

AGENDA ITEM: _____
MEETING DATE: October 7, 2021
DEPARTMENT: Planning

REPORT TO CITY COUNCIL

SUBJECT:

Public Hearing to City Council to Consider Approvals for the MG Star, LLC Commercial Development Project (UPDATED October 6, 2021)

RECOMMENDATION:

Staff recommends that the City Council:

1. Adopts Resolution No. 2021-55, adopting a negative declaration pursuant to the California Environmental Quality Act.
2. Adopts Resolution No. 2021-56, amending the General Plan Land Use Diagram to reflect the Project site as General Commercial.
3. Adopts Resolution No. 2021-57, approving a conditional use permit for the proposed uses.

BACKGROUND:

In September 2020, the applicant's architect approached the City with a proposed site plan for the construction and operation of a gas station, convenience store, and drive-thru car wash on two vacant parcels located on the north side of E. Manning Avenue east of S. Mendocino Avenue. For unknown reasons, no movement occurred on the project until late December, at which time the architect was directed to the Planning Department. Staff presented a few suggestions related to improved site circulation and building configuration, and the architect revised the site plan accordingly. The finalized application was submitted in March 2021.

This project originally appeared on the August 19, 2021 City Council agenda. At the direction of the City Manager, it was continued to the September 2, 2021 regular meeting. On September 2, it was continued at the request of the applicant to the September 16 regular meeting. Following discussions with the applicant and the City Attorney, the decision was made to perform additional environmental review on the project. The item appeared on the September 16 agenda as a presentation/informational item.

<u>Owner/ Applicant:</u>	MG Star, LLC
<u>Representative:</u>	Randel Mathias
<u>Location:</u>	APNs 355-510-12 and 14; north side of E. Manning Avenue approximately 450 feet east of S. Mendocino Avenue; no address See attached map and photo

<u>Site Size:</u>	Approximately 1.44 acres
<u>General Plan:</u>	Community Commercial
<u>Zoning:</u>	C-5, General Commercial District
<u>Existing Use:</u>	Vacant
<u>Surrounding Uses:</u>	North – Vacant, police station; C-5, P-F East – Starbucks, Dollar General; C-4 South – Retail, fast food, multifamily complex; C-4, R-3 West – Vacant, gas station/convenience store; C-5
<u>Street Access:</u>	Common Parcel accessing E. Manning Avenue

PROPOSAL & DISCUSSION:

General Plan Amendment: The Land Use Diagram indicates the project site as Community Commercial, for which the consistent zone district is C-4 (Central Trading). While the General Plan does account for the location of Community Commercial outside of the downtown area, its primary intention is to “[provide] the City with a mixed use activity center oriented towards the downtown area.” Conversely, the General Commercial designation “provides for commercial areas with a wide range of retail and services activities along major traffic corridors.” Although the Land Use Diagram shows the site (and the abutting parcels at the northeast corner of E. Manning Avenue and S. Mendocino Avenue) as Community Commercial, the entire area remains zoned C-5 (General Commercial) as opposed to C-4. Taking into account the primary intentions of the respective Land Use designations, staff believes that the General Commercial designation is more appropriate than the Community Commercial designation at this location.

Conditional Use Permit: The project proposes a 2,700-SF convenience store, six multi-product gasoline dispensers (12 total fueling positions) beneath a 2,400-SF canopy,¹ a 4,270-SF drive-thru car wash with 22 covered vacuum stations, and a 935-SF building for car wash operations. The applicant intends to sell beer, wine, and liquor pursuant to a Type 21 (Off-Sale General) license from the Department of Alcoholic beverage Control (ABC). Since the effective date of Ordinance No. 2021-05 (October 3, 2021), the proposed uses are compatible with the C-5 zone district subject to issuance of a conditional use permit. The store would also include a quick-serve restaurant with limited seating. No consumption of alcohol would be allowed on site.

ABC authorizes issuance of licenses² by U.S. Census Tract based on population. With the completion of the 2020 Census, Census Tract 85.02 (which contained the project site) was split into two new Tracts: 85.03, which now contains the project site, and 85.04. ABC has updated its authorization report to show the number of authorized licenses per Tract, but as of October 5, 2021 it has not updated its companion database of active licenses to reflect the new Tract numbers (i.e., all active licenses within 85.03 and 85.04 still refer to 85.02). 85.03 is authorized for four licenses and 85.04 is authorized for three licenses. While ABC has not updated its information to illustrate the existing licenses by Tract, City staff has created an exhibit mapping the locations of existing licenses in all four Tracts. Based on that exhibit, 85.03 has seven active licenses and 85.04 has zero. For reference, the other two Census Tracts in Parlier (68.2 and 85.01) are authorized for three licenses each but support six and

¹ The canopy is not considered a “building” under PMC Section 18.04.070.

² Further references to licensing refer only to off-sale licenses. The authorization totals do not distinguish between the individual types of off-sale licenses, e.g., Type 20 vs. Type 21.

five, respectively. For Tracts that are considered “oversaturated,” ABC allows cities to make findings of public convenience or necessity, essentially stating that for specified reasons, the City has determined that ABC should issue a license even though it would exceed the number of authorized licenses. ABC gives the City’s determination great weight when considering issuance of licenses based on these findings. As illustrated, three of Parlier’s four Census Tracts (68.02, 85.01, and 85.03) are oversaturated. It is unlikely that any licenses will be issued in the near future within Tract 85.04 as neither the City’s General Plan nor the County’s General Plan contemplates any commercial development within that area.

