in support of mixed-use development.</p> <p><b>Policy LU-19:</b> Support neighborhood-serving commercial uses located near residential development with strong connectivity through walkable infrastructure.</p> <p><b>Policy LU-21:</b> Encourage large, employment-generating developments to provide services such as cafeterias, childcare, and business support services that reduce the need for vehicle trips.</p> <p><b>Policy CDES-16:</b> Locate parking areas within commercial projects in a manner that promotes pedestrian activity.</p> <p><b>Policy CDES-18:</b> New commercial projects are designed in such a way that they enhance Fowler’s character.</p> <p><b>Policy CDES-31:</b> Electric vehicle charging facilities shall be permitted in accordance with the most recent state regulations.</p>	

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		<p><b>Policy CH-1:</b> Implement an active transportation network that links residential uses with schools, shopping, entertainment, recreation, and employment centers.</p> <p><b>Policy CH-2:</b> Promote walking and bicycling and reduce vehicle miles traveled by allowing complementary land uses in close proximity to one another.</p> <p><b>Policy CH-3:</b> Consider pedestrian and bicyclist safety and comfort in the design and development of streets, parks, and public spaces.</p> <p><b>Policy CH-4:</b> Require street trees or other shade coverage along key pedestrian and bicycle routes and near transit stops.</p> <p><b>Policy CH-6:</b> Evaluate land use decisions for consistency with siting recommendations as outlined in California Air Resources Board’s (CARB’s) Land Use Compatibility Handbook.</p> <p><b>Policy MOB-1:</b> Design and construct a multimodal circulation system as shown on <i>Figure 9-1: Circulation Diagram</i>.</p> <p><b>Policy MOB-2:</b> Streets are designated and planned according to the functional classifications listed in <i>Table 9-2</i>.</p> <p><b>Policy MOB-3:</b> The right of way for arterials and collectors may be reduced to avoid disrupting existing development if the travel way generally meets the street classification design requirements listed in <i>Table 9-2</i>.</p> <p><b>Policy MOB-4:</b> Support the creation of a transportation network that provides for efficient movement of people and goods while accounting for environmental effects.</p> <p><b>Policy MOB-5:</b> Encourage a Level of Service (LOS) "C" throughout the local circulation network. LOS "D" may be allowed during peak hours at intersections of major streets, at SR 99 interchanges, and along street segments where additional improvements are not feasible. LOS "D" may also be allowed along streets with the potential for a high level of</p>	

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p>pedestrian and bicyclist activity. LOS “E” may be permitted during peak hour use of certain road intersections and segments where pedestrian and bicycle activity is prioritized.</p> <p><b>Policy MOB-9:</b> New development may be required to provide off-site pedestrian and/or bicycle facilities to address gaps in the active transportation network.</p> <p><b>Policy MOB-10:</b> Develop a multi-purpose recreational bikeway network and support facilities.</p> <p><b>Policy MOB-11:</b> Ensure street and road projects are adequately designed to accommodate safe and convenient pedestrian and bicyclist access.</p> <p><b>Policy MOB-12:</b> Require traffic calming techniques in the design of new local streets where such techniques will manage traffic flow and improve safety for pedestrian and bicyclist users.</p> <p><b>Policy MOB-13:</b> Coordinate with Caltrans, Fresno COG, FCRTA, and other responsible agencies to identify the need for additional mobility infrastructure and/or services along major commuter travel corridors.</p> <p><b>Policy MOB-14:</b> Identify opportunities for a multi-modal transit hub within the City.</p> <p><b>Policy MOB-15:</b> Support the development of paratransit service programs.</p> <p><b>Policy MOB-16:</b> Support transit operator efforts to maximize return for short- and long-range transit needs.</p> <p><b>Policy MOB-17:</b> Incorporate the potential for public transit service expansion throughout the City.</p> <p><b>Policy MOB-18:</b> Improve route options and access for public transit City-wide, specifically west of SR 99.</p>	



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		<p><b>Policy OS-10:</b> The City shall implement the community trail network as shown in <i>Figure 8-2: Trail Facilities</i>.</p> <p><b>Policy OS-11:</b> Neighborhood trails should be planned as part of a connected, City-wide open space network which connects neighborhoods, parks, community trails, and other destinations including the downtown and shopping districts.</p> <p><b>Policy OS-12:</b> Placement of neighborhood trails should be constructed along the most direct alignment possible to close network gaps in the trail system. Neighborhood trails may be required to be constructed as part a new development in order to accommodate that connection.</p>	
<p>Threshold 2: Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p>	<p>Potentially Significant Impact</p>	<p>Mitigation Measures AQ-1 and AQ-2 outlined above.</p> <p><b>MM GHG-1:</b> The City shall develop a Climate Action Plan to identify ways to reduce GHG emissions and limit climate change impacts on the residents of the city of Fowler. The Climate Action Plan shall integrate the state’s future GHG-reduction goals, including the State’s goal of attaining carbon neutrality by 2045.</p> <p><b>MM GHG-2:</b> Until the City adopts a qualified Climate Action Plan consistent with Mitigation Measure GHG-1 the following measures shall be applied to new land use development projects:</p> <ul style="list-style-type: none"> <li>• Land use development projects shall be constructed with electrically powered appliances and building mechanical equipment in place of natural-gas fueled equipment.</li> <li>• Land use development projects shall, to the maximum extent possible, exceed the California Green Building Standard Code Tier 2 requirements for electric vehicle charging infrastructure.</li> </ul>	<p>Significant and Unavoidable Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
