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## INITIAL STUDY / NOTICE OF PREPARATION

FOR THE

### PRODUCERS DAIRY PROJECT

JANUARY 2020

*Prepared for:*

City of Fresno  
Planning and Development Department  
2600 Fresno Street, Room 3043  
Fresno, CA 93721

*Prepared by:*

De Novo Planning Group  
1020 Suncoast Lane, Suite 106  
El Dorado Hills, CA 95762  
(916) 949-3231

**D e N o v o P l a n n i n g G r o u p**

A Land Use Planning, Design, and Environmental Firm



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# **NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING**

**DATE:** January 22, 2020

**To:** State Clearinghouse  
State Responsible Agencies  
State Trustee Agencies  
Other Public Agencies  
**Organizations and Interested Persons**

**SUBJECT:** Notice of Preparation of an Environmental Impact Report and  
Scoping Meeting for the Producers Dairy Project

**LEAD AGENCY:** City of Fresno, Planning and Development Department  
2600 Fresno Street, Room 3043  
Fresno, CA 93721  
(559) 621-8181

**PROJECT PLANNER:** Rodney Horton  
rodney.horton@fresno.gov  
(559) 621-8181

## **PURPOSE OF NOTICE**

This is to notify public agencies and the general public that the City of Fresno, as the Lead Agency, will prepare an Environmental Impact Report (EIR) for the Producers Dairy Project. The City of Fresno is interested in the input and/or comments of public agencies and the public as to the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project, and public input. Responsible/trustee agencies will need to use the EIR prepared by the City of Fresno when considering applicable permits, or other approvals for the proposed project.

## **COMMENT PERIOD**

Consistent with the time limits mandated by State law, your input, comments or responses must be received in writing and sent at the earliest possible date, but not later than 5:00 PM, February 20, 2020.

Please send your comments/input (including the name for a contact person in your agency) to: Attn: Rodney Horton at the City of Fresno, 2600 Fresno Street, Room 3043, Fresno, CA 93721; or by e-mail to rodney.horton@fresno.gov.

## **SCOPING MEETING**

On February 3, 2020, the City of Fresno will conduct a public scoping meeting to solicit input and comments from public agencies and the general public on the proposed project and scope of the EIR. This meeting will be held at Fresno City Hall, Council Chambers located at 2600 Fresno Street, Fresno, CA 93721, from 5:00 PM to 6:00 PM.

Representatives from the City of Fresno and the EIR consultant will be available to address questions regarding the EIR process and scope. Members of the public may provide written comments throughout the meeting.

If you have any questions regarding the scoping meeting, contact Rodney Horton, Project Planner, at (559) 621-8181 or [Rodney.Horton@fresno.gov](mailto:Rodney.Horton@fresno.gov).

## **PROJECT LOCATION**

The Producers Dairy project site (project site) is located at 250 E. Belmont Avenue in Fresno, California. There are two aspects of the project location that are addressed in the environmental document:

1. The Truck Movement Project Area; and
2. The Demolition and Grading Project Area.

The Truck Movement Project Area includes the Demolition and Grading Project Area (discussed below), the Producers Dairy Main Plant (discussed below), the Producers Dairy ice cream warehouse, and the Producers Dairy cheese plant property, as well as the roadways in the area which are used for the existing and proposed truck movements. The existing and proposed truck movements are located on portions of the following roadways: E. Belmont Avenue, W. Belmont Avenue, N. Wesley Avenue, W. Franklin Avenue, N. Thorne Avenue, H Street, and Palm Avenue. The Truck Movement Project Area also includes the following areas and features: the roundabout at N. Motel Drive, W. Belmont Avenue, and N. Wesley Avenue; the detention basin southeast of the roundabout; the industrial area adjacent north and west of the ice cream warehouse, and the industrial area west of the Main Plant along H Street and the Union Pacific Railroad (UPRR) tracks.

The Demolition and Grading Project Area includes the segment of H Street proposed for abandonment (between Belmont Avenue and Palm Avenue) and the area between H Street and the UPRR tracks.

Producers Dairy Foods currently operates at multiple locations within the greater Truck Movement Parking Area. The existing operations include the Main Plant, which includes processing facilities, blow mold and storage areas, executive offices, product loading, dry storage, bottling and processing, order processing, and truck maintenance. Existing operations also occur at the ice cream warehouse, which is located southwest of the Main Plant. Producers also operates at the old cheese plant property, which is no longer operational as a cheese production facility, but is currently used for trailer storage as part of daily operations.

The vast majority of the existing operations and facilities are located in the area southwest of the Palm Avenue and Belmont Avenue intersection (the Main Plant); however, the ice cream warehouse is located west of H Street and north and west of the Southern Pacific Railroad, and the cheese plant property is located at the southwest

corner of the N. Roosevelt Avenue and Belmont Avenue intersection. Existing circulation patterns currently connect the ice cream warehouse and cheese plant property to the other buildings listed previously (located southwest of the Palm Avenue and Belmont Avenue intersection). The elevation of the site ranges from approximately 288 feet to 300 feet above mean sea level (MSL). Surrounding land uses include existing warehouse distribution and other industrial uses to the east, west, and south, and residential land uses to the east.

#### **PROJECT DESCRIPTION**

The proposed project includes the construction and operation of a new truck parking facility located at 315/339 N. H Street. The project would include the following components and characteristics:

- demolition of all structures along H Street (north of Arroyo Avenue and south of N. Harrison Avenue);
- grading and new paved parking lot for diesel milk trucks; and
- closure and relinquishment of H Street from Belmont Avenue to Palm Avenue.

Approximately 3.69 acres (or 160,865 square feet) of land currently developed with a range of old, abandoned feed mill and silos would be paved. The structures in the Demolition and Grading Project Area include a two-story office building with a retail feed store, warehouse buildings with loading docks for rail cars and trucks, concrete storage silos for feed and grain, and an iron structure with metal loading silos. The storage silos and associated structure and equipment have been out of use for many years with extensive scavenging of the copper wiring and other items of value. The warehouse buildings are 75 to 90 years old and are not in good condition with most of the roofs being unsafe to walk on. Many of the doors and access points into the structures have been welded shut to keep out trespassers and control the vandalism of the buildings.

Some portions of H Street between the railroad tracks would be used for truck parking and represents new pavement.

No changes or expansions of existing operations and shipment volumes is proposed as part of this project. The proposed project includes the demolition of existing structures between H Street and the UPRR tracks, which would be replaced with a new consolidated truck and trailer parking area, as described above. This new parking area would allow the project applicant to change their existing truck movement patterns in and around their facilities.

#### **PROJECT ENTITLEMENTS AND OTHER APPROVALS**

The City of Fresno will be the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050. Actions that would be required from the City include, but are not limited to the following:

- Demolition, grading, and other permits as necessary for project construction;
- Approval of a Development Permit Application with the City's Planning and Development Department;
- Approval of a Street Vacation Application with the City's Public Works Department;
- Abandonment and relinquishment of H Street and the associated right-of-way;

- Adoption of the Environmental Impact Report (EIR); and
- Adoption of the Mitigation Monitoring and Reporting Program (MMRP).

The following agencies may be required to issue permits or approve certain aspects of the proposed project:

- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);
- RWQCB – The Storm Water Pollution Prevention Plan (SWPPP) would be required to be approved prior to construction activities pursuant to the Clean Water Act;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Construction (grading) activities would be subject to the SJVAPCD permits, codes, and requirements. Demolition activities would also be subject to the SJVAPCD Asbestos Program requirements (including, but not limited to, compliance with SJVAPCD Rule 4002).

#### INITIAL STUDY

An Initial Study has been prepared for this project. The Initial Study identifies environmental areas/issues that would result in No Impact or a Less than Significant Impact, and environmental areas/issues that would result in a Potentially Significant Impact. All Potentially Significant Impact areas/issues will be addressed in greater detail in the Draft EIR. Areas/issues that would result in No Impact or a Less than Significant Impact, as identified in the Initial Study, will not be addressed further in the Draft EIR.

#### AREAS OF POTENTIAL IMPACTS

The Draft EIR will examine some of the environmental areas contained in Appendix G of the State CEQA Guidelines. The topics to be addressed in the Draft EIR include: Aesthetics, Air Quality, Energy, Cultural and Tribal Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Noise, Transportation, Cumulative Impacts, and Growth Inducing Impacts. The content of the Draft EIR will be subject to input received during the NOP comment period.

**Si necesita información en Español, comuníquese con Jose Valenzuela al teléfono (559) 621-8070 o por correo electrónico [jose.valenzuela@fresno.gov](mailto:jose.valenzuela@fresno.gov). Yog xav paub ntxiv, thov hu rau Kao Vang ntawm (559) 621-8058 los yog xav ntawv rau tws email [Kao.Vang@fresno.gov](mailto:Kao.Vang@fresno.gov).**

Date: 1-17-2020

Signature: 

Name/Title: Rodney Horton, Planner III

Phone/Email: 559-621-8181 rodney.horton@fresno.gov



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## INITIAL STUDY CHECKLIST

### PROJECT TITLE

Producers Dairy

### LEAD AGENCY

City of Fresno  
Planning and Development Department  
2600 Fresno Street, Room 3043  
Fresno, CA 93721

### LEAD AGENCY CONTACT

Rodney Horton, Planner III  
City of Fresno  
Planning and Development Department  
2600 Fresno Street, Room 3043  
Fresno, CA 93721  
Rodney.Horton@fresno.gov  
(559) 621-8181

### PROJECT SPONSOR

Producers Dairy Foods  
250 E. Belmont Avenue  
Fresno, CA 93701

### PROJECT LOCATION AND SETTING

The Producers Dairy project site (project site) is located at 250 E. Belmont Avenue in Fresno, California (Figures 1 and 2 on pages 9 and 11, respectively). There are two aspects of the project location that are addressed in this environmental document:

1. The Truck Movement Project Area; and
2. The Demolition and Grading Project Area.

The Truck Movement Project Area includes the Demolition and Grading Project Area (discussed below), the Producers Dairy Main Plant (discussed below), the Producers Dairy ice cream warehouse, and the Producers Dairy cheese plant property, as well as the roadways in the area which are used for the existing and proposed truck movements. The existing and proposed truck movements are located on portions of the following roadways: E. Belmont Avenue, W. Belmont Avenue, N. Wesley Avenue, W. Franklin Avenue, N. Thorne Avenue, H Street, and Palm Avenue. The Truck Movement Project Area also includes the following areas and features: the roundabout at N. Motel Drive, W. Belmont Avenue, and N. Wesley Avenue; the detention basin southeast of the roundabout; the industrial area adjacent north and west of the ice cream warehouse, and the industrial area west of the Main Plant along H Street and the Union Pacific Railroad (UPRR) tracks.

The Demolition and Grading Project Area includes the segment of H Street proposed for abandonment (between Belmont Avenue and Palm Avenue) and the area between H Street and the UPRR tracks, as shown in Figure 3 on page 13.

Producers Dairy Foods currently operates at multiple locations within the greater Truck Movement Parking Area (Figure 3 on page 13). The existing operations include the Main Plant, which includes processing facilities, blow mold and storage areas, executive offices, product loading, dry storage, bottling and processing, order processing, and truck maintenance. Existing operations also occur at the ice cream warehouse, which is located southwest of the Main Plant, as shown on Figure 3 on page 13. Producers also operates at the old cheese plant property, which is no longer operational as a cheese production facility, but is currently used for trailer storage as part of daily operations.