Although the site is situated on E. Manning Avenue, it does not have direct access. The project site is surrounded to the west, north, and east by Parcel 14 of Parcel Map No. 07-02. That parcel was and is intended as a common area for circulation and access to the street system for the other 13 parcels created by the map. Parcel 14 abuts E. Manning Avenue at two locations, one each to the immediate west and east of the project site; each has an existing drive approach. This project will connect to E. Manning Avenue via Parcel 14 and the existing drive approaches, which is what was intended as part of the original parcel map. To enhance circulation, the project will also provide a paved circulation area around the site within Parcel 14 varying between 30 and 58 feet based on the width of Parcel 14 at the different locations. This will also allow removal of the wood barrier separating this site from the development to the east, further enhancing onsite circulation in the vicinity.

The carwash provides stacking for approximately 25 vehicles. In addition to the 22 vacuum stations, the convenience market provides 15 storefront parking spaces. Rather than dictate a specific ratio of parking stalls, the C-5 zone requires one square foot of parking and circulation area per square foot of building. The parking and circulation areas provided exceed that amount. The project proposes a 20-foot-wide landscaped area behind the E. Manning Avenue sidewalk and additional landscaping interspersed between the buildings within the site and along the site perimeter.

The facilities will connect to existing water mains that have been extended into the two parcels from the north. The carwash utilizes a recycled water system. Although it uses approximately 69 gallons of water per minute when running, most of the water is recycled and reused such that the net discharge to the wastewater system is between approximately 11 and 19 gallons per wash. The applicant expects between 75 and 100 users per day. The project proposes to use a higher-efficiency reclamation system, so overall water use will be on the lower end. Accounting for use of water within the convenience store (e.g., QSR, restrooms) and landscaping,³ it is anticipated that the facility will use approximately 1,350 gallons of water per day, or less than one-hundredth of one percent of the City’s water production capacity. The point of sewer connection shall be as determined by the City Engineer: either to the existing main in E. Manning Avenue or to an existing manhole on the property to the northeast (Fox Drug). Even assuming that all water used on site is sent to the City’s wastewater treatment plant (WWTP), the 1,350 gallons per day would account for approximately six-hundredths of one percent of the WWTP capacity and approximately one-hundredth of one percent of its average daily flow. The site will accommodate a portion of its storm water onsite in landscaped swales, with the remainder surface draining to E. Manning Avenue for conveyance to the basin on Tuolumne Street which was located and designed to

³ Landscaping will be required to comply with the State’s Model Water Efficient Landscaping Ordinance, Gov. Code Section 65591, *et seq.*

accommodate runoff from development along this segment of E. Manning Avenue. As indicated on the site plan, the southern area of the site contains a Consolidated Irrigation District (CID) pipeline within an easement that extends into and runs parallel to E. Manning Avenue; this easement and the pipeline are not affected by the project. The applicant will need to correspond with CID and incorporate any requirements.

The project proposes to operate from 5:00am until 1:00am seven days per week. The applicant requests the right to modify that timeframe if a franchise opportunity arises that requires a 24-hour (or similar) operation. Staff recommends that the City Council either authorizes the shorter duration and requires that the applicant request a modification if the situation dictates or simply approves the 24-hour operation up front. The operation is expected to employ 16 full-time employees and 6 part-time employees. Full-time employees would typically be scheduled a 40-hour work week.

Parlier currently supports five gas stations, with a sixth recently approved. The existing stations range from two to four pumps (four to eight total fueling positions) each. Three are located along Manning Avenue, including two in the vicinity of the project site (but outside of the 300-foot notification area); the other two are located on E. Parlier Avenue and Fresno Street. The recently approved project is located at the southeast corner of E. Manning Avenue and S. Academy Avenue. Based on review of other cities in the region (Sanger, Reedley, Kingsburg, Fowler, Selma, and Dinuba), Parlier is actually underserved and can support at least two additional stations beyond the five that exist. Also, considering the proposed location on E. Manning Avenue, which sees more than 20,000 vehicles trips per day at S. Mendocino Avenue,^{4,5} it appears that sufficient traffic exists to support additional facilities without having a detrimental effect on existing commercial operations.

Level of Service (LOS) is an assessment of traffic levels based on congestion as measured by vehicle delay. The Parlier General Plan identifies Level of Service (LOS) C as the acceptable level for road segments and LOS D for intersections at the PM peak hour of traffic; the General Plan does not identify a target LOS for the AM peak hour. Based on information from the *Eastside Transportation Corridor Improvement Study* (ETCIS),⁵ the two segments of E. Manning Avenue from S. Academy Avenue-S. Mendocino Avenue and S. Mendocino Avenue-S. Zediker Avenue have average daily trips (ADT) of 24,180 and 30,590, respectively. Both segments operate at LOS C currently, and both are also expected to operate at LOS C in 2045. However, the intersection of E. Manning Avenue and S. Mendocino Avenue is expected to degrade to LOS E by 2045. Projects that may contribute to the increase in delay will be required to contribute to public improvements in a manner that reflects their contribution to the increase. The ETCIS identifies several improvements that can be performed at this intersection to reduce the effects, including extension of left-turn lanes, addition of north- and east-bound right-turn lanes, and signal timing optimization. Based on discussions with the City Engineer, the project will pay a fair share of the estimated cost of those improvements amounting to 3% or approximately \$6,420. Staff believes that since E. Manning Avenue is the primary east-west corridor in this part of Fresno County, the long-term effects to intersection delay are largely regional in nature (i.e., not wholly stemming from activity in Parlier) and the 3% represents a conservative amount.

⁴ Metro Traffic Data, Inc. *24 Hour Count Report*. March 8, 2018.

⁵ Fresno Council of Governments. January 2021.

There has been an undue amount of discussion and concern about certain land use restrictions that exist on the property. At the time of approval and recordation of Parcel Map No. 07-02, the intention was that the parcel directly at the northeast corner of E. Manning Avenue and S. Mendocino Avenue (the "Rite Aid Parcel;" currently owned by Thrifty Payless, Inc.) would be developed with a Rite Aid store. Accordingly, the property owner at the time, Double R-D Investments, recorded a set of restrictions with the purpose of preventing potential Rite Aid competitors from developing on the other parcels created by the parcel map. Specifically precluded is "a liquor or convenience store." Opponents of the current project have repeatedly brought this forward as a foundation that the City cannot, or at minimum should not, approve the project. The presence of this restriction, or other similar types of encumbrances, in no way limits the City's authority to approve a project; it only places the burden of addressing the restriction or encumbrance on the applicant.