<b>Hazards and Hazardous Materials</b>			
<p>Threshold 1: Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p>	<p>Potentially Significant Impact</p>	<p><b>Policy SAF-8:</b> Protect soils, surface water, and groundwater from contamination from hazardous materials.</p> <p><b>Action Item SAF-8a:</b> Continue to provide household hazardous waste collection programs to encourage proper disposal of products containing hazardous materials or hazardous wastes.</p> <p><b>Action Item SAF-8b:</b> Should a site be contaminated by hazardous waste, work with the Fresno County Environmental Health Division, related agencies, and landowners to enable the clean-up of these sites.</p> <p><b>Policy SAF-9:</b> Cooperate with State agencies and the Fresno County Environmental Health Division efforts to identify hazardous materials users, implement hazardous materials plans, and minimize risks associated with hazardous cargoes, agricultural spraying, and electromagnetic fields.</p> <p><b>Action Item SAF-9a:</b> Revise Zoning Ordinance to require industries which store and process hazardous materials to provide a buffer between the facilities and the property boundary.</p> <p><b>Action Item SAF-9b:</b> Ensure that industrial facilities are constructed and operated within the standards of the most up-to-date safety and environmental protocols.</p>	<p>Less than Significant Impact</p>
<p>Threshold 2: 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?</p>	<p>Potentially Significant Impact</p>	<p>Policies SAF-8 and SAF-9 as well as action items SAF-8a, SAF-8b, SAF-9a, and SAF-9b outlined above.</p> <p><b>Policy SAF-11:</b> Locate new critical facilities at least 100 feet from the railroad mainline and Highway 99 to minimize risks in the event of a hazardous cargo accident.</p> <p><b>Policy SAF-12:</b> Promote improvements, such as the construction of grade-separated crossings, to increase overall safety and reduce potential risk from hazardous cargo.</p>	<p>Less than Significant Impact</p>
<p>Threshold 3: Would the project emit hazardous emissions or handle hazardous or acutely hazardous</p>	<p>Potentially Significant Impact</p>	<p>Mitigation Measures are not warranted.</p>	<p>Less than Significant Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
materials, substances, or waste within one-quarter mile of an existing or proposed school?			
Threshold 4: 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?	Less than Significant Impact	<p><b>Policy SAF-10:</b> Reference State hazardous waste site lists in the City development review process and address risk, as needed, with site development requirements.</p> <p><b>Action Item SAF-10a:</b> Prepare and maintain a map of hazardous waste sites identified through regional, State, and federal resources.</p> <p><b>Action Item SAF-10b:</b> Ensure that the proponents of new developments address hazardous materials concerns through preparation of Phase I and Phase II studies, as necessary, as part of the design phase.</p> <p><b>Action Item SAF-10c:</b> Require buildings used for operations requiring a hazardous materials business plan to be investigated for the presence of hazardous materials and waste as part of the re-use, rehabilitation, or demolition process.</p> <p><b>Policy CH-13:</b> Increase awareness of warning signs for the presence of toxic substances related to aging housing stock.</p> <p><b>Action Item CH-13a:</b> Distribute informational materials on the warning signs of toxic substances through the Building Department.</p>	Less than Significant Impact
Threshold 5: 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?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 6: Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	<p><b>Policy SAF-2:</b> Continue to implement the Fresno County Multi-Hazard Mitigation Plan to address disasters such as earthquakes, drought, flooding, hazardous material spills, water contamination, epidemics, fires, extreme weather, major transportation accidents, and terrorism.</p> <p><b>Action Item SAF-2a:</b> Review and revise, as necessary, the Municipal Code to ensure effective organization, responsiveness, and continuity of government during declared emergencies.</p>	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Action Item SAF-2b:</b> Procure generators, or another suitable alternative, for back-up power at City Hall, the Police Department, the Fire Department, and all domestic water distribution infrastructure.</p> <p><b>Action Item SAF-2c:</b> The City, in conjunction with other local, State, and Federal agencies, shall ensure operational readiness of the Emergency Operations Center (EOC), conduct annual training for staff, and maintain, test, and update equipment to meet current standards.</p> <p><b>Action Item SAF-2d:</b> Monitor potential risk from seismic and geologic hazards and implement actions identified by the Multi-Hazard Mitigation Plan to reduce these risks.</p> <p><b>Action Item SAF-2e:</b> Sponsor and support educational programs regarding emergency response, disaster preparedness protocols and procedures, and disaster risk reduction.</p> <p><b>Action Item SAF-2f:</b> Sponsor and support cooling centers during extreme heat days</p> <p><b>Policy SAF-3:</b> Continue to coordinate with Fresno County and other jurisdictions to prepare and implement Emergency Preparedness Plans and to conduct emergency and disaster preparedness exercises to test these plans.</p> <p><b>Policy SAF-4:</b> Provide a street network with safe and efficient routes for emergency vehicles, meeting necessary street widths, turn around radius, and other factors as determined in coordination with emergency service providers.</p>	