The vast majority of the existing operations and facilities are located in the area southwest of the Palm Avenue and Belmont Avenue intersection (the Main Plant); however, the ice cream warehouse is located west of H Street and north and west of the Southern Pacific Railroad, and the cheese plant property is located at the southwest corner of the N. Roosevelt Avenue and Belmont Avenue intersection. Existing circulation patterns currently connect the ice cream warehouse and cheese plant property to the other buildings listed previously (located southwest of the Palm Avenue and Belmont Avenue intersection). The elevation of the site ranges from approximately 288 feet to 300 feet above mean sea level (MSL). Surrounding land uses include existing warehouse distribution and other industrial uses to the east, west, and south, and residential land uses to the east.

## **PROJECT BACKGROUND**

In 2014, Producers Dairy Foods leased property at 302 N. Thorne Avenue. The California High Speed Rail Project required taking a large portion of the project site that was being used to park trailers. Because Producers Dairy Foods wasn't the property owner, the eminent domain process went directly with the property owner. The California High Speed Rail Authority (CHSRA) initially helped to try to accommodate Producers Dairy Foods' needs by finding or providing temporary lots where its trailers could be parked. Temporary lots were then made available at 1762 G Street and at 1399 H Street (Boxcar Lot) for Producers Dairy Foods to park its trailers.

Security and cost issues arose along with the new temporary lots. As a result, Producers Dairy Foods consolidated its operations around the remaining available space among its properties at 250 E. Belmont Avenue, 450 E. Belmont Avenue (the cheese plant property), and 302 N. Thorne Avenue. On occasion, CHSRA has continued to make the Boxcar Lot available due to temporary needs (i.e., resurfacing the cheese plant property which was damaged due to heavy winter rains).

In search for a more permanent solution to the lost parking that resulted from the California High Speed Rail Project taking via eminent domain, Producers Dairy Foods pursued a project to tear down abandoned buildings at the cheese plant property to expand available trailer parking in 2016. However, the project was tabled in 2018 and sent to the Fresno Mayor's office for further discussions in order to explore other alternatives.

Since 2018, some alternative sites have been explored and Producers Dairy Foods made an offer on a potential property (295 Fruit Avenue). However, no deal was made. The owners of the mill property site (located at 315 N. H Street) were contacted and expressed interest in a potential sale to the applicant. Currently, the property is in escrow and a sale is pending to close and relinquish portions of H Street (i.e., if H Street cannot be closed such that Producers Dairy Foods



can essentially consolidate and improve the efficiency of its operations, then the pending sale can be canceled; however, if this effort is ultimately successful, then the deal can close).

## PROJECT DESCRIPTION

The proposed project includes the construction and operation of a new truck parking facility located at 315/339 N. H Street. The project would include the following components and characteristics:

- demolition of all structures along H Street (north of Arroyo Avenue and south of N. Harrison Avenue);
- grading and new paved parking lot for diesel milk trucks; and
- closure and relinquishment of H Street from Belmont Avenue to Palm Avenue.

Approximately 3.69 acres (or 160,865 square feet) of land currently developed with a range of old, abandoned feed mill and silos would be paved. The structures in the Demolition and Grading Project Area include a two-story office building with a retail feed store, warehouse buildings with loading docks for rail cars and trucks, concrete storage silos for feed and grain, and an iron structure with metal loading silos. The storage silos and associated structure and equipment have been out of use for many years with extensive scavenging of the copper wiring and other items of value. The warehouse buildings are 75 to 90 years old and are not in good condition with most of the roofs being unsafe to walk on. Many of the doors and access points into the structures have been welded shut to keep out trespassers and control the vandalism of the buildings.

Some portions of H Street between the railroad tracks would be used for truck parking and represents new pavement.

## OPERATIONS

No changes or expansions of existing operations and shipment volumes is proposed as part of this project. The proposed project includes the demolition of existing structures between H Street and the UPRR tracks, which would be replaced with a new consolidated truck and trailer parking area, as described above. This new parking area would allow the project applicant to change their existing truck movement patterns in and around their facilities, as described in greater detail below.

## CIRCULATION, TRANSPORTATION, AND PARKING

The existing routes and turning movements are shown in Figure 4 on page 15, and the proposed routes and movements are shown in Figure 5 on page 17. Generally, existing routes connect the cheese plant property and ice cream warehouse to the main operations (located in the area southwest of the Palm Avenue and Belmont Avenue intersection). Trucks currently travel along Belmont Avenue, over the railroad tracks, through the roundabout at Belmont Avenue / Wesley Avenue / Motel Drive, and along Wesley Avenue, Franklin Avenue, and Thorn Avenue. The proposed project would consolidate the routes and turning movements, as shown in Figure 5 on page 17.

Ample truck parking would be provided in the newly paved area along H Street once the structures in this area are demolished. As noted above, portions of H Street between Belmont Avenue and Palm Avenue would be closed and relinquished. A gate would be constructed at the southern portion of H Street, northwest of the Palm Avenue and H Street intersection.



These proposed changes to the existing truck parking and movement patterns would allow the applicant to reduce the total number of truck movements, reduce the number of minutes spent daily on truck movements, and reduce the daily vehicle miles traveled associated with truck movements. The existing trailer movements are shown in Table 1. The proposed trailer movements with the proposed new parking lot area are shown in Table 2.

**Table 1: Existing Trailer Movements Per Day**

<b>Movement</b>	<b>Trailers Moved (Number)</b>	<b>Travel Time (Minutes)</b>	<b>Travel Distance (Miles)</b>
<b>Sunday/Monday/Wednesday/Thursday/Friday</b>			
Main Lot to Ice Cream Warehouse	43	324	47
Main Lot to Cheese Plant Property	64	340	44
Main Lot to Other Facilities	200	856	55
<b>Totals</b>	<b>307</b>	<b>1,520</b>	<b>146</b>
<b>Tuesday/Saturday</b>			
Main Lot to Ice Cream Warehouse	22	166	24
Main Lot to Cheese Plant Property	43	229	30
Main Lot to Other Facilities	134	548	31
<b>Totals</b>	<b>199</b>	<b>943</b>	<b>85</b>

NOTE: THIS AUDIT WAS COMPLETED BY THE PROJECT APPLICANT IN JUNE 2019. THE AUDIT IS BASED ON THE MOVEMENTS OF 388 LOADED TRAILERS.

SOURCE: PRODUCERS DAIRY FOODS, JUNE 2019.

**Table 2: Proposed Trailer Movements Per Day With New Parking Lot**

<b>Movement</b>	<b>Trailers Moved (Number)</b>	<b>Travel Time (Minutes)</b>	<b>Travel Distance (Miles)</b>
<b>Sunday/Monday/Wednesday/Thursday/Friday</b>			
Main Lot to Ice Cream Warehouse	8	60	9
Main Lot to Cheese Plant Property	99	297	11
Main Lot to Other Facilities	200	841	59
<b>Totals</b>	<b>307</b>	<b>1,198</b>	<b>79</b>
<b>Tuesday/Saturday</b>			
Main Lot to Ice Cream Warehouse	8	60	9
Main Lot to Cheese Plant Property	57	171	6
Main Lot to Other Facilities	134	45	38
<b>Totals</b>	<b>199</b>	<b>726</b>	<b>53</b>

SOURCE: PRODUCERS DAIRY FOODS, JUNE 2019.

As shown in Tables 1 and 2, the number of trailers moved per day would not change from the existing condition to the proposed condition. On Sundays, Mondays, Wednesdays, Thursdays, and Fridays, the number of trailers moved would remain the same (307 trailers), and the number of trailers moved per day on Tuesdays and Saturdays would also remain the same (199 trailers). However, as shown, the travel times and travel distances during all days would decrease as a result of the project.

As shown in Table 1, the existing operations result in 1,520 total minutes of travel time associated with trailer movements around and between the various facilities and parking areas on Sundays, Mondays, Wednesdays, Thursdays, and Fridays. As shown in Table 2, the travel time associated with trailer movements during these days would decrease to 1,198 total minutes. The project would result in a decrease of travel time during these days by 322 minutes (or five hours and 22

minutes). Similarly, the travel time on Tuesdays and Saturdays would also decrease by 217 minutes (or three hours and 37 minutes).

As shown in Table 1, the existing operations result in 146 total miles of travel on Sundays, Mondays, Wednesdays, Thursdays, and Fridays. As shown in Table 2, the travel distances during these days would decrease to 79 total miles. The project would result in a decrease of travel distance during these days by 67 miles. Similarly, the travel distance on Tuesdays and Saturdays would also decrease by 32 miles.

These travel times and distances represent minutes and miles traveled in and around the Main Plant, the ice cream warehouse, and the old cheese plant property, all of which are located within the area demarcated as the Truck Movement Project Area, as shown on Figure 3 on page 13. These numbers do not represent total miles or minutes of travels associated with deliveries throughout the region, once the trucks and trailers leave the Truck Movement Project Area.

As noted previously, the proposed project would not result in any operational increases nor expansions that would lead to increased production or deliveries above existing conditions.

### *UTILITIES*

The proposed project is currently served by existing City infrastructure. Upon development of the project site, the project would continue to be served by the City.

The project would be served by the following existing service providers:

- City of Fresno for water;
- City of Fresno for wastewater collection and treatment;
- City of Fresno for stormwater collection;
- Pacific Gas and Electric Company for gas and electricity.

### **GENERAL PLAN AND ZONING**

As shown in Figure 6 on page 19, the Demolition and Grading Project Area is designated as Employment – Light Industrial by the City's General Plan Land Use Map and is zoned as Light Industrial (IL). The Truck Movement Project Area includes various land use and zoning designations on-site and in the immediate vicinity. The land use designations in and adjacent to the Truck Movement Project Area include: Open Space – Park; Residential – Medium Density; Neighborhood Mixed Use; Employment – Heavy Industrial; Employment – Light Industrial; Commercial – Main Street; and Commercial – General. The zoning designations in and adjacent to the Truck Movement Project Area include: Park and Recreation (PR); Residential Single-Family, Medium Density (RS-5); Neighborhood Mixed Use (NMX); Heavy Industrial (IH); IL; Commercial Main Street (CMS); and Commercial General (CG).

The existing and proposed project uses are permitted within the existing General Plan land use and Zoning districts. As such, a General Plan Amendment and/or rezone would not be required for the project.

### **REQUESTED ENTITLEMENTS AND OTHER APPROVALS**

The City of Fresno is the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050.