Recorded restrictions such as this are a matter of public record and a property owner is required to disclose encumbrances when selling property. The applicant was aware of the restriction when it bought the properties and is working with the other parties to the agreement to amend it. For comparison: during the application review process for Dollar General in 2016-2017, it was noted that similar, even more stringent, use restrictions existed on that property. Following the City's approval of the project, that situation was resolved between the parties without the involvement of the City. If for some reason the current applicant is not able to negotiate the restriction, it will remain in place and the properties simply cannot be developed as approved. If the owner chooses to sell the property, he would have to disclose the presence of the restrictions to a potential buyer. That was the case when the original developer conveyed all but the Rite Aid Parcel to the subsequent owner, Mendocino and Manning Partners, which then sold the two subject lots to MG Star. That the City may have approved a development proposal does not burden the City with any responsibility or liability in the matter.

Conditional Use Permit Findings

Prior to approving a conditional use permit, the City Council must make findings as prescribed by Parlier Municipal Code Section 18.38.070:

1. The site for the proposed use is adequate in size and shape to accommodate the use and all yards, spaces, walls and fences, parking, loading, landscaping, and other features required to adjust the use with land and uses in the neighborhood.

The site has been configured to maximize efficient use of space and to minimize internal conflicts related to vehicles and pedestrian movement. As modified during project review, improvements to the structure and site will provide for a more aesthetic, safe, and secure facility and will serve to adjust the use to the neighborhood. The project will utilize the common parcel (Parcel 14 of Parcel Map No. 07-02) and the existing drive approaches for access to Manning Avenue as intended. Installation of landscaping along E. Manning Avenue will serve to accommodate the existing easement and underground irrigation pipeline while continuing the pattern of improvements established by the retail area to the immediate east.

2. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use.

The site will utilize existing drive approaches to access E. Manning Avenue, which is a major transportation corridor within this region of Fresno County, and which is expected to operate at an acceptable level of service through at least 2045. The street is fully improved including two travel lanes in each direction, striped bicycle lanes, a raised median island with breaks for turning movements, and sidewalk, curb, and gutter. The project will pay a fair share contribution towards future improvements at the intersection of E. Manning Avenue and S. Mendocino Avenue. It is not anticipated that the use will generate a quantity or type of traffic that would substantially affect the City's circulation system.

3. The proposed use will have no adverse effect on abutting property of the permitted use thereof.

The City Council has imposed operational conditions that it deems sufficient to minimize or eliminate adverse effects to the neighborhood.

4. The conditions stated in the resolution are deemed necessary to protect the public health, safety, and general welfare.

All conditions of approval stem from the Parlier Municipal Code or the Parlier General Plan or are otherwise required in order to prevent undue effects of the operation from damaging the public health, safety, and welfare.

Environmental

The first step in complying with CEQA is to determine whether the activity in question constitutes a "project" as defined by CEQA (Public Resources Code Section 21000, *et seq.*) and the CEQA Guidelines (California Code of Regulations Title 14, Chapter 3, Section 15000, *et seq.*). A "project" consists of the whole of an action (i.e., not the individual pieces or components) that may have a direct or reasonably foreseeable indirect effect on the environment. The second step is to determine whether the project is subject to or exempt from the statute. This proposal qualifies as a project under CEQA because it involves the issuance to a person of a "lease, permit, license, certificate, or other entitlement for use" as described in CEQA Guidelines Section 15378. Additionally, an amendment to a general plan is expressly included within the definition of a project.

An Initial Study was prepared for the project consistent with CEQA Guidelines Appendix G. The initial study did not identify any potentially significant effects that could result from the project. Accordingly, staff made a preliminary determination on September 17, 2021 that adoption of a negative declaration would be appropriate. A notice of intent to adopt the Initial Study/ Negative Declaration (IS/ND) was filed with the Fresno County Clerk and published in The Business Journal on September 17 announcing a public review period of September 17, 2021 through October 6, 2021. The notice was also posted at City Hall and a copy of the document was made available at the counter. Copies were provided to the County of Fresno, the Fresno County Fire Protection District/CAL FIRE, and the San Joaquin Valley Air Pollution Control District as well as to parties requesting them. As of this writing, no comments have been received specific to the public review of the CEQA document.

As part of the City Council's consideration of the initial study and negative declaration, staff recommends that the Council makes a determination that, for purposes of analysis of this project pursuant to CEQA Guidelines Section 15064.3, the SB 743 Implementation Regional Guidelines prepared for the Fresno Council Governments, which Guidelines were developed and prepared via an extensive public process, contain analytical information and thresholds that are supported by substantial evidence and are appropriate for use by the City of Parlier consistent with CEQA Guidelines Section 15064.7(b). As specifically applicable to this project: the project contains less than 50,000 square feet of retail and is intended to attract vehicles already utilizing the adjacent transportation corridor as opposed to drawing customers from out of the area. Thus, it is considered to be a local-serving retail establishment and is presumed to have a less-than-significant impact regarding vehicle miles traveled.