<p>Threshold 7: Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?</p>	<p>Less than Significant Impact</p>	<p>Mitigation measures are not warranted.</p>	<p>Less than Significant Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
<b>Hydrology and Water Quality</b>			
<p>Threshold 1: Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?</p>	<p>Potentially Significant Impact</p>	<p><b>Policy PF-17:</b> Continue to establish development fees and user rates that are sufficient to operate, maintain, and upgrade (for current and future regulatory requirements) the City’s water, wastewater, and stormwater infrastructure.</p> <p><b>Policy PF-18:</b> Continue to cooperate with the Selma-Kingsburg-Fowler (SKF) County Sanitation District to design and construct wastewater system infrastructure as needed to safely convey, treat and recycle, and dispose of current and future wastewater flows and achieve future regulatory and system requirements.</p> <p><b>Policy PF-19:</b> Actively participate in the Selma-Kingsburg-Fowler (SKF) County Sanitation District wastewater master plan update proves to ensure it aligns with planned land uses and projected demands for the City of Fowler.</p> <p><b>Policy PF-20:</b> Design and construct stormwater system infrastructure as needed to safely convey, detain, and dispose of current and future stormwater flows, protect water quality, and meet regulatory requirements.</p> <p><b>Action Item PF-20a:</b> Develop a storm drainage master plan which outlines necessary infrastructure improvements to the storm drainage system.</p>	<p>Less than Significant Impact</p>
<p>Threshold 2: 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?</p>	<p>Potentially Significant Impact</p>	<p><b>Policy SAF-13:</b> Conserve and, where feasible, create or restore areas providing water quality benefits such as undeveloped open space areas, basins, and drainage canals.</p> <p><b>Policy SAF-15:</b> Require new development to protect water quality through site design, pollution prevention, storm water treatment, runoff reduction measures, BMPs, and LID strategies.</p> <p><b>Action Item SAF-15a:</b> Review and revise, as appropriate, City standards to allow for LID strategies. Periodically review City standards to ensure innovative or new site design strategies which protect water quality are permitted, as appropriate.</p>	<p>Less than Significant Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Policy SAF-16:</b> Require the use of native, drought tolerant, or low water use landscaping in both public and private development to reduce or eliminate the need for landscape irrigation.</p> <p><b>Action Item SAF-16a:</b> Review and revise, as necessary, the adopted water efficient landscape standards for consistency with the State Model Water Efficient Landscape Ordinance, as amended. As required, submit reports on the City’s implementation of its landscape standards to the California Department of Water Resources and/or other agencies.</p> <p><b>Action Item SAF-16b:</b> Update City design standards to require residential developers to provide a no-turf landscape option that is priced the same as the standard landscape option.</p> <p><b>Policy SAF-17:</b> Promote programs to improve water efficiency in new and existing buildings.</p> <p><b>Policy SAF-18:</b> Explore the use of recycled water to irrigate landscape areas.</p> <p><b>Action Item SAF-18a:</b> Coordinate with Selma-Kingsburg-Fowler (SKF) County Sanitation District on what options are available to reuse recycled water.</p> <p><b>Policy SAF-25:</b> Encourage low-impact development by allowing for alternative stormwater management techniques including the provision of vegetated areas, infiltration trenches, and dry wells.</p> <p><b>Action Item SAF-25a:</b> Review and revise, as necessary, the Zoning Ordinance and other City standards to allow for low-impact stormwater management site design features.</p> <p><b>Action Item PF-20b:</b> Require all new development to contribute no net increase in stormwater runoff peak flows over existing conditions associated with a 100-year storm event.</p>	

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Action Item PF-20c:</b> Require new development to include grading and erosion control plans prepared by a registered engineer or land surveyor.</p> <p><b>Policy PF-21:</b> Protect groundwater resources within the Planning Area. This includes protecting the occurrence of groundwater recharge, as well as the quality and quantity of available groundwater resources.</p>	
<p>Threshold 3: 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:</p> <ul style="list-style-type: none"> <li>• result in substantial erosion or siltation on- or off-site;</li> <li>• substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;</li> <li>• 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</li> <li>• impede or redirect flood flows?</li> </ul>	Potentially Significant Impact	Policies PF-20, PF-21, PF-22, PF-23, PF-24, SAF-13, and SAF-15 and action item SAF-15a, as outlined above.	Less than Significant Impact
<p>Threshold 4: Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundations?</p>	Less than Significant Impact	See Policies SAF-19, SAF-20, SAF-21, SAF-22, SAF-23, SAF-24, SAF-25 and Action Item SAF-25a as outlined above.	No Impact
<p>Threshold 5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?</p>	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
<b>Land Use and Planning</b>			
<p>Threshold 1: Would the project physically divide an established community?</p>	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
<p>Threshold 2: 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?</p>	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
<b>Mineral Resources</b>			
Threshold 1: 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?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 2: 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?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