This document will be used by the City of Fresno to take the following actions:

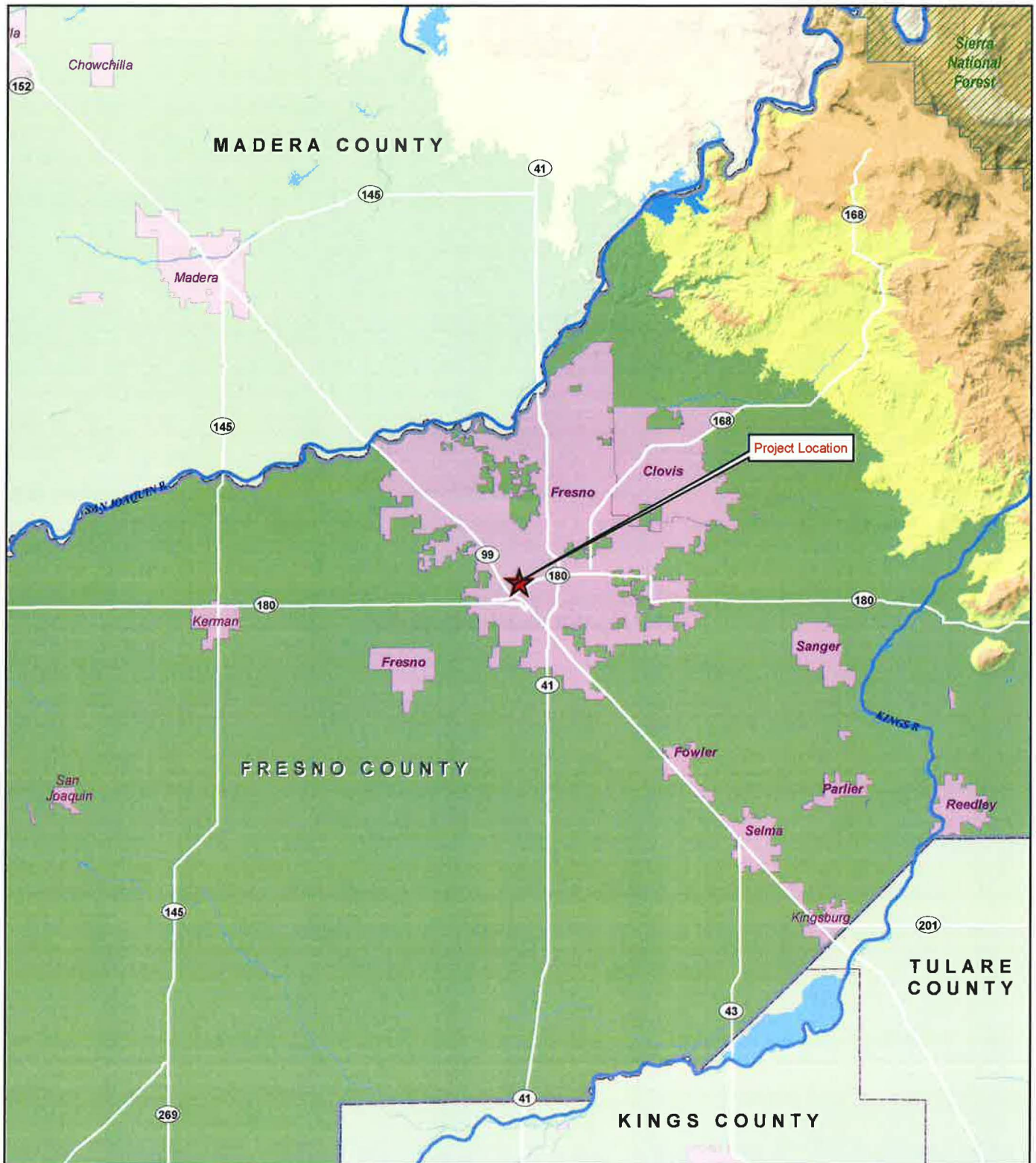
- Demolition, grading, and other permits as necessary for project construction;
- Approval of a Development Permit Application with the City's Planning and Development Department;
- Approval of a Street Vacation Application with the City's Public Works Department;
- Abandonment and relinquishment of H Street and the associated right-of-way;
- Adoption of the Environmental Impact Report (EIR); and
- Adoption of the Mitigation Monitoring and Reporting Program (MMRP).

The following agencies may be required to issue permits or approve certain aspects of the proposed project:

- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);
- RWQCB – The Storm Water Pollution Prevention Plan (SWPPP) would be required to be approved prior to construction activities pursuant to the Clean Water Act;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Construction (grading) activities would be subject to the SJVAPCD permits, codes, and requirements. Demolition activities would also be subject to the SJVAPCD Asbestos Program requirements (including, but not limited to, compliance with SJVAPCD Rule 4002).

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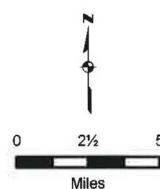




#### Legend

-  Project Location
-  County Boundary
-  City Area

Sources: CalAtlas; San Joaquin, Stanislaus, Sacramento, Solano, Contra Costa, and Alameda Counties Map date: November 13, 2019.

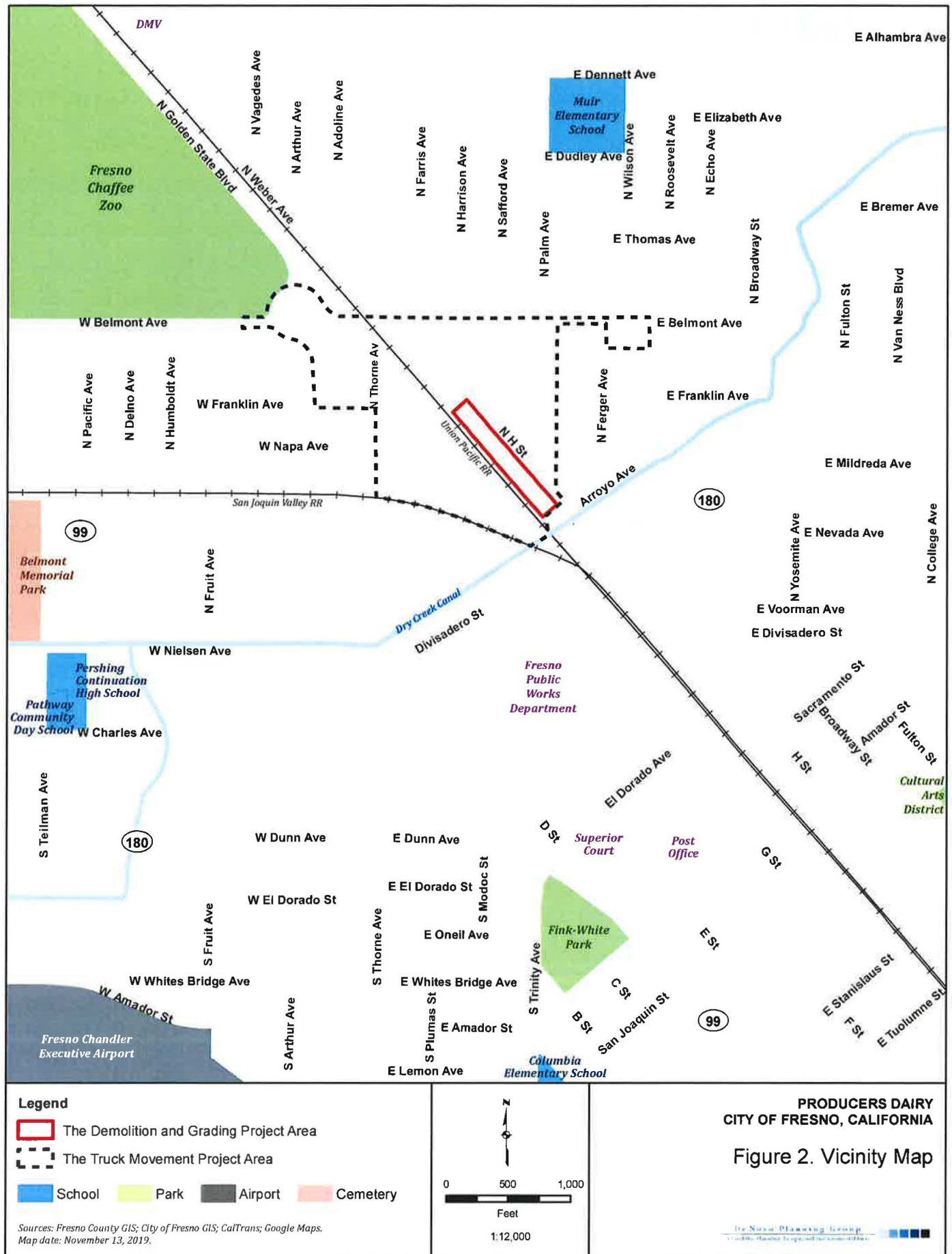


**PRODUCERS DAIRY**  
**CITY OF FRESNO, CALIFORNIA**

**Figure 1. Regional Location Map**

De Novo Planning Group  
Urban Planning, Design, and Construction of Data

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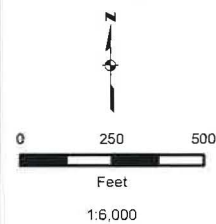




### Legend

- The Demolition and Grading Project Area
- The Truck Movement Project Area

Sources: Fresno County GIS; CalTrans; ArcGIS Online World Imagery Map Service. Map date: November 13, 2019.