Public Notice

A notice of public hearing was published in *The Business Journal* on August 9, 2021 announcing the original August 19 hearing. Also on August 9, 2021, notices were individually mailed via USPS to owners of property within 300 feet of the project site consistent with Parlier Municipal Code Section 18.38.050 and Government Code Section 65091. There was no notice of the hearing on September 2 because the City Council continued the item to the August 19 hearing to date/time certain; no additional notice was required. Similarly, when the hearing was subsequently continued to September 16, no additional notice was required. Prior to publication of the agenda for the September 16 meeting, the applicant and the City mutually agreed to remove the public hearing from the agenda and replace it with a presentation/informational item. There was no additional notification of that presentation because no action was requested, and the agenda identified the item as a presentation only. There is no requirement, nor is it common practice, to advertise presentations about private development projects where no action is requested. A notice of the October 7, 2021 public hearing was published in *The Fresno Bee* on September 27, 2021 and on that same day was individually mailed via USPS to owners of property within 300 feet of the project site consistent with Parlier Municipal Code Section 18.38.050 and Government Code Section 65091. Notice of the October 7 hearing was posted at City Hall and on the City's website on September 24, 2021.

Comments Received

As of this writing, the City has received two comment letters regarding the project. The first, dated September 14, 2021, was from an attorney representing the applicant for the recently approved gasoline station project mentioned previously. The applicant for that project also owns/operates the Valero station located at the northwest corner of E. Manning Avenue and S. Mendocino Avenue, approximately 400 feet west of the project site. The second letter was received on September 29, 2021 from a representative of the ARCO station located at the southwest corner of E. Manning Avenue and S. Mendocino Avenue, approximately 425 feet west of the project site. Both letters expressed a number of concerns about the project. Many of the statements and concerns in the letters are based on incorrect information about the project and its location along with misunderstanding of various development and environmental laws, requirements, and practices. Some of the items from the letters are addressed in this report; staff can provide additional information to the Council and/or the public upon request.

FISCAL IMPACT:

Review and processing of the site plan review application, engineering plans, and building plans and preparation of CEQA materials are paid for by the applicant. The project is responsible for payment of development impact fees in the amount of approximately \$21,300 along with the fair-share costs of \$6,420.

Prepared By:A handwritten signature in blue ink, appearing to read "Jeff O'Neal", is written over a light blue rectangular background.

Jeffrey O'Neal, AICP
City Planner

Tuolumne Street

S. Mendocino Avenue

E. Manning Avenue



MG Star, LLC Commercial Development Project
APNs 355-510-12 & 14
No Address



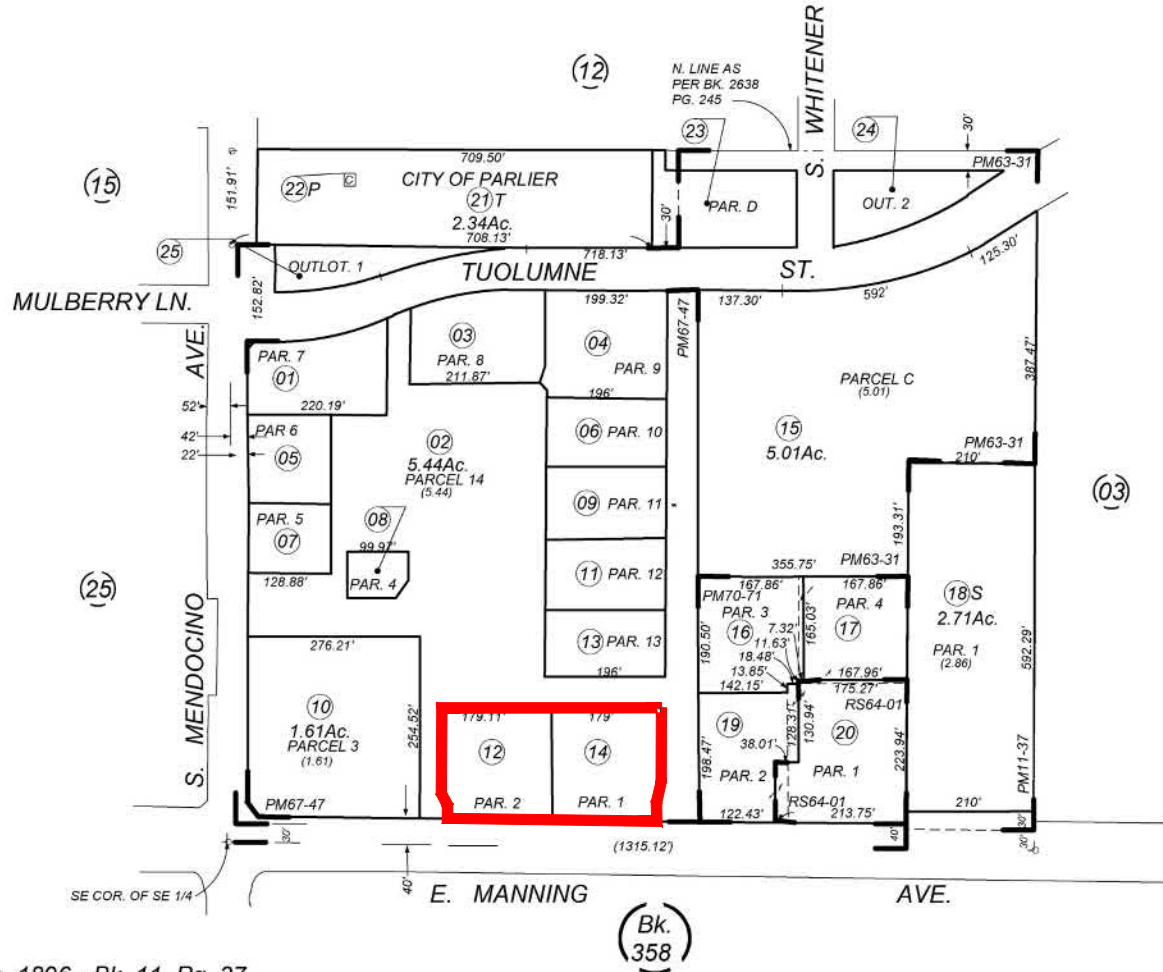
Project

-NOTE-
This map is for Assessment purposes only.
It is not to be construed as portraying legal
ownership or divisions of land for purposes
of zoning or subdivision law.