<b>Noise</b>			
Threshold 1: 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?	Potentially Significant Impact	<p><b>Policy CH-25:</b> New development of the land uses listed in <i>Table 7-1</i> shall be located, designed, and operated in such a way that external noise levels from stationary noise sources do not exceed the maximum identified. Noise levels shall be measured immediately within the property line of the affected land use. Where two land uses meet, the more restrictive standard shall be used.</p> <p><b>Action Item CH-25a:</b> Require an acoustical analysis as part of the environmental review process when uses are proposed within the contour lines as shown on <i>Figure 7-1</i> that exceed the exterior noise levels identified in <i>Table 7-1</i>.</p> <p><b>Action Item CH-25b:</b> Require an acoustical analysis as part of the environmental review process when a proposed use is likely to exceed the permitted exterior noise levels identified in <i>Table 7-1</i>.</p> <p><b>Action Item CH-25c:</b> Temporary uses such as live music events, festivals, or markets that are considered short-term or intermittent may exceed maximum noise levels but shall incorporate noise reduction measures to the extent feasible.</p> <p><b>Action Item CH-25d:</b> Review and revise, as necessary, the Municipal Code to reflect the noise standards contained in this chapter.</p> <p><b>Policy CH-26:</b> New development shall be designed and operated in such a way that interior noise levels from both stationary and mobile noise sources do not exceed 45 dBA L<sub>dn</sub> for adjacent residential uses or other</p>	Less than Significant Impact



Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p>uses where people normally sleep and 45 dBA <math>L_{eq}</math> at peak hour for adjacent office, school, church, or similar use.</p> <p><b>Policy CH-27:</b> New uses increasing stationary and/or mobile noise levels shall be subject to the following thresholds for CEQA significance:</p> <ul style="list-style-type: none"> <li>• Where existing ambient noise levels are less than 60 dB, an increase of 5 dB or more, measured at the outdoor activity area of a noise-sensitive use, shall be considered significant;</li> <li>• Where existing ambient noise levels are between 60 and 65 dB, an increase of 3 dB or more, measured at the outdoor activity area of a noise-sensitive use, shall be considered significant;</li> <li>• Where existing ambient noise levels are greater than 65 dB, an increase of 1.5 dB or more, measured at the outdoor activity area of a noise-sensitive use, shall be considered significant.</li> </ul> <p><b>Policy CH-28:</b> Require noise generators to provide increased setbacks, walls, landscaped berms, other sound-absorbing barriers, or a combination thereof to prevent excessive noise exposure and reduce noise levels to acceptable levels, as needed.</p> <p><b>Policy CH-29:</b> Require noise reduction methods along major roadways in order to protect adjacent, noise-sensitive land uses against excessive noise. Noise reduction methods shall include design strategies, including setbacks, landscaped berms, and other sound-absorbing barriers, when possible, in lieu of sound walls, to mitigate noise impacts and enhance aesthetics. Sound walls may also be appropriate noise-reduction strategies.</p> <p><b>CH-30:</b> When sound walls are proposed, encourage a combination of berms and/or landscaping and walls to produce a more visually pleasing streetscape.</p> <p><b>CH-31:</b> Require roof-mounted and detached mechanical equipment to be acoustically buffered when adjacent to residential uses to prevent</p>	

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p>equipment noise in excess of 55dBA as measured at the nearest residential property line.</p> <p><b>CH-32:</b> Purchase City vehicles and equipment with low noise generation. Maintain City vehicles to minimize noise.</p> <p><b>Action Item CH-32a:</b> Consider City vehicles and equipment as part of the Capital Improvement Program process.</p>	
<p>Threshold 2: Would the project result in generation of excessive ground borne vibration or ground borne noise levels?</p>	<p>Potentially Significant Impact</p>	<p><b>CH-33:</b> Transportation and City infrastructure construction shall not be subject to typical noise standards so long as construction occurs between the hours of 7 AM and 7 PM, Monday through Friday, or between 8 AM and 5 PM on weekends and federal holidays. Construction may occur outside of these times if completing the work within these time frames is deemed infeasible.</p> <p><b>CH-34:</b> The City shall require an assessment of construction noise impacts on nearby noise-sensitive land uses and associated activities to minimize those impacts as part of the discretionary review process.</p> <p><b>CH-35:</b> Require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on current City or FTA criteria.</p> <p><b>CH-36:</b> The City may require a project-specific vibration impact assessment and associated impact reduction measures for projects involving the use of major vibration-generating equipment which could result in vibration levels in excess of 0.2 in/sec peak particle velocity (PPV).</p>	<p>Less than Significant Impact</p>
<p>Threshold 3: 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?</p>	<p>Less than Significant Impact</p>	<p>Policies and Action Items listed above.</p>	<p>Less than Significant Impact</p>
<b>Population and Housing</b>			
<p>Threshold 1: Would the project induce substantial unplanned population growth in an area, either directly (for Sample, by proposing new homes and</p>	<p>Less than Significant Impact</p>	<p>Mitigation measures are not warranted.</p>	<p>Less than Significant Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
businesses) or indirectly (for Sample, through extension of roads or other infrastructure)?			