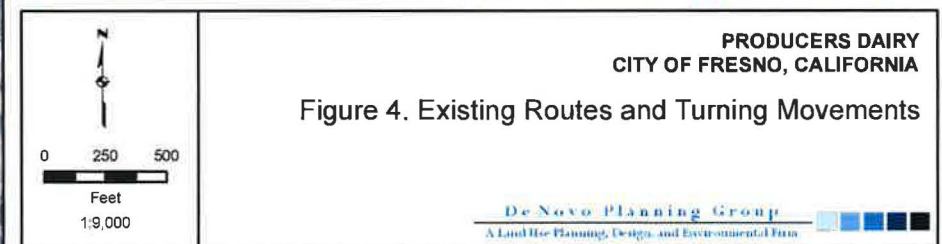
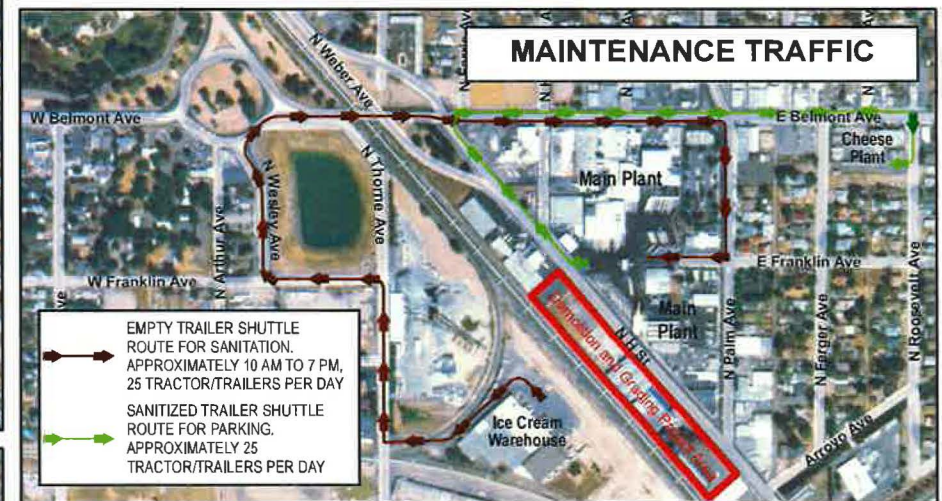
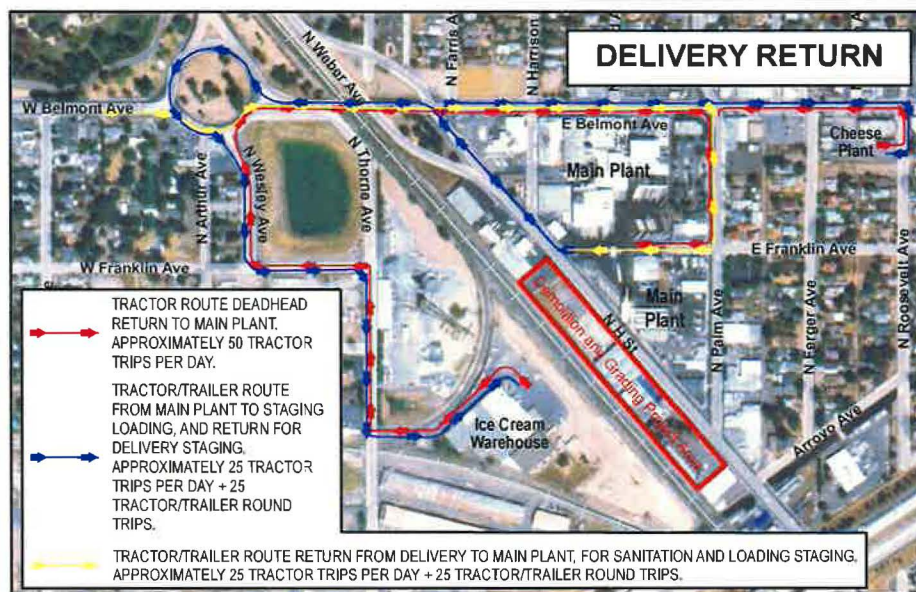
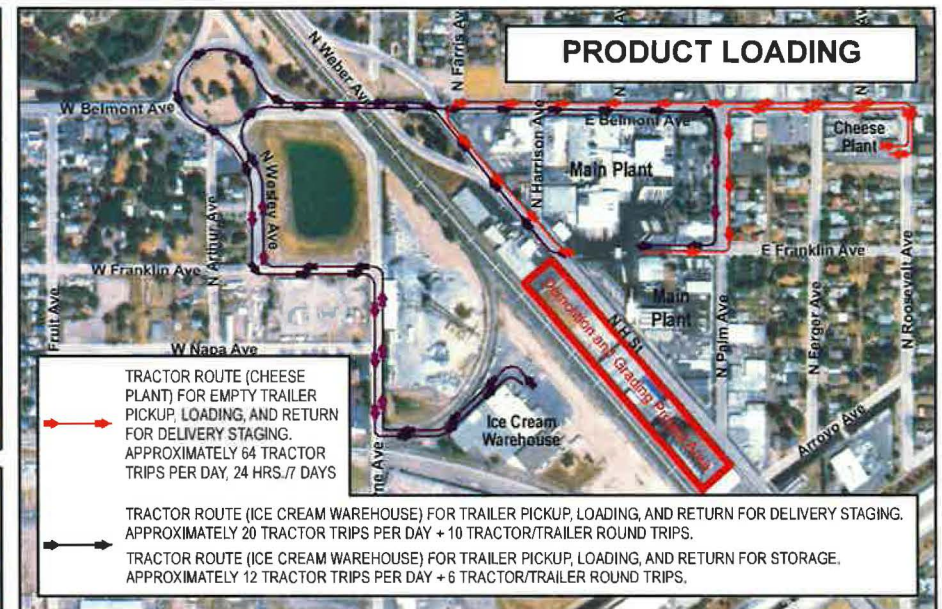


PRODUCERS DAIRY  
CITY OF FRESNO, CALIFORNIA

Figure 3. Aerial View

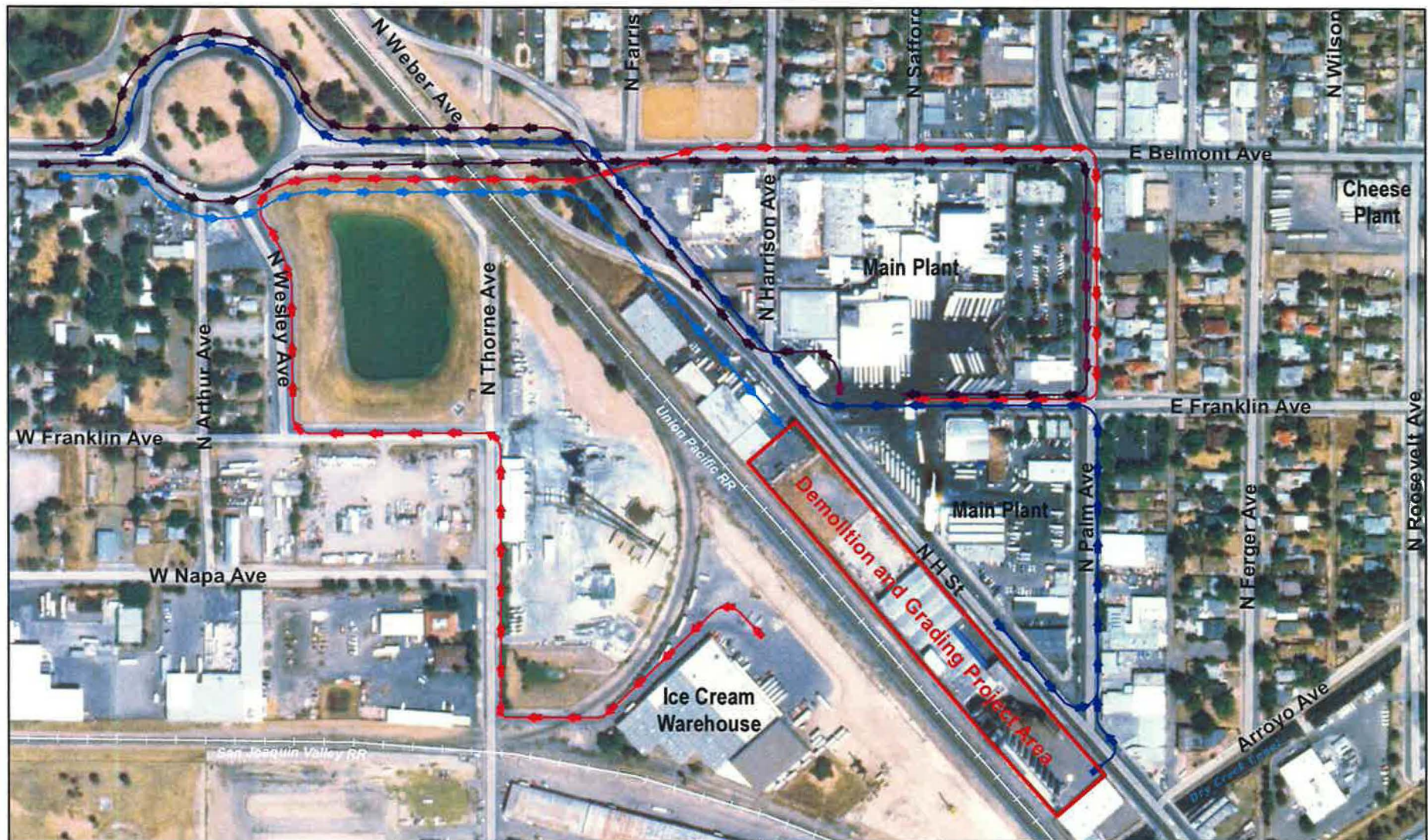
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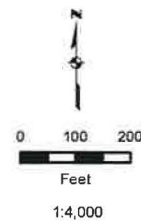
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#### Legend

- TRACTOR ROUTE (ICE CREAM WAREHOUSE) FOR TRAILER PICKUP, LOADING, AND RETURN FOR STORAGE. APPROXIMATELY 12 TRACTOR TRIPS PER DAY + 6 TRACTOR/TRAILER ROUND TRIPS.
- TRACTOR/TRAILER ROUTE TO MAIN PLANT TO WEIGHT SCALE + DEPARTURE FOR DELIVERY. BELMONT TO HWY 99 NORTH + SOUTH BOUND. APPROXIMATELY 50 TRACTOR TRIPS PER DAY AT APPROX. 1 AM TO 4 AM + 3 PM TO 7 PM.
- TRACTOR/TRAILER ROUTE RETURN FROM DELIVERY HWY. 99 TO BELMONT MAIN PLANT, FOR LOADING + STAGING. APPROXIMATELY 50 TRACTOR TRIPS PER DAY.
- TYPICAL OUTSIDE VENDER/DELIVERY ROUTE. APPROXIMATELY 45 TRACTOR/TRAILERS PER DAY.

Sources: Jeff Cazuly, Architect; Fresno County GIS; CalTrans; ArcGIS Online World Imagery Map Service. Map date: November 27, 2019.

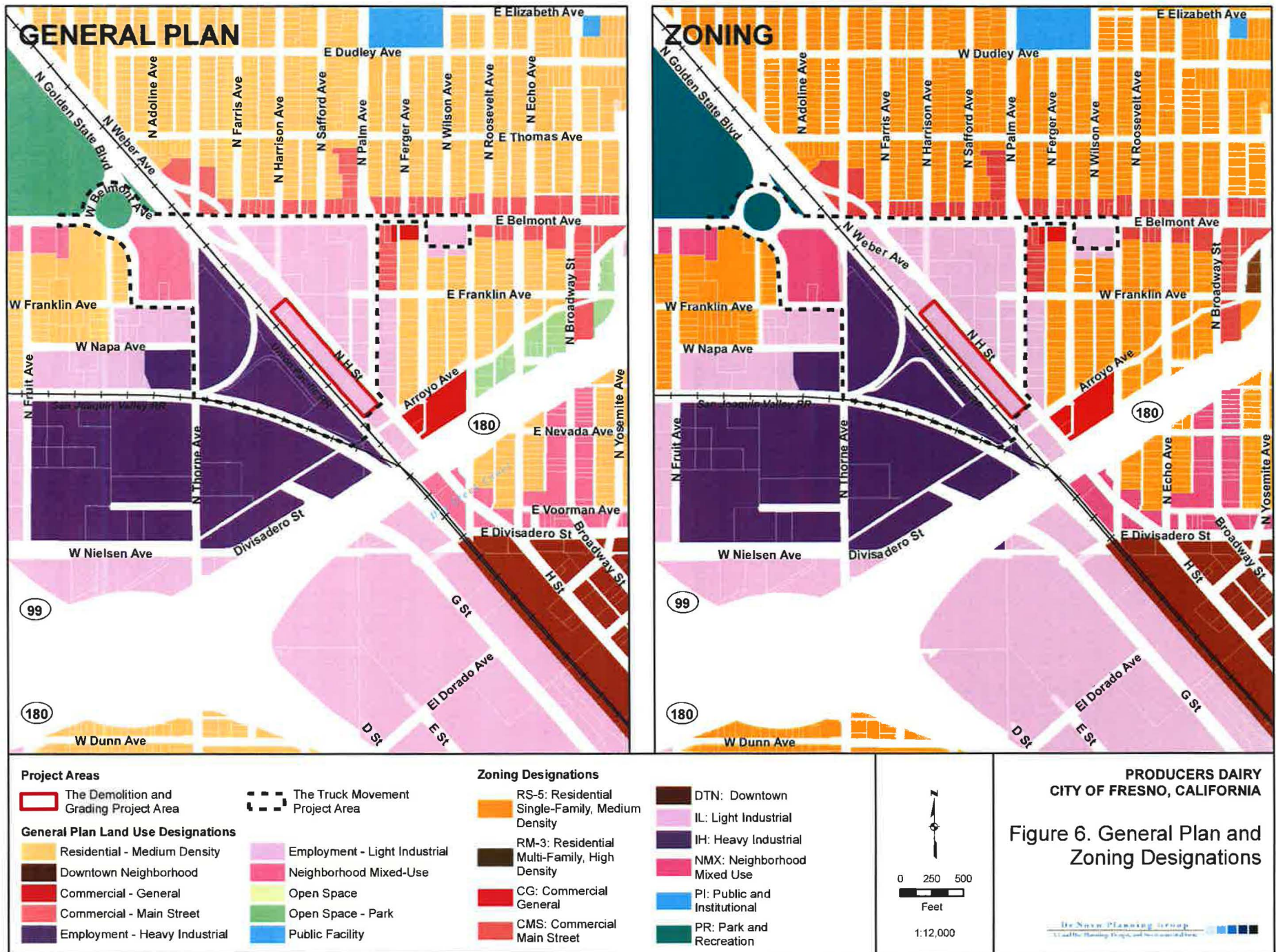


PRODUCERS DAIRY  
CITY OF FRESNO, CALIFORNIA

Figure 5. Proposed Routes and Turning Movements

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## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

## DETERMINATION

On the basis of this initial evaluation:

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

Signature

Date

## EVALUATION INSTRUCTIONS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question; and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

## EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the project.



## ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 21 environmental topic areas.

### I. AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality 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 the applicable zoning and other regulations governing scenic quality?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			

#### *Responses to Checklist Questions*

**Responses a, c, d)** The project would include the following components and characteristics:

- demolition of all structures along H Street (north of Arroyo Avenue and south of N. Harrison Avenue);
- grading and new paved parking lot for diesel milk trucks; and
- closure and relinquishment of H Street from Belmont Avenue to Palm Avenue.