SUBDIVIDED LAND & POR. SEC 23, T. 15 S., R. 22 E., M.D.B & M

Tax Rate Area
007-005
007-013
007-014

355-51



Parcel Map. No. 1896 - Bk. 11, Pg. 37
Parcel Map No. 03-02 - Bk. 63, Pgs. 31-32
Parcel Map No. 07-02 - Bk. 67, Pgs. 47-48
Parcel Map No. 2009-01 - Bk. 70, Pgs. 71-72
Record of Survey - Bk. 64, Pg.01

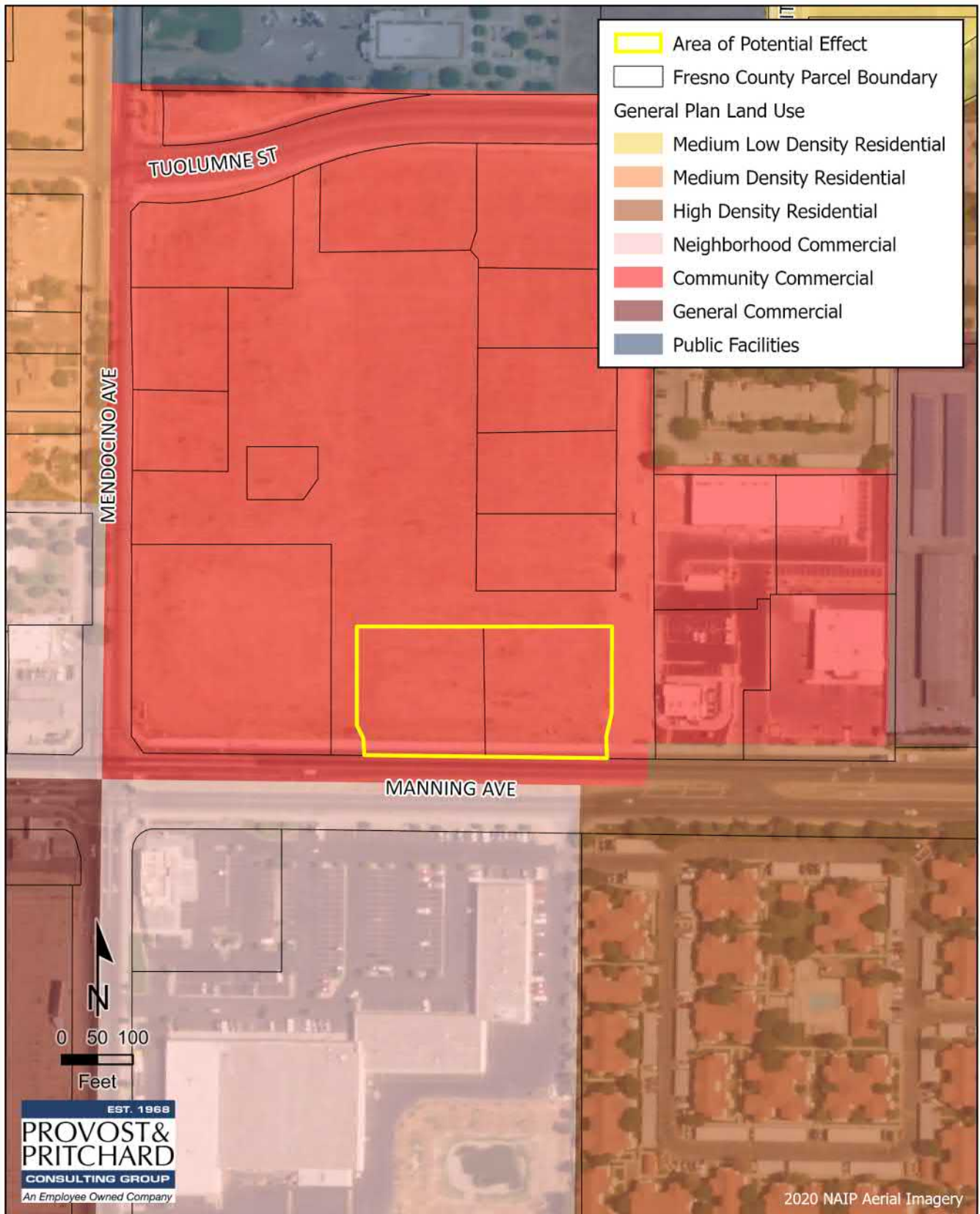
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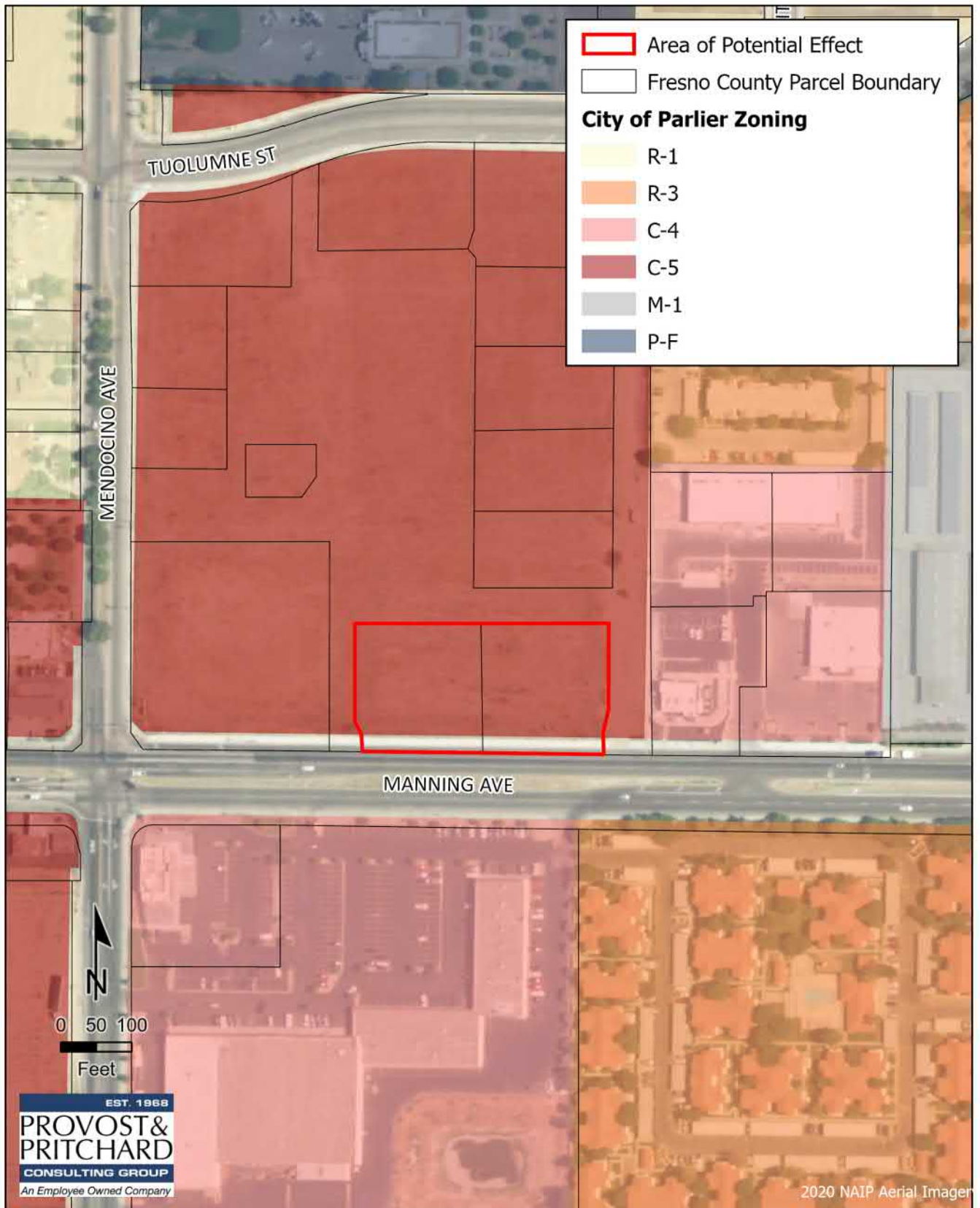
MG Star, LLC Commercial Development Project
APNs 355-510-12 & 14 No Address