Threshold 2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
<b>Public Services</b>			
<p>Threshold 1: 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:</p> <ul style="list-style-type: none"> <li>i. Fire protection?</li> <li>ii. Police protection?</li> <li>iii. Schools?</li> <li>iv. Parks?</li> <li>v. Other public facilities?</li> </ul>	Potentially Significant Impact	<p><b>Policy PF-11:</b> In cooperation with the Fresno County Fire Protection District, provide firefighting equipment, facilities, and staffing sufficient to assure adequate response and fire flow at all times.</p> <p><b>Policy PF-12:</b> Ensure adequate water supplies are available for fire suppression throughout the City and require development to construct all necessary fire suppression infrastructure and equipment.</p> <p><b>Policy PF-13:</b> Maintain mutual aid agreements with other fire and emergency service departments in Fresno County to ensure adequate service throughout the City of Fowler and its Planning Area.</p> <p><b>Policy PF-14:</b> Maintain staffing levels of City emergency service departments, including fire and police.</p> <p><b>Action Item PF-14a:</b> Prepare a staffing plan for the Police Department to establish target staffing levels and update the plan periodically. The following staffing targets shall be used until the staffing plan is prepared and adopted:</p> <ul style="list-style-type: none"> <li>• Target an average staffing level of 1.5 police officers per 1,000 persons when the City population is less than 10,000.</li> <li>• Target an average staffing level of 1.25 police officer per 1,000 persons once the City reaches a population of 10,000 or more.</li> </ul> <p><b>Action Item PF-14b:</b> Explore options to staff full-time or part-time fire fighter and support staff.</p> <p><b>Policy OS-1:</b> Parks shall be developed according to the park classifications, access radii, and service level requirements outlined in <i>Table 8-1</i>.</p>	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Policy OS-3:</b> Within single family residential projects, whether attached or detached, a minimum of 5% of the project site, not inclusive of existing or future major road rights-of-way, shall be developed with usable open space. Such open space shall be maintained by an assessment district, landscape/lighting district, homeowners' association, or other appropriate maintenance entity.</p> <p><b>Action Item OS-3a:</b> Adopt standards that establish minimum requirements for open space areas to qualify as usable for purposes of meeting the 5% usable open space requirement. Such standards shall require a minimum of a one-half acre park site. The remaining acreage needed to satisfy the 5% usable open space requirement may be made up of neighborhood trails or other usable open space areas meeting the minimum established requirements. In instances where 5% of a project site's acreage, exclusive of rights of way, results in less than one-half acre, the park site for that project site may be constructed equal to the minimum acreage required to comply with 5% standard.</p> <p><b>Policy OS-4:</b> Usable open space areas, as required in, may fulfill the requirements for parkland dedication, per the City's Quimby Ordinance. To qualify, such land shall be dedicated to the City and meet the minimum established requirements for usable open space.</p>	
<b>Recreation</b>			
<p>Threshold 1: 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?</p>	<p>Potentially Significant Impact</p>	<p><b>Policy OS-1:</b> Parks shall be developed according to the park classifications, access radii, and service level requirements outlined in <i>Table 8-1</i>.</p> <p><b>Policy OS-3:</b> Within single family residential projects, whether attached or detached, a minimum of 5% of the project site, not inclusive of existing or future major road rights-of-way, shall be developed with usable open space. Such open space shall be maintained by an assessment district, landscape/lighting district, homeowners' association, or other appropriate maintenance entity.</p> <p><b>Action Item OS-3a:</b> Adopt standards that establish minimum requirements for open space areas to qualify as usable for purposes of meeting the 5% usable open space requirement. Such standards shall require a minimum of a one-half acre park site. The remaining acreage needed to satisfy the</p>	<p>Less than Significant Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p>5% usable open space requirement may be made up of neighborhood trails or other usable open space areas meeting the minimum established requirements. In instances where 5% of a project site's acreage, exclusive of rights of way, results in less than one-half acre, the park site for that project site may be constructed equal to the minimum acreage required to comply with 5% standard.</p> <p><b>Policy OS-4:</b> Usable open space areas, as required in Policy OS-3 in the General Plan, may fulfill the requirements for parkland dedication, per the City's Quimby Ordinance. To qualify, such land shall be dedicated to the City and meet the minimum established requirements for usable open space.</p> <p><b>Policy OS-17:</b> The City shall use a broad range of funding and economic development tools to ensure high quality development, maintenance, and programming of the City parks, trails, and recreation system. Funding and economic development tools may include exploring grant opportunities or establishing sponsorship opportunities, such "adopt-a-park" programs.</p> <p><b>Policy OS-18:</b> All residential projects shall be subject to the payment of park development impact fees, as adopted by resolution of the City Council. Payment of these development impact fees shall be in addition to any parkland dedication or in-lieu fee payment requirements in accordance with Fowler's adopted Quimby Act Ordinance, as applicable, except as provided for in <i>Policy OS-6</i>.</p>	
<p>Threshold 2: 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?</p>	<p>Less than Significant Impact</p>	<p>Mitigation measures are not warranted.</p>	<p>Less than Significant Impact</p>
<b>Transportation</b>			
<p>Threshold 1: Would the project conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?</p>	<p>Less than Significant Impact</p>	<p>Mitigation measures are not warranted.</p>	<p>Less than Significant Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