The project would alter the existing condition of the area that is currently used for operations of the Producers Dairy and introduce new sources of light to the site as a result of the new parking area. A scenic vista is generally described as a clear, expansive public view of significant regional features possessing visual and aesthetic qualities of value to the community. The City's General Plan EIR lists the City's scenic resources and vistas that are considered to be local assets.

It has been determined that the potential impacts on aesthetics caused by the proposed project will require a detailed analysis in the EIR. Consequently, the lead agency will examine the environmental issues listed in the checklist above (a, c, and d) in the EIR and will decide whether the proposed project has the potential to have a significant impact on aesthetics. At this point, a definitive impact conclusion for each of these environmental topics will not be made. Rather, all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a visual analysis that presents the methodology, thresholds of significance, a consistency analysis, a cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce any potential impacts on aesthetics. The analysis will look at foreground, middleground, and background views from public vantage points in the project area. The EIR will also compare the proposed project to applicable zoning and other regulations related to scenic qualities.

**Response b):** There are no scenic highways in the County of Fresno, and the site is not visible from a designated or eligible scenic highway. Therefore, the project would have ***no impact*** related to scenic highways.

## II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

### Responses to Checklist Questions

**Response a):** The project site and surrounding are designated as Urban and Built-Up Land as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, implementation of the proposed project would have a **no impact** relative to Important Farmland.

**Response b):** The project site is not zoned for agricultural use nor is it under a Williamson Act contract. The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. Implementation of the proposed project would have **no impact** relative to Williamson Act contracts.

**Responses c), d):** There are no forest resources or zoning for forest lands located on the project site. This CEQA topic is not relevant to the proposed project and does not require further analysis. Therefore, there would be **no impact** regarding the loss of forest or timber resources.

**Response e):** The project site is currently developed with industrial uses. The lands adjacent to the site contain industrial uses and residential uses. The area surrounding the site is designated as Urban and Built-Up Land as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. There are no existing agricultural operations in the vicinity of the site.

The proposed project does not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, or conversion of forest land to non-forest use. Implementation of the proposed project would have a **no impact** relative to this issue.



### III. AIR QUALITY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	X			
c) Expose sensitive receptors to substantial pollutant concentrations?	X			
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	X			

#### *Existing Setting*

The project site is located within the SJVAPCD. This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations within the San Joaquin Valley Air Basin (SJVAB) and has jurisdiction over most air quality matters within its borders.

The SJVAPCD has primary responsibility for compliance with both the federal and state standards and for ensuring that air quality conditions are maintained. They do this through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues.

Activities of the SJVAPCD include the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, issuance of permits for stationary sources of air pollution, inspection of stationary sources of air pollution and response to citizen complaints, monitoring of ambient air quality and meteorological conditions, and implementation of programs and regulations required by the Federal Clean Air Act and California Clean Air Act.

The SJVAPCD has prepared the *2007 Ozone Plan* to achieve Federal and State standards for improved air quality in the SJVAB regarding ozone. The *2007 Ozone Plan* provides a comprehensive list of regulatory and incentive-based measures to reduce emissions of ozone and particulate matter precursors throughout the SJVAB. The *2007 Ozone Plan* calls for major advancements in pollution control technologies for mobile and stationary sources of air pollution. The *2007 Ozone Plan* calls for a 75-percent reduction in ozone-forming oxides of nitrogen emissions.

The SJVAPCD has also prepared the *2007 PM<sub>10</sub> Maintenance Plan and Request for Redesignation* (2007 PM<sub>10</sub> Plan). On April 24, 2006, the SJVAPCD submitted a Request for Determination of PM<sub>10</sub> Attainment for the Basin to the California Air Resources Board (CARB). CARB concurred with the request and submitted the request to the U.S. EPA on May 8, 2006. On October 30, 2006, the EPA issued a Final Rule determining that the Basin had attained the National Ambient Air Quality Standards (NAAQS) for PM<sub>10</sub>. However, the EPA noted that the Final Rule did not constitute a

redesignation to attainment until all of the Federal Clean Air Act requirements under Section 107(d)(3) were met.

The SJVAPCD has prepared the *2008 PM<sub>2.5</sub> Plan* to achieve Federal and State standards for improved air quality in the San Joaquin Valley Air Basin. The *2008 PM<sub>2.5</sub> Plan* provides a comprehensive list of regulatory and incentive-based measures to reduce PM<sub>2.5</sub>.

In addition to the *2007 Ozone Plan*, the *2008 PM<sub>2.5</sub> Plan*, and the *2007 PM<sub>10</sub> Plan*, the SJVAPCD prepared the *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI). The GAMAQI is an advisory document that provides Lead Agencies, consultants, and project applicants with analysis guidance and uniform procedures for addressing air quality impacts in environmental documents. Local jurisdictions are not required to utilize the methodology outlined therein. This document describes the criteria that SJVAPCD uses when reviewing and commenting on the adequacy of environmental documents. It recommends thresholds for determining whether or not projects would have significant adverse environmental impacts, identifies methodologies for predicting project emissions and impacts, and identifies measures that can be used to avoid or reduce air quality impacts. An update of the GAMAQI was approved on March 19, 2015.

#### *Responses to Checklist Questions*

**Responses a-d):** Based on the current air quality conditions in the SJVAB, as well as the proposed circulation modifications and parking lot construction, it has been determined that the potential impacts on air quality caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on air quality. At this point, a definitive impact conclusion for each of these environmental topics will not be made. Rather, all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an air quality analysis that presents the methodology, thresholds of significance, a consistency analysis, a cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce any potential impacts on air quality. The project may result in toxic air contaminants, short-term construction-related emissions, and long-term operational emissions, primarily attributable to emissions from vehicle trips and from energy consumption by the industrial uses. The air quality analysis will include the following:

- A description of regional and local air quality as well meteorological conditions that could affect air pollutant dispersal or transport in the vicinity of the project site. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed.
- An analysis of the proposed project's potential to conflict with or obstruct implementation of SJVAPCD's 2015 GAMAQI, and any other applicable air quality plans.
- An analysis of the SJVAPCD Rules and Regulations that are applicable to the proposed project.
- Short-term (i.e., construction) increases in regional criteria air pollutants will be quantitatively assessed. The latest version of the CARB-approved California Emissions Estimator Model (CalEEMod) computer model will be used to estimate regional mobile source and particulate matter emissions associated with the construction of the proposed project.
- Long-term (i.e., operational) increases in regional criteria air pollutants will be quantitatively assessed for area source, mobile sources, and stationary sources. The CARB-approved CalEEMod computer model will be used to estimate emissions associated



with the proposed project. Modeling will be provided for the worst-case proposed project land use scenario.

- Exposure to odorous or toxic air contaminants during the project's operational phase will be assessed through an air toxics health risk assessment, utilizing AERMOD and HARP-2 risk modeling software, following guidance as provided by the SJVAPCD and the CARB. Incremental cancer risk for residents and workers, and chronic and acute hazards will be assessed.
- Local mobile-source (carbon monoxide) (CO) concentrations will be assessed through a CO screening method as recommended by the SJVAPCD. If the screening method indicates that modeling is necessary, upon review of the traffic analysis, CO concentrations will be modeled using the California Department of Transportation (Caltrans)-approved CALINE4 computer model.
- The potential for the proposed project to generate objectionable odors on neighboring sensitive receptors will be assessed qualitatively following CARB recommendations.

**IV. BIOLOGICAL RESOURCES**

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

**Responses to Checklist Questions**

**Response a):** As discussed previously, there are two aspects of the project location that are addressed in this environmental document:

1. The Truck Movement Project Area; and
2. The Demolition and Grading Project Area.

The Truck Movement Project Area includes the Demolition and Grading Project Area, the Producers Dairy Main Plant, the Producers Dairy ice cream warehouse, and the Producers Dairy cheese plant property, as well as the roadways in the area which are used for the existing and proposed truck movements. No improvements or site disturbance would occur within the Truck Movement Project Area.

The Demolition and Grading Project Area includes the segment of H Street proposed for abandonment (between Belmont Avenue and Palm Avenue) and the area between H Street and the UPRR tracks, as shown in Figure 3 on page 13. As part of the project, the structures within the Demolition and Grading Project Area would be demolished and a new paved parking lot would

be developed. The proposed project site disturbance is limited to the Demolition and Grading Project Area and some portion of H Street between the railroad tracks. Approximately 3.69 acres (or 160,865 square feet) of land currently developed with a range of old, abandoned feed mill and silos would be paved. Some portions of H Street between the railroad tracks would be used for truck parking and represents new pavement. These portions of H Street to be paved are currently developed and do not provide any habitat for special-status species.

The Demolition and Grading Project Area contains limited habitat for special-status species. The structures in the Demolition and Grading Project Area include a two-story office building with a retail feed store, warehouse buildings with loading docks for rail cars and trucks, concrete storage silos for feed and grain, and an iron structure with metal loading silos. The warehouse buildings are 75 to 90 years old and could provide limited habitat for some special-status bat species. Additionally, the five on-site trees along H Street in the Demolition and Grading Project Area may provide limited habitat for bird species. A complete discussion is included below.

### Special Status Bird Species

Special-status birds that are documented in the CNDDDB within the 9-quadrangle search radius of the project site include: black-crowned night heron (*Nycticorax nycticorax*), burrowing owl (*Athene cunicularia*), California horned lark (*Eremophila alpestris actia*), double-crested cormorant (*Phalacrocorax auratus*), great egret (*Ardea alba*), Least Bell's vireo (*Vireo bellii pusillus*), snowy egret (*Egretta thula*), Swainson's hawk (*Buteo swainsoni*), tricolored blackbird (*Agelaius tricolor*), and western yellow-billed cuckoo (*Coccyzus americanus occidentalis*). The project site may provide very limited habitat opportunities for some of these special-status birds, including some of those listed above. Potential nesting habitat is present in the five trees located in the Demolition and Grading Project Area near the corner of H Street and E. Franklin Avenue. In general, most nesting occurs from late February and early March through late July and early August, depending on various environmental conditions. There is no foraging habitat on the project site.