Note - Assessor's Block Numbers Shown in Ellipses
Assessor's Parcel Numbers Shown in Circles

Assessor's Map Bk. 355 - Pg. 51
County of Fresno, Calif.

 Project







SCALE: 1/4"=1'-0"

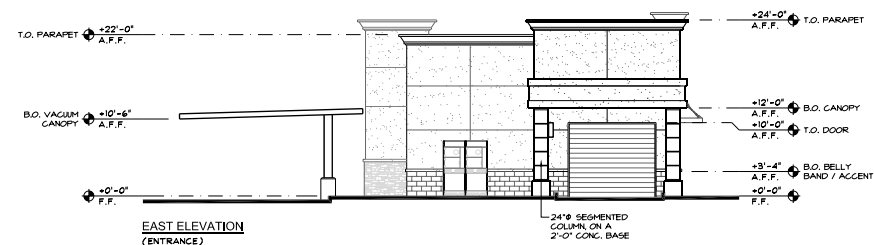
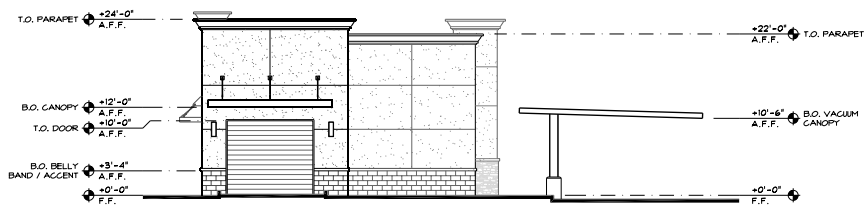
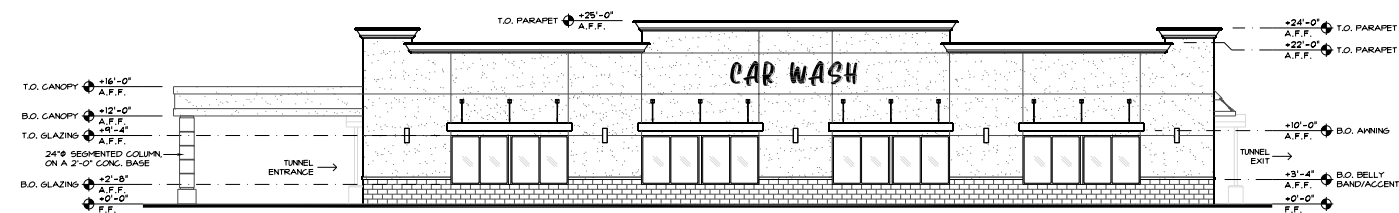
ISSUE DATE:	1-29-21
REV. DATE:	
PROJECT NO.:	20030
DRAWN BY:	NL
SHEET:	

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PROPOSED EXTERIOR ELEVATIONS - CAR WASH BUILDING

SCALE: 1/8" = 1'-0"

12

EXTERIOR FINISH SCHEDULE

4

KEYNOTES

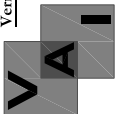
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GENERAL NOTES