<p>Threshold 2: Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?</p>	<p>Potentially Significant Impact</p>	<p><b>Policy CH-4:</b> Require street trees or other shade coverage along key pedestrian and bicycle routes and near transit stops.</p> <p><b>Action Item CH-4a:</b> Establish street design standards for each land use zone and require street trees of “medium” size or larger in commercial, residential, and mixed-use zones.</p> <p><b>Policy MOB-1:</b> Design and construct a multimodal circulation system as shown on <i>Figure 9-1: Circulation Diagram</i>.</p> <p><b>Action Item MOB-1a:</b> Establish and implement a Roadways Master Plan that addresses the following:</p> <ul style="list-style-type: none"> <li>• Identification of design standards, and exceptions to those standards where deviations are appropriate, for the roadway network. Design standards should include pedestrian, bicycle, public transit, and vehicular accommodations to ensure the circulation network is designed for complete streets.</li> <li>• Identification of Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies for improving efficiencies in the circulation system for all modes of travel.</li> <li>• Integration of a Vision Zero goal of reducing traffic fatalities and sever injuries to zero and adopting strategies to achieve this goal.</li> </ul> <p><b>Policy MOB-14:</b> Identify opportunities for a multi-modal transit hub within the City.</p> <p><b>Policy MOB-15:</b> Support the development of paratransit service programs.</p> <p><b>Policy MOB-16:</b> Support transit operator efforts to maximize return for short- and long-range transit needs.</p> <p><b>Action Item MOB-16a:</b> Actively participate in the development of short and long-range transit plans, including the Fresno County Long Range Transit Plan and transit plans prepared by the Fresno County Rural Transit Agency (FCRTA).</p>	<p>Less than Significant Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Policy MOB-17:</b> Incorporate the potential for public transit service expansion throughout the City.</p> <p><b>Action Item MOB-17a:</b> Review and revise, as needed, public works standards to incorporate design features to accommodate future public transit stops.</p> <p><b>Policy MOB-18:</b> Improve route options and access for public transit City-wide, specifically west of SR 99.</p> <p><b>Action Item MOB-18a:</b> Coordinate with <a href="#">Fresno County Rural Transit Agency (FCRTA)</a> and other public transit agencies to facilitate additional transit stops.</p> <p><b>Action Item MOB-18b:</b> Ensure that pedestrian and bicycle facilities are provided along and/or near transit routes, whenever feasible, to improve access and connectivity.</p>	
<p>Threshold 3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<p>Less than Significant Impact</p>	<p>Mitigation measures are not warranted.</p>	<p>Less than Significant Impact</p>
<p>Threshold 4: Would the project result in inadequate emergency access?</p>	<p>Less than Significant Impact</p>	<p><b>Policy MOB-1:</b> Design and construct a multimodal circulation system as shown on <i>Figure 9-1: Circulation Diagram</i>.</p> <p><b>Action Item MOB-1a:</b> Establish and implement a Roadways Master Plan that addresses the following:</p> <ul style="list-style-type: none"> <li>• Identification of design standards, and exceptions to those standards where deviations are appropriate, for the roadway network. Design standards should include pedestrian, bicycle, public transit, and vehicular accommodations to ensure the circulation network is designed for complete streets.</li> <li>• Identification of Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies for improving efficiencies in the circulation system for all modes of travel.</li> </ul>	<p>Less than Significant Impact</p>

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<ul style="list-style-type: none"> <li>Integration of a Vision Zero goal of reducing traffic fatalities and sever injuries to zero and adopting strategies to achieve this goal.</li> </ul> <p><b>Policy MOB-2:</b> Streets are designated and planned according to the functional classifications listed in <i>Table 9-2</i>.</p> <p><b>Policy MOB-3:</b> The right of way for arterials and collectors may be reduced to avoid disrupting existing development if the travel way generally meets the street classification design requirements listed in <i>Table 9-2</i>.</p> <p><b>Policy MOB-4:</b> Support the creation of a transportation network that provides for efficient movement of people and goods while accounting for environmental effects.</p> <p><b>Action Item MOB-4a:</b> Prepare guidelines for the evaluation of vehicle miles travelled. The guidelines should include significance criteria for evaluating impacts, thresholds of applicability for discretionary projects, and guidance on analyzing transportation impacts.</p> <p><b>Action Item MOB-4b:</b> Identify a range of actions available for developments to mitigate transportation impacts, specifically targeted at reducing vehicle miles traveled.</p> <p><b>Policy MOB-5:</b> Encourage a Level of Service (LOS) "C" throughout the local circulation network. LOS "D" may be allowed during peak hours at intersections of major streets, at SR 99 interchanges, and along street segments where additional improvements are not feasible. LOS "D" may also be allowed along streets with the potential for a high level of pedestrian and bicyclist activity. LOS "E" may be permitted during peak hour use of certain road intersections and segments where pedestrian and bicycle activity is prioritized.</p> <p><b>Policy MOB-6:</b> Use Intelligent Transportation Systems (ITS) to improve the safety and performance of the circulation network, consistent with the Fresno County ITS Strategic Plan.</p>	



Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Policy MOB-7:</b> Prioritize operational solutions over major structural improvements to existing roadways where feasible.</p> <p><b>Policy MOB-8:</b> Explore opportunities for management and maintenance of traffic control facilities to fall under the City’s jurisdiction.</p> <p><b>Policy MOB-9:</b> New development may be required to provide off-site pedestrian and/or bicycle facilities to address gaps in the active transportation network.</p> <p><b>Policy MOB-10:</b> Develop a multi-purpose recreational bikeway network and support facilities.</p> <p><b>Action Item MOB-10a:</b> Review and revise, as needed, the Zoning Ordinance to include provisions for short-term and long-term bicycle parking and storage facilities.</p> <p><b>Policy MOB-11:</b> Ensure street and road projects are adequately designed to accommodate safe and convenient pedestrian and bicyclist access.</p> <p><b>Action Item MOB-11a:</b> Review and revise, as needed, public works standards to include pedestrian and bicycle safety features where appropriate.</p> <p><b>Action Item MOB-11b:</b> Establish design standards to ensure the bikeway network is easily identifiable and consistent with standard signs and markings, as designated by the State of California Traffic Control Devices Committee and the State Bikeway Committee.</p> <p><b>Policy MOB-12:</b> Require traffic calming techniques in the design of new local streets where such techniques will manage traffic flow and improve safety for pedestrian and bicyclist users.</p> <p><b>Policy MOB-13:</b> Coordinate with Caltrans, Fresno COG, FCRTA, and other responsible agencies to identify the need for additional mobility infrastructure and/or services along major commuter travel corridors.</p>	

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Policy MOB-14:</b> Identify opportunities for a multi-modal transit hub within the City.</p> <p><b>Policy MOB-15:</b> Support the development of paratransit service programs.</p> <p><b>Policy MOB-16:</b> Support transit operator efforts to maximize return for short- and long-range transit needs.</p> <p><b>Action Item MOB-16a:</b> Actively participate in the development of short and long-range transit plans, including the Fresno County Long Range Transit Plan and transit plans prepared by the Fresno County Rural Transit Agency (FCRTA).</p> <p><b>Policy MOB-17:</b> Incorporate the potential for public transit service expansion throughout the City.</p> <p><b>Action Item MOB-17a:</b> Review and revise, as needed, public works standards to incorporate design features to accommodate future public transit stops.</p> <p><b>Policy MOB-18:</b> Improve route options and access for public transit City-wide, specifically west of SR 99.</p> <p><b>Action Item MOB-18b:</b> Ensure that pedestrian and bicycle facilities are provided along and/or near transit routes, whenever feasible, to improve access and connectivity.</p> <p><b>Policy MOB-19:</b> Designated truck routes for use by heavy commercial and industrial traffic shall include Golden State Boulevard, Manning Avenue, and Temperance Avenue, as shown in <i>Figure 9-2</i>.</p> <p><b>Policy MOB-20:</b> Encourage the efficient movement of goods.</p> <p><b>Action Item MOB-20a:</b> Identify economically feasible street and highway improvement and maintenance projects that will improve goods movement.</p>	

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Action Item MOB-20b:</b> Identify opportunities to support commercial and industrial access to existing rail facilities within the Planning Area.</p> <p><b>Policy MOB-21:</b> Facilitate goods movement and delivery through internal site design of commercial and industrial areas.</p> <p><b>Policy MOB-22:</b> Ensure truck access points and loading facilities are designed to reduce conflict with sensitive land uses.</p> <p><b>Policy MOB-23:</b> Coordinate with Caltrans in the design of capital improvement projects near SR 99.</p> <p><b>Policy MOB-24:</b> Continue to support Golden State Boulevard as a secondary route connecting the Kingsburg Selma Fowler corridor and providing access to the City of Fresno, Calwa, and Malaga.</p> <p><b>Policy MOB-25:</b> Coordinate local transportation planning with the Fresno COG Regional Transportation Plan (RTP), Fresno County Rural Transit Agency (FCRTA), and other agencies on relevant transportation plans to ensure eligibility for state and federal funding.</p> <p><b>Policy MOB-26:</b> Collaborate with Fresno County to integrate right-of-way and improvement standards for roads that cross jurisdictional boundaries. For development outside the City's boundaries, but within the SOI, City and County staff will cooperate and agree on reasonable design standards and negotiate logical transitions from City to County Standards. In general, for such development under County jurisdiction but within the Sphere of Influence, City Standards should apply if annexation would logically occur in the short to intermediate range.</p> <p><b>Policy MOB-27:</b> Provide for the logical, timely, and economically efficient extension of road infrastructure improvements.</p> <p><b>Action Item MOB-27a:</b> Annually review and revise the CIP to ensure roadway improvements are prioritized and scheduled for construction over at least a 5-year period.</p>	

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p><b>Policy MOB-28:</b> Seek all available means to finance improvements, including State and Federal grants.</p> <p><b>Policy MOB-29:</b> Use appropriate entitlement processes and financial tools to ensure new development contributes a fair share of the transportation improvements and/or costs to provide necessary improvements.</p> <p><b>Action Item MOB-29a:</b> Participate in the establishment of regional transportation mitigation fees and/or benefit districts to be assessed on new development. The fees shall cover a reasonable share of the costs of providing local and subregional transportation improvements needed for serving new development.</p> <p><b>Policy MOB-30:</b> Existing points of ingress and egress shall be consolidated whenever possible. Driveway consolidation for new development shall be consistent with City standards and implemented through access agreements along arterials.</p> <p><b>Action Item MOB-30a:</b> Review and revise, as necessary, City standards to establish criteria for site ingress and egress and driveway locations.</p> <p><b>Policy MOB-31:</b> Ingress and egress to shopping centers shall minimize left turn movements into and out of parking or loading areas.</p> <p><b>Policy MOB-32:</b> Review standards for traffic signalization and revise to reflect alternative ways, beyond the current warrant study, for the installation of traffic lights, stop signs, and alternative signalization methods.</p> <p><b>Policy MOB-33:</b> Require residential developments along arterials to back on to such streets with ornamental fencing, landscaping, and waiver of access, or to provide frontage roads with limited points of access to the street. “Open ended cul de sacs” to major streets are also required for pedestrian access.</p> <p><b>Policy MOB-34:</b> Limit access points and intersections of streets and highways based on the road’s General Plan classification and function.</p>	