New sources of noise and light during the construction and operational phases of the project could adversely affect nesters if they located adjacent to the project site. Measure BIO-1 requires avoidance of the nesting season if possible. If construction cannot avoid the nesting season, a pre-construction survey would be conducted. Mitigation Measure BIO-1 is consistent with Measure BIO-4 of the City's General Plan Master EIR. Implementation of the proposed project, with Mitigation Measure BIO-1, would ensure that potential impacts to special status birds are reduced.

### Special Status Bat Species

Special-status bats that are documented within the 9-quadrangle search radius of the project site include: hoary bat (*Lasiurus cinereus*), pallid bat (*Antrozous pallidus*), and western mastiff bat (*Eumops perotis californicus*). Hoary bats prefer open habitats or habitat mosaics with access to trees for cover and open areas or habitat edges for feeding. This bat species roosts in dense foliage of medium to large trees, feeds primarily on moths, and requires water. The project site, including the structures within the Demolition and Grading Project Area which would be demolished as part of the project, is not suitable for this species. Pallid bats require deserts, grasslands, shrublands, woodlands and forests for habitat. This bat species is most common in open, dry habitats with rocky areas for roosting. Pallid bats are very sensitive to disturbance of roosting sites. The project site, including the structures within the Demolition and Grading Project Area which would be demolished as part of the project, is not suitable for this species. Western mastiff



bats require day roosts in crevices of cliffs and rocky canyons as well as trees. Roost areas for this bat species need to be elevated and have a two meter drop off for take off area. This bat species can live in chaparral, costal and desert shrubs, and forests and wetland habitats. The project site, including the structures within the Demolition and Grading Project Area which would be demolished as part of the project, is not suitable for this species.

## Conclusion

No special-status bat species would be affected by the proposed project as the on-site buildings which would be demolished as part of the project are not considered suitable habitat. There is limited nesting habitat located in the on-site trees along H Street in the Demolition and Grading Project Area. In order to ensure that impacts to special-status birds are minimized, Mitigation Measure BIO-1 requires the project proponent to avoid the nesting season, or complete pre-construction surveys to determine if nesting birds or activities are observed. If an active nest is observed during the survey, a biological monitor would be on site to ensure that no proposed project activities would impact the active nest. A suitable buffer would be established around the active nest until the nestlings have fledged and the nest is no longer active. Therefore, with implementation of Mitigation Measure BIO-1, the proposed project would have a **less than significant** impact relative to this topic.

### Mitigation Measure(s)

**Mitigation Measure BIO-1:** *Construction within the vicinity of the on-site trees within the Demolition and Grading Project Area shall avoid, if possible, construction within the general nesting season of February through August for avian species protected under Fish and Game Code 3500 and the Migratory Bird Treaty Act (MBTA), if it is determined that suitable nesting habitat occurs on a project site. If construction cannot avoid the nesting season, a pre-construction clearance survey shall be conducted to determine if any nesting birds or nesting activity is observed on or within 500-feet of a project site. If an active nest is observed during the survey, a biological monitor shall be on site to ensure that no proposed project activities would impact the active nest. A suitable buffer shall be established around the active nest until the nestlings have fledged and the nest is no longer active. Project activities may continue in the vicinity of the nest only at the discretion of the biological monitor.*

**Response b):** There is no riparian habitat or sensitive natural communities found on the project site. The project site is currently developed with urban uses. Implementation of the proposed project would have a **less than significant** impact on riparian habitats or natural communities.

**Response c):** The project site does not contain protected wetlands or other jurisdictional areas and there is no need for permitting associated with the federal or state Clean Water Acts. The Dry Creek Canal located south of the project area is not located on-site, and development near the canal is not proposed. Absent any wetlands or jurisdictional waters, implementation of the proposed project would have **less than significant** impact relative to this topic.

**Response d):** The CNDDDB does not contain any documented wildlife corridors or wildlife nursery sites on or adjacent to the project site. The project site and surrounding area are built out with urban uses, including industrial, residential, and commercial uses. Therefore, the project would have a **less than significant** impact to wildlife corridors or wildlife nursery sites.

**Response e):** No habitat conservation plans or natural community conservation plans apply to the proposed project. Therefore, the proposed project would have a **less than significant** impact relative to this topic.



**Responses f):** There are five trees located in the Demolition and Grading Project Area near the corner of H Street and E. Franklin Avenue. Grading and paving of the Demolition and Grading Project Area may result in the removal or alteration of these five trees. The development would be required to comply with Article 3 of Section 13 of the City of Fresno Municipal Code.

According to Section 13-305 of the Code, a permit to remove a street tree may be issued if all of the following apply:

- (1) Tree removal or maintenance will occur under the direction of a certified arborist and completed by a City licensed contractor. Tree removal or maintenance must adhere to standards issued by the International Society of Arboriculture;
- (2) All removal or maintenance costs are borne by the applicant. Voluntary removal or replacement of trees, which do not meet the removal criteria set forth in Section 13-305(f)(6), shall not utilize any City funding appropriated by the Council for the Street Tree Program in the Public Works Department; however this section shall not preclude the City's ability to use discretionary infrastructure funds, if desired by the Council.
- (3) An applicant shall pay a refundable permit fee for tree planting to the City in an amount established by City Council resolution and set forth in the master fee schedule. A city arborist shall inspect and verify applicant has completed planting of the replacement tree(s) at which time applicant's permit fee shall be refunded. Applicant's failure to plant replacement tree(s) as set forth in this section shall result in forfeiture of the permit fee, which shall be deposited into the city's Tree Trust Fund.
- (4) The City, through the use of door hangers, shall notify homeowners of any proposed tree removals within fifty feet of the front or side of their property line. These persons have fourteen days to protest the removal to the Director.
- (5) The applicant must comply with all other permit conditions listed in this chapter including, without limitation, entering into a hold harmless agreement with the City;
- (6) Trees shall be replaced by a replacement tree approved by the Director as set forth in the City's Approved Tree List. Alternatively, the applicant may pay a fee in lieu of replacement as set forth in Section 13-305(f).
- (7) Trees on the Special Tree List in Section 13-306 or otherwise determined to be protected by the City are not eligible for removal or replacement under this Section.

Trees that cannot remain in the final design must be replaced in accordance with Section 13-305 of the Code. As the project would be required to comply with the requirements of Article 3 of Section 13 of the City of Fresno Municipal Code, the proposed project would have a ***less than significant*** impact relative to this topic.

## V. CULTURAL RESOURCES

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to '15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	X			
c) Disturb any human remains, including those interred outside of formal cemeteries?	X			

### *Responses to Checklist Questions*

**Responses a-d):** Based on known historical and archaeological resources in the region, and the potential for undocumented underground cultural resources in the region, it has been determined that the potential impacts on cultural resources caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an overview of the prehistory and history of the area, the potential for surface and subsurface cultural resources to be found in the area, the types of cultural resources that may be expected to be found, a review of existing regulations and policies that protect cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce potential impacts to cultural resources. The CEQA process will also include consultation with any Native American groups that have requested consultation with the City of Fresno.

## VI. ENERGY

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

### Responses to Checklist Questions

**Responses a-b):** Appendix F of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix F of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed project would be considered “wasteful, inefficient, and unnecessary” if it were to violate state and federal energy standards and/or result in significant adverse impacts related to project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The project would include the following components and characteristics:

- demolition of all structures along H Street (north of Arroyo Avenue and south of N. Harrison Avenue);
- grading and new paved parking lot for diesel milk trucks; and
- closure and relinquishment of H Street from Belmont Avenue to Palm Avenue.

The amount of energy used at the project site would directly correlate to the energy consumption required for construction, as well as outdoor lighting during operation. Other major sources of proposed project energy consumption include fuel used by vehicle trips generated during project construction and operation, and fuel used by off-road construction vehicles during construction.

The potential impacts on energy caused by the proposed project will require a detailed analysis in the EIR. Consequently, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on energy resources. The EIR will include a discussion and analysis that provides calculated levels of energy use expected for the proposed project, based on commonly used modelling software (i.e. CalEEMod v.2016.3.2 and the CARB’s EMFAC2014). At this point, a definitive impact conclusion for each of these environmental topics will not be made. Rather, all are considered **potentially significant** until a detailed analysis is prepared in the EIR.



## VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X			
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?	X			
b) Result in substantial soil erosion or the loss of topsoil?	X			
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	X			
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			

*Responses to Checklist Questions*

**Responses a.i-a.iv, b, c, d, f):** It has been determined that the potential impacts from geology and soils will require a detailed analysis in the EIR. As such, the lead agency will examine each of the potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from geology and soils. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the EIR.



The EIR will include a review of existing geotechnical reports, published documents, aerial photos, geologic maps, and other geological and geotechnical literature pertaining to the site and surrounding area to aid in evaluating geologic resources and geologic hazards that may be present. The EIR will include a description of the applicable regulatory setting, a description of the existing geologic and soils conditions on and around the project site, an evaluation of geologic hazards, a description of the nature and general engineering characteristics of the subsurface conditions within the project site, and the provision of findings and potential mitigation strategies to address any geotechnical concerns or potential hazards.

This section will provide an analysis including thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with geology and soils.

**Response e):** The proposed project would not generate wastewater. The project is currently connected to the municipal sewer system for wastewater disposal. Septic tanks or septic systems are not proposed as part of the project. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis. Therefore, there would be ***no impact*** regarding septic tanks or alternative waste water disposal systems.

### VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	X			

#### Responses to Checklist Questions

**Responses a), b):** Implementation of the proposed project could generate greenhouse gases (GHGs) from a variety of sources, including but not limited to vehicle trips, electricity consumption, and solid waste generation. There could also be additional GHGs generated from stationary sources, such as diesel generators should they be required during construction. It has been determined that the potential impacts from GHG emissions by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from GHG emissions. At this point, a definitive impact conclusion for each of these environmental topics will not be made. Rather, all are considered **potentially significant** until a detailed analysis is prepared in the EIR.

The EIR will include a GHG emissions analysis pursuant to the requirements of the California Governor's Executive Order S-3-05 and The Global Warming Solutions Act of 2006 (AB 32), Senate Bill 375 (SB 375), and Senate Bill 32 (SB 32). The analysis will follow the California Air Pollution Control Officers Association (CAPCOA) white paper methodology and recommendations presented in "Climate Change and CEQA", which was prepared in coordination with the CARB and the Governor's Office of Planning and Research (OPR) as a common platform for public agencies to ensure that GHG emissions are appropriately considered and addressed under CEQA. Also, a GHG emissions analysis using the SJVAPCD's approach in assessing significance of the project specific GHG emissions increases will be performed. These analyses will consider a regional approach toward determining whether GHG emissions are significant, and will present mitigation measures to reduce any potential impacts. The discussion and analysis will include quantification of GHGs generated by the project using the CalEEMod computer model as well as a qualitative discussion of the project's consistency with any applicable state and local plans to reduce the impacts of climate change.