2

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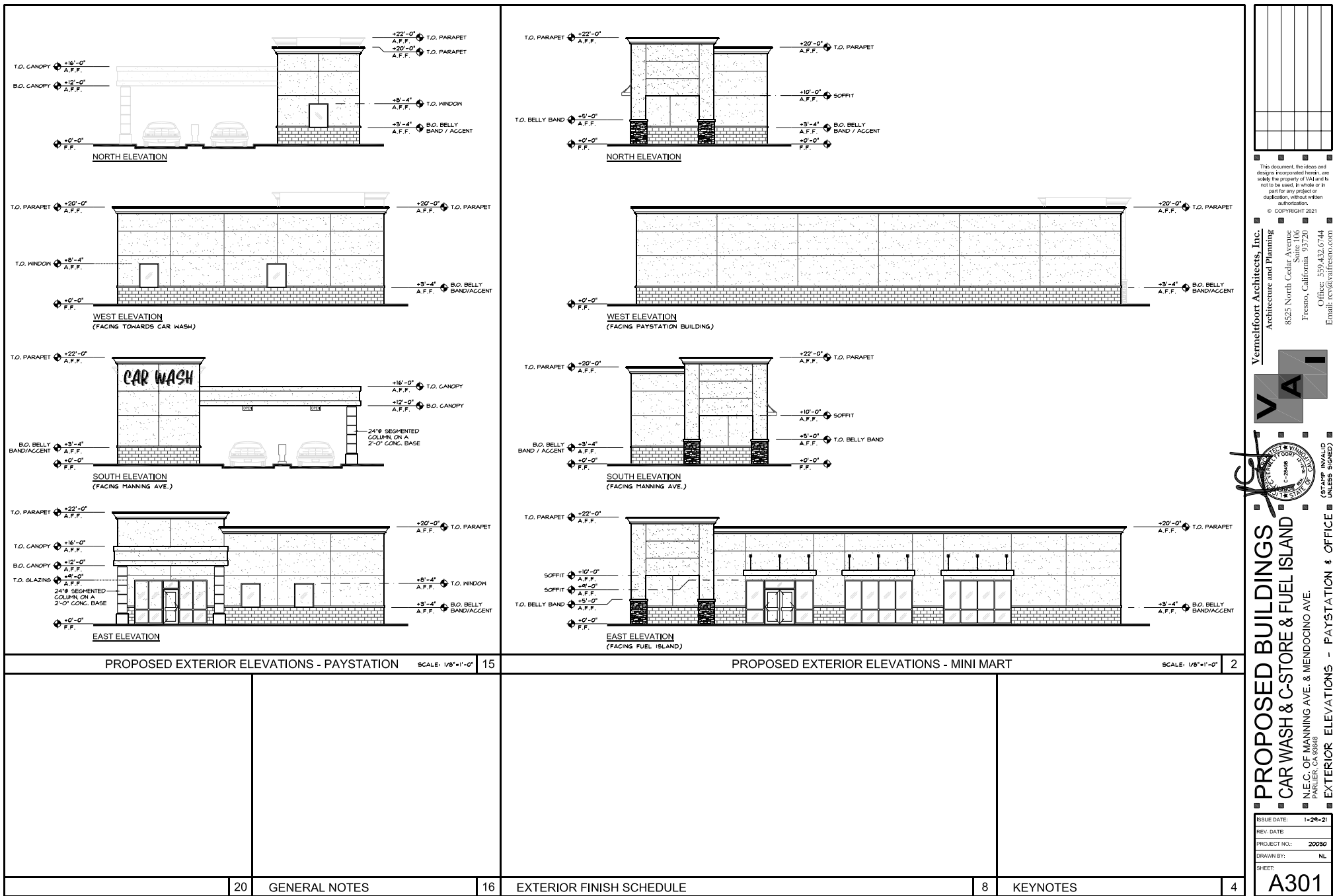
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PROPOSED BUILDINGS.
CAR WASH & C-STORE & FUEL ISLAND
 N.E.C. OF MANNING AVE. & MENDOCINO AVE.
 PARLER, CA 93948
EXTERIOR ELEVATIONS - CAR WASH

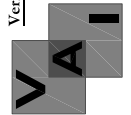
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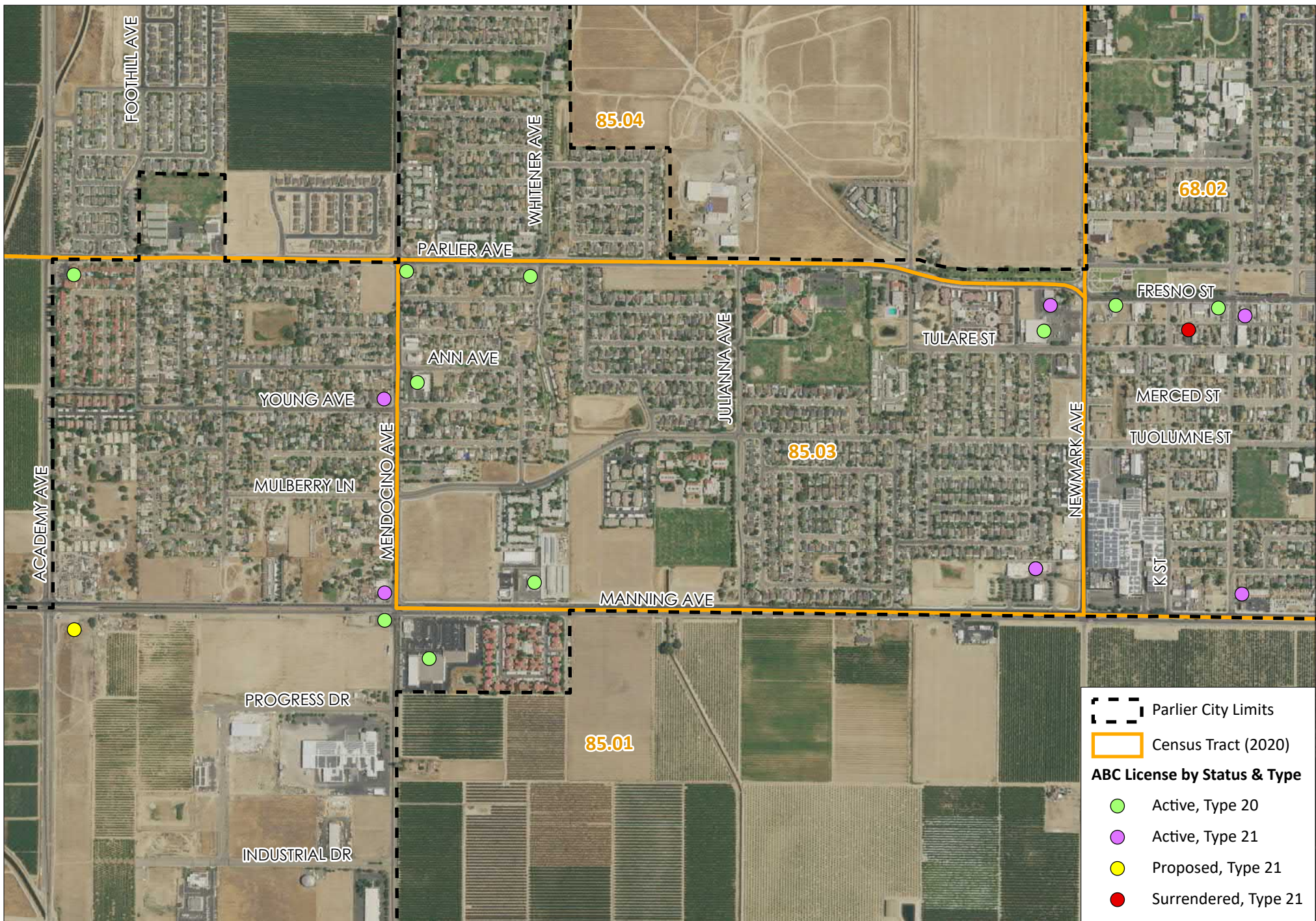
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PROPOSED BUILDINGS
CAR WASH & C-STORE & FUEL ISLAND
N.E.C. OF MANNING AVE. & MENDOCINO AVE.
PARLER, CA 93648
EXTERIOR ELEVATIONS - PAYSTATION & OFFICE

ISSUE DATE: 1-29-21
REV. DATE:
PROJECT NO.: 20030
DRAWN BY: F.
SHEET:
A301



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Miles

City of Parlier

MG Star LLC

**PROVOST &
PRITCHARD**

NEGATIVE DECLARATION

LEAD AGENCY: City of Parlier
1100 E. Parlier Avenue
Parlier, CA 93648

PROJECT TITLE: MG Star, LLC Commercial Development Project

STATE CLEARINGHOUSE: n/a

ADDRESS/LOCATION: Fresno County APNs 355-510-12 & 14; no address

PROJECT APPLICANT: MG Star, LLC/Randel Mathias

PROJECT DESCRIPTION: The Project includes amending the General Plan Land Use Diagram to reflect the project site as General Commercial and approval of a conditional use permit to authorize construction and operation of a gas station, convenience store, and drive-thru carwash on approximately 1.44 acres on the north side of E. Manning Avenue approximately 450 feet east of S. Mendocino Avenue.

CONTACT PERSON: Jeffrey O'Neal, AICP, City Planner; 559.646.3545

The City Council of the City of Parlier has reviewed the proposed Project described herein along with the initial study prepared pursuant to the California Environmental Quality Act (CEQA), and has found that this Project will have no significant impact on the environment for the following reasons:

1. The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.
2. The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.
3. The project does not have possible environmental effects which are individually limited but cumulatively considerable; "cumulatively considerable" means that the incremental effects of an individual 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.
4. The environmental effects of a project will not cause substantial adverse effects on human beings, either directly or indirectly.
5. Mitigation measures ☐ were, ☒ were not made a condition of the approval of the project.

On October 7, 2021, the Parlier City Council adopted Resolution No. 2021-55, determining that the above Project would have no significant effect on the environment. Copies of documents relating to the Project may be examined by interested parties at Parlier City Hall, 1100 E. Parlier Avenue, Parlier, CA 93648.

Dated: October 7, 2021

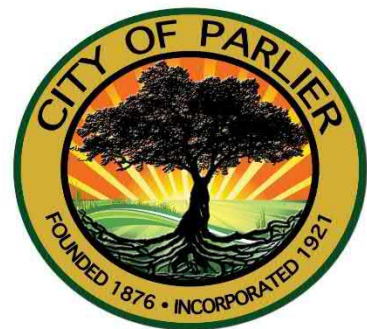
Attest: _____
Hon. Alma Beltran, Mayor

City of Parlier
MG Star, LLC Commercial Development

Final Initial Study / Negative Declaration

October 2021

City of Parlier
1100 E. Parlier Avenue
Parlier CA, 93648



Lead Agency:**City of Parlier**

1100 E. Parlier Avenue
Parlier, CA 93648

Contact:

Jeffrey O'Neal, AICP
City Planner
559.646.3545

Report Prepared by:

Jeffrey O'Neal, AICP, City Planner
Wyatt Czesinski, Assistant City Planner
Mallory Serrao, Geographic Information Systems
Jacqueline Lancaster, Administrative Assistant

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Acronyms and Abbreviations

AB	Assembly Bill
ALUCP	Airport Land Use Compatibility Plan
BAU	Business As Usual
BPS	Best Performance Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Modeling (software)
CAP	Climate Action Plan
City	City of Parlier
County	County of Fresno
dBA	A-weighted decibels
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map(s)
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gas
GIS	Geographic Information System
GSA	Groundwater Sustainability Agency
IS	Initial Study
IS/ND	Initial Study/Negative Declaration
km	kilometer(s)
mgd	million gallons per day
MRZ	Mineral Resource Zone(s)
MTCO