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<p>Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.</p> <p><b>Action Item MOB-34a:</b> The distance between commercial driveways on arterial streets should be not less than 400 feet. Where practical and desirable, commercial driveways should be located on adjacent collector streets rather than on arterial streets.</p> <p><b>Action Item MOB-34b:</b> Driveway access to major activity centers, including multifamily development, should be located no closer than 200 feet to the intersection of a collector or arterial street.</p> <p><b>Policy CH-1:</b> Implement an active transportation network that links residential uses with schools, shopping, entertainment, recreation, and employment centers.</p> <p><b>Action Item CH-1a:</b> Identify gaps in the existing pedestrian and bicycle network to inform capital improvements programming and grant funding opportunities.</p> <p><b>Action Item CH-1b:</b> Prioritize pedestrian and bicycle improvement projects that close gaps in the mobility network and those which link the east and west sides of the city.</p> <p><b>Action Item CH-1c:</b> Amend road design standards, as necessary, to include complete street design principles.</p> <p><b>Action Item CH-1d:</b> Develop and implement an Active Transportation Plan.</p> <p><b>Action Item CH-1e:</b> Pursue funding for the adoption of a Safe Routes to School Master Plan to assist in the planning and funding of bicycle and pedestrian infrastructure improvements along school routes.</p> <p><b>Policy CH-2:</b> Promote walking and bicycling and reduce vehicle miles traveled by allowing complementary land uses in close proximity to one another.</p>	

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		<p><b>Action Item CH-2a:</b> Review and revise the Zoning Ordinance, as needed, to include complementary land uses within zoning districts.</p> <p><b>Policy CH-3:</b> Consider pedestrian and bicyclist safety and comfort in the design and development of streets, parks, and public spaces.</p> <p><b>Action Item CH-3a:</b> Conduct a visual quality assessment of bicycle and pedestrian facilities to determine the efficacy of existing active transportation improvements and to help prioritize future improvements.</p> <p><b>Action Item CH-3b:</b> Require street lighting within the rights-of-way of all public streets.</p>	
<b>Tribal Cultural Resources</b>			
<p>Threshold 1: 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:</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>	Potentially Significant Impact	Policies CDES-10, CDES-12, and CDES-13, outlined in the Cultural Resources Section.	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
<b>Utilities and Service Systems</b>			
<p>Threshold 1: 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?</p>	Potentially Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
<p>Threshold 2: Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	Potentially Significant Impact	<p><b>Policy PF-16:</b> Design and construct water system infrastructure as needed to meet current and future water demands and system requirements.</p> <p><b>Action Item PF-16a:</b> Prepare and maintain a water systems master plan to estimate future water demands, identify an adequate supply of water to meet future demands, and identify potential new water supplies.</p> <p><b>Policy PF-17:</b> Continue to establish development fees and user rates that are sufficient to operate, maintain, and upgrade (for current and future regulatory requirements) the City’s water, wastewater, and stormwater infrastructure.</p> <p><b>Policy PF-22:</b> Support local efforts to implement SGMA. Coordinate with applicable GSAs to implement appropriate policies and programs identified in adopted GSPs.</p> <p><b>Policy PF-23:</b> Where appropriate, integrate identified actions and projects from the GSP into the City’s Capital Improvement Program.</p>	Less than Significant Impact
<p>Threshold 3: 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?</p>	Potentially Significant Impact	<p><b>Policy PF-17:</b> Continue to establish development fees and user rates that are sufficient to operate, maintain, and upgrade (for current and future regulatory requirements) the City’s water, wastewater, and stormwater infrastructure.</p> <p><b>Policy PF-18:</b> Continue to cooperate with the Selma-Kingsburg-Fowler (SKF) County Sanitation District to design and construct wastewater system infrastructure as needed to safely convey, treat and recycle, and dispose of current and future wastewater flows and achieve future regulatory and system requirements.</p>	Less than Significant Impact

Impact	Level of Significance Before Policies, Action Items, and Mitigation Measures	Policies, Action Items, and Mitigation Measures	Level of Significance After Policies, Action Items, and Mitigation Measures
		<b>Policy PF-19:</b> Actively participate in the Selma-Kingsburg-Fowler (SKF) County Sanitation District wastewater master plan update proves to ensure it aligns with planned land uses and projected demands for the City of Fowler.	
Threshold 4: 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?	Potentially Significant Impact	<b>Policy PF-26:</b> Ensure solid waste pick-up and disposal facilities are sufficient to meet new development needs.	Less than Significant Impact
Threshold 5: Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Potentially Significant Impact	<b>Policy PF-25:</b> Facilitate activities that reduce waste production and/or encourage recycling or reuse of waste when possible to reduce the amount of solid waste sent to landfill in order to meet State targets.	Less than Significant Impact
<b>Wildfire</b>			
Threshold 1: Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 2: Would the Fowler 2040 GP, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 3: 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?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact
Threshold 4: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Less than Significant Impact	Mitigation measures are not warranted.	Less than Significant Impact