## IX. HAZARDS AND HAZARDOUS MATERIALS

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

### Responses to Checklist Questions

**Responses a-b):** It has been determined that the potential impacts related to the routine transport, use, disposal, or release of hazardous materials caused by the proposed project will require a detailed analysis in the EIR. Consequently, the lead agency will examine each of the two potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on these two topics. At this point, a definitive impact conclusion for each of these potentially significant environmental topics will not be made. Rather, both are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a hazards and hazardous materials analysis that presents the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts related to the routine transport, use, disposal, or release of hazardous materials. The hazards and hazardous materials analysis will include the following:



- A description of the applicable hazards-related federal, state, and local statutes, regulations, and programs that the proposed project would be required to comply with (during project construction and operation).
- An assessment of the existing Recognized Environmental Conditions (RECs) identified for the project site.
- A summary of the past uses of the site.
- The potential for soil contamination or unknown underground facilities (i.e., underground wells, septic systems, etc.) in the project site.
- An analysis of the uses that are proposed on the project site, and what hazardous materials could be used by the proposed project.

**Response c):** The project site is not located within ¼ mile of an existing school. Muir Elementary School is located approximately 0.26 miles north of the nearest on-site project feature, the cheese plant, and approximately 0.4 miles north of the Demolition and Grading Project Area. Therefore, **no impact** would occur as a result of the proposed project.

**Response d):** According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or in the near vicinity of the project site. The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The nearest investigation site includes:

**PG&E, MGP, Fresno)** (site #10490094). The site (located on the block of N. Thorne Avenue and W. Voorman Avenue) is a State Response site and has a cleanup status of "Active" as of October 26, 1995. The cleanup oversight agency is the DTSC. PG&E purchased this site in 1917 and began operations as a Manufactured Gas Plant (MGP) in 1918. The site operated from 1918 to 1929 producing gas from oil. Chemicals of potential concern (COPC) are polynuclear aromatic hydrocarbons (PNAs), total petroleum hydrocarbon (TPH) motor oil, Lead, and Arsenic in the soil. The COPCs are found primarily in the northern and middle areas, but also to a lesser degree in the southern area. Some wastes are exposed at the surface. The site is fenced and posted. A Preliminary Assessment was completed by PGE in 1986. PG&E is now in the process of completing a Site Investigation Report for the project.

Therefore, implementation of the proposed project would result in a **less than significant** impact relative to this environmental topic.

**Response e):** The Federal Aviation Administration (FAA) establishes distances of ground clearance for take-off and landing safety based on such items as the type of aircraft using the airport. The closest airport is the Fresno Chandler Executive Airport, located approximately 1.1 miles southwest of the project site. The project does not propose any uses, structures, or other impediments that would result in a safety hazard or excessive noise for people residing or working in the project area. The project site is in the Traffic Pattern Zone for this Airport. The project does not propose any hazards to flight or objects over 100 feet tall. Therefore, safety hazards related to the project's proximity to the Fresno Chandler Executive Airport are **less than significant**, and no mitigation is required.

**Response f):** The proposed project does not include any actions that would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project involves the development of a parking lot and closure of two area roadway segments, and would not interfere with any emergency response or evacuation plans. The two roadway segments are not identified as emergency evacuation routes, and the roadways would be available for

emergency personnel, if needed during an emergency. Implementation of the proposed project would result in a ***less than significant*** impact on this environmental topic.

**Response h):** The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The City has areas with an abundance of flashy fuels (i.e. grassland) in the outlying residential parcels and open lands that, when combined with warm and dry summers with temperatures often exceeding 100 degrees Fahrenheit, create a situation that results in higher risk of wildland fires. Most wildland fires are human caused, so areas with easy human access to land with the appropriate fire parameters generally result in an increased risk of fire.

The project site is located in an area that is predominately urban, which is not considered at a significant risk of wildfire. The California Department of Forestry and Fire Protection (CalFire) designates State Responsibility Areas (SRAs) and Fire Hazard Severity Zone (FHSZs) throughout California. The proposed project is not located within an SRA or a Very High FHSZ. Therefore, this is a ***less than significant*** impact and no mitigation is required.

**X. HYDROLOGY AND WATER QUALITY**

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

**Responses to Checklist Questions**

**Response a):** Implementation of the proposed project would not violate any water quality or waste discharge requirements. Construction activities including grading could temporarily increase soil erosion rates during and shortly after project construction. Construction-related erosion could result in the loss of soil and could adversely affect water quality in nearby surface waters. The RWQCB requires a project specific SWPPP to be prepared for each project that disturbs an area one acre or larger. The SWPPP is required to include project specific best management measures that are designed to control drainage and erosion. Preparation of a SWPPP would ensure that the proposed project prepares and implements a SWPPP throughout the construction phase of the project. Furthermore, the proposed project would include a grading and drainage plan that has a specific drainage plan designed to control storm water runoff and erosion, both during and after construction. The SWPPP and the grading and drainage plan would ensure that the proposed project does not violate water quality standards during construction or operation. Implementation of the proposed project would result in a **less-than-significant** impact relative to this topic.



**Response b):** The proposed project is currently served by the City of Fresno for water services. No changes or expansions of existing operations and shipment volumes is proposed as part of this project. The project does not include project features (i.e., ample landscaping areas, bathrooms, etc.) which would increase water demand from the existing condition.

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

Project construction would add additional impervious surfaces to the project site within the Demolition and Grading Project Area; however, the majority of the Demolition and Grading Project Area is currently built out with a two-story office building with a retail feed store, warehouse buildings with loading docks for rail cars and trucks, concrete storage silos for feed and grain, and an iron structure with metal loading silos. Upon demolition of these structures, the Demolition and Grading Project Area would be graded and paved with a new parking lot. The parking lot would maintain and improve the roadside landscaping areas, which would allow infiltration to underlying groundwater. Additionally, the project is not anticipated to significantly affect groundwater quality because sufficient stormwater infrastructure would be constructed as part of project to detain and filter stormwater runoff from the proposed parking area and prevent long-term water quality degradation. Therefore, project construction and operation would not substantially deplete or interfere with groundwater supply or quality. This impact would be *less than significant*.

**Responses c), e):** When land is in a natural or undeveloped condition, precipitation will infiltrate/percolate the soils and mulch. Much of the rainwater that falls on natural or undeveloped land slowly infiltrates the soil and is stored either temporarily or permanently in underground layers of soil. When the soil becomes completely soaked or saturated with water or the rate of rainfall exceeds the infiltration capacity of the soil, the rainwater begins to flow on the surface of land to low lying areas, ditches, channels, streams, and rivers. Rainwater that flows off of a site is defined as storm water runoff. When a site is in a natural condition or is undeveloped, a larger percentage of rainwater infiltrates into the soil and a smaller percentage flows off the site as storm water runoff.

The infiltration and runoff process is altered when a site is developed with urban uses. Houses, buildings, roads, and parking lots introduce asphalt, concrete, and roofing materials to the landscape. These materials are relatively impervious, which means that they absorb less rainwater. As impervious surfaces are added to the ground conditions, the natural infiltration process is reduced. As a result, the volume and rate of storm water runoff increases. The increased volumes and rates of storm water runoff can result in flooding in some areas if adequate storm drainage facilities are not provided.

There are no rivers, streams, or water courses located on or immediately adjacent to the project site. As such, there is no potential for the project to alter a water course, which could lead to on or offsite flooding. Drainage improvements associated with the project site would be located on the project site, and the project would not alter or adversely impact offsite drainage facilities.

The proposed project would require the installation of storm drainage infrastructure to ensure that storm waters properly drain from the proposed parking lot in the Demolition and Grading Project Area. The storm drainage plan would include an engineered network of storm drain lines

to collect the storm drainage from the proposed parking lot. The storm drainage plan would be designed engineered to ensure proper construction of storm drainage infrastructure to control runoff and prevent flooding, erosion, and sedimentation.

The ongoing operational phase of the proposed project requires the final discharge of stormwater from the parking area into the existing H Street storm drains. The applicant will be required to comply with all requirements of the City of Fresno Storm Drainage Master Plan to reduce the project's storm drainage impacts to less than significant.

The storm drainage plan will require the construction of new storm water drainage facilities in the Demolition and Grading Project Area; however, the construction of these facilities would not substantially alter the existing drainage pattern of the area, or alter the course of a stream or river. Implementation of the proposed project would have a ***less-than-significant*** impact relative to this environmental topic.

**Response d):** The majority of the project site is located within Flood Zone X, which is not within the 100-year flood zone as shown on the Flood Insurance Rate Map (FIRM). A portion of the project site along the Dry Creek Canal is located within Flood Zone AE. Zone AE 100-year flood zone is located to the south, outside of the project site. Development in the portion of the project site within Zone AE is not proposed.

Sources of flooding due to the failure of a dam or levee within the City's Planning Area include the San Joaquin River floodplain as a result of the failure of Friant Dam, the Redbank Creek floodplain as a result of the failure of Redbank Creek Detention Basin Dam and levee, and the Fancher Creek floodplain as a result of the failure of Fancher Creek Detention Basin Dam and levee. The project site is located within a dam inundation area. Dam failure is generally a result of structural instability caused by improper design or construction, instability resulting from seismic shaking, or overtopping and erosion of the dam. Larger dams that are higher than 25 feet or with storage capacities over 50 acre-feet of water are regulated by the California Dam Safety Act, which is implemented by the California Department of Water Resources, Division of Safety of Dams (DSD). The DSD is responsible for inspecting and monitoring these dams. The Act also requires that dam owners submit to the California Office of Emergency Services inundation maps for dams that would cause significant loss of life or personal injury as a result of dam failure. The County Office of Emergency Services is responsible for developing and implementing a Dam Failure Plan that designates evacuation plans, the direction of floodwaters, and provides emergency information.

Regular inspection by DSD and maintenance by the dam owners ensure that the dams are kept in safe operating condition. As such, failure of these dams is considered to have an extremely low probability of occurring and is not considered to be a reasonably foreseeable event.

The proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

The project site is not anticipated to be inundated by a tsunami because it is located at an elevation of 288 feet to 300 feet above sea level and is approximately 113 miles away from the Pacific Ocean which is the closest ocean waterbody.

The project site is not anticipated to be inundated by a seiche because it is not located in close proximity to a water body capable of creating a seiche.

Implementation of the proposed project would have a ***less than significant*** impact relative to flood hazards, seiches, and tsunamis.



**XI. LAND USE AND PLANNING**

<b>Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Physically divide an established community?			X	
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

**Responses to Checklist Questions**

**Response a):** The project site is located within the Fresno city limits and is adjacent primarily to industrial and residential uses. The proposed dairy operation improvements (i.e., demolition of all structures along H Street [north of Arroyo Avenue and south of N. Harrison Avenue], grading and new paved parking lot, and closure and relinquishment of H Street [from Belmont Avenue to Palm Avenue]) are consistent with the surrounding existing uses and would not physically divide an established community. Implementation of the proposed project would have a **less than significant** impact relative to this topic.

**Response b):** The key planning documents that are directly related to, or that establish a framework within which the proposed project must be consistent, include:

- City of Fresno General Plan; and
- City of Fresno Development Code.

The Demolition and Grading Project Area is designated as Employment – Light Industrial by the City's General Plan Land Use Map and is zoned as IL. The Truck Movement Project Area includes various land use and zoning designations on-site and in the immediate vicinity. The existing and proposed project uses are permitted within the existing General Plan land use and Zoning districts. As such, a General Plan Amendment and/or rezone would not be required for the project. Therefore, impacts to land use compatibility would be **less than significant**.

**XII. MINERAL RESOURCES**

<b><i>Would the project:</i></b>	<b><i>Potentially Significant Impact</i></b>	<b><i>Less Than Significant with Mitigation Incorporation</i></b>	<b><i>Less Than Significant Impact</i></b>	<b><i>No Impact</i></b>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

***Responses to Checklist Questions***

**Responses a-b):** The project site is currently developed with industrial uses and is surrounded by existing industrial and residential development. The project site is not located in an area designated for mineral resource preservation or recovery; therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

The subject site is not delineated on a local general plan, specific plan or other land use plan as a locally-important mineral resource recovery site; therefore, the project would not result in the loss of availability of a locally-important mineral resource. As such, there is ***no impact*** related to mineral resources.

**XIII. NOISE**

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

**Responses to Checklist Questions**

**Responses a-b):** Based on existing and projected noise levels along roadways, and the potential for noise generated during project construction and operational activities, it has been determined that the potential impacts from noise caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the two potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from noise. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather both are considered **potentially significant** until a detailed analysis is prepared in the EIR.

The EIR will identify sensitive receptors, land use compatibility, noise impacts, and attenuation of noise related impacts. The noise study will also include an assessment of construction noise and vibration impacts. The noise analysis will identify the noise level standards contained in the City of Fresno General Plan Noise and Safety Element and Municipal Code, as well as any germane state, and federal standards. Continuous (24-hour) and short-term noise measurements will be performed in the project site and in the project vicinity in order to quantify existing ambient noise levels from existing community noise sources.

The EIR will provide an estimate of existing traffic noise levels adjacent to the project site roadways through application of accepted traffic noise prediction methodologies. Noise sources from the project will be quantified through noise level measurements. Proposed on-site noise sources will be evaluated. This will include mainly mobile noise sources such as truck loading/docking/idling. The EIR will include thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce any potential impacts associated with noise.

**Response c)** The project is not located within the vicinity of a private airstrip. The closest airport is the Fresno Chandler Executive Airport, located approximately 1.1 miles southwest of the project site. As discussed previously, the project site is in the Traffic Pattern Zone for this Airport. The project does not propose any hazards to flight or objects over 100 feet tall. Additionally, the project does not propose any uses, structures, or other impediments that would conflict with the



operation of this Airport. As such, there is ***no impact*** related to this topic and it will not be addressed further in the EIR.

**XIV. POPULATION AND HOUSING**

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

**Responses to Checklist Questions**

**Response a):** According to the 2019 Department of Finance population estimates, the population in Fresno is 536,683 people. The project would not directly introduce new residents to the City as no housing is proposed as part of the project. Additionally, no changes or expansions of existing operations and shipment volumes is proposed as part of this project. As such, the project would not introduce new employees to the area.

The proposed project would not include upsizing of offsite infrastructure or roadways. The proposed project would not induce substantial population growth in an area, either directly or indirectly. Implementation of the proposed project would have a **less than significant** impact relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

**Response b):** The project site does not contain housing. The proposed project would not displace housing or people. Implementation of the proposed project would have **no impact** relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

## XV. PUBLIC SERVICES

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

### Responses to Checklist Questions

#### Response a):

##### Fire Protection

The project site is currently under the jurisdiction of the Fresno Fire Department. The project site is located approximately 1.2 miles northwest of Fire Station 3, 1.6 miles from Fire Station 9, and 2.1 miles northwest of Fire Station 4.

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

The site is currently used for industrial operations and would continue to be used for industrial operations after development of the proposed parking lot and relinquishment of H Street. No changes or expansions of existing operations and shipment volumes is proposed as part of this project. Any demand for fire service generated by the project is within planned services levels of the Fire Department.

Ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the proposed project (existing and proposed), would fund capital and labor costs associated with fire protection services. Therefore, the impact of the proposed project on the need for additional fire services facilities is **less than significant**.

##### Police Protection

The project site is currently under the jurisdiction of the Fresno Police Department. The project site is 1.4 miles northwest of the Fresno Police Department.



Similar to the above, City police protection services are also available to serve the proposed project. The project would not increase or expand operations at the site; as such, the project would not increase demand for police protection and no new facilities would be required for police protection.

The ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the proposed project would fund capital and labor costs associated with police services. Based on the type of project proposed, as well as the ability of the Fresno Police Department to serve the City, it is anticipated that the existing police department facilities are sufficient to serve the proposed project. Consequently, any impacts would be ***less than significant***.

### **Schools**

The project site is currently served by the Fresno Unified School District. The proposed project includes demolition and construction of a parking lot, and closure and relinquishment of H Street. As noted above, no changes or expansions of existing operations and shipment volumes is proposed as part of this project. As such, no additional employees would be generated by the project. Therefore, this type of project would not directly increase the student population in the area. Therefore, this impact would be ***less than significant***.

### **Parks**

The proposed project would not directly or indirectly increase the number of persons in the area as a result of employment potential. The proposed project does not include uses that would significantly increase the use of park and recreation facilities in the area. Demand for parks generated by the project is within planned services levels of the City of Fresno Parks and Community Services Department. Therefore, the proposed project will result in a ***less-than-significant*** impact.

### **Other Public Facilities**

The proposed project would not result in a need for other public facilities, such as library or other civic services. The project would not increase employment in the area. Implementation of the proposed project would have ***no impact*** relative to this issue.

**XVI. RECREATION**

	<b><i>Potentially Significant Impact</i></b>	<b><i>Less Than Significant with Mitigation Incorporation</i></b>	<b><i>Less Than Significant Impact</i></b>	<b><i>No Impact</i></b>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

***Responses to Checklist Questions***

**Response a):** The project would result in the construction of a parking lot and closure of two project area roadway segments. Employment would not increase as a result of the project. The proposed project would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Implementation of the proposed project would have a ***less than significant*** impact relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

**Response b):** Development of the project would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Implementation of the proposed project would have a ***less than significant*** impact relative to this topic. This topic does not warrant additional analysis and will not be addressed further in the EIR.

**XVII. TRANSPORTATION**

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

**Responses to Checklist Questions**

**Response a-d):** The existing circulation and parking would be altered as a result of the proposed project. Due to the nature of the proposed project, it has been determined that traffic impacts will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will determine whether the proposed project has the potential to have a significant impact from traffic. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is conducted in the EIR.

The EIR will include a Traffic Impact Analysis (TIA) to address the impacts of the proposed project on the surrounding transportation system including the roadways, transit service, pedestrian facilities, and bicycle facilities. The TIA will be conducted to address compliance with the City's General Plan and other requirements under CEQA. It will be prepared following applicable guidelines of the City of Fresno and Caltrans, as applicable. The EIR will analyze total passenger vehicle and heavy-duty truck trips that are modeled to be generated by the proposed project. Potential impacts associated with site access, on-site circulation, and consistency with CEQA Guidelines section 15064.3, subdivision (b) will also be addressed in the EIR. Significant impacts will be identified in accordance with the established criteria, and mitigation measures will be identified to lessen the significance of any potential impacts.

The EIR will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with transportation.



***XVIII. TRIBAL CULTURAL RESOURCES***

	<b><i>Potentially Significant Impact</i></b>	<b><i>Less Than Significant with Mitigation Incorporation</i></b>	<b><i>Less Than Significant Impact</i></b>	<b><i>No Impact</i></b>
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	X			
b) 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 resources to a California Native American tribe.	X			

***Responses to Checklist Questions***

**Responses a-b):** Based on known historical, cultural, tribal, and archaeological resources in the region, and the potential for undocumented underground cultural resources in the region, it has been determined that the potential impacts on tribal cultural resources caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on tribal cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an overview of the prehistory and history of the area, the potential for surface and subsurface tribal cultural resources to be found in the area, the types of tribal cultural resources that may be expected to be found, a review of existing regulations and policies that protect tribal cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce potential impacts to tribal cultural resources.

**XIX. UTILITIES AND SERVICE SYSTEMS**

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

**Responses to Checklist Questions**

**Responses a-e):** The proposed project is currently served by existing City infrastructure. Upon development of the project site, the project would continue to be served by the City. The proposed project will not require construction of new water or wastewater infrastructure. As discussed in the Hydrology and Water Quality section, the ongoing operational phase of the proposed project requires the final discharge of stormwater from the parking area into the existing H Street storm drains. The applicant will be required to comply with all requirements of the City of Fresno Storm Drainage Master Plan.

The project would not include any uses that would generate wastewater, increase demand for water distribution, increase runoff in the project area, or generate solid waste. Construction waste would be generated as a result of demolition of the structures in the Demolition and Grading Project Area. Construction of the project would be subject to the City of Fresno Construction and Demolition Guide and the California Green Building Standards Code (CALGreen). CALGreen requires the diversion of at least 65 percent of the construction and demolition waste generated during new construction. These requirements must be met in order to obtain a building permit. Compliance with the City of Fresno Construction and Demolition Guide and CALGreen would ensure that the project does not generate solid waste in excess of local standards.

**XX. WILDFIRE**

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

**Existing Setting**

As noted previously, CalFire designates SRAs and FHSZs throughout California. The proposed project is not located within an SRA or a Very High FHSZ. Although this CEQA topic only applies to areas within an SRA or Very High FHSZ, out of an abundance of caution, these checklist questions are analyzed below.

**Responses to Checklist Questions**

**Response a):** The proposed improvements include demolition of all structures along H Street (north of Arroyo Avenue and south of N. Harrison Avenue), grading and new paved parking lot, and closure and relinquishment of H Street (from Belmont Avenue to Palm Avenue). The proposed project would consolidate the existing routes and turning movements.

The project site is currently under the jurisdiction of the Fresno Fire Department. The project site is located approximately 1.2 miles northwest of Fire Station 3, 1.6 miles from Fire Station 9, and 2.1 miles northwest of Fire Station 4. The appropriate turning radiuses have been planned to accommodate fire trucks on-site. Although portions of one project area roadway would be relinquished, the roadway would be available during an emergency. Therefore, impacts from project implementation would be considered **less than significant** relative to adopted emergency response plans or evacuation plans. This topic does not warrant additional analysis and will not be addressed further in the EIR.

**Response b):** The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. The project



site is located in an area that is predominately urban, which is not considered at a significant risk of wildfire. There are no steep slopes on or near the project site. The project also would not introduce new occupants to the site. Therefore, impacts from project implementation would be considered ***less than significant*** relative to the spread of wildfire. This topic does not warrant additional analysis and will not be addressed further in the EIR.

**Response c):** The project includes development of storm drainage infrastructure to serve the proposed parking lot. The project does not include the construction of fuel breaks, emergency water sources, or power lines. Therefore, impacts from project implementation would be considered ***less than significant*** relative to infrastructure that may exacerbate fire risk. This topic does not warrant additional analysis and will not be addressed further in the EIR.

**Response d):** As noted above, the project would not introduce new occupants to the site. As such, the proposed project would not 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. Overall, impacts from project implementation would be considered ***less than significant*** relative to risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. This topic does not warrant additional analysis and will not be addressed further in the EIR.

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

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

**Responses to Checklist Questions**

**Responses a-c):** It has been determined that the proposed project will not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal. However, further analysis pertaining to Cultural Resources and Tribal Cultural Resources will be included in the Draft EIR for the project. The Draft EIR will determine whether the project would eliminate important examples of the periods of California history or prehistory.

It has been determined that the potential for the proposed project to: degrade the quality of the environment; create cumulatively considerable impacts; or adversely affect human beings will require more detailed analysis in an EIR. As such, the City of Fresno will examine each of these environmental issues in the EIR and will decide whether the proposed project has the potential to have significant impacts on these environmental issues. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the EIR.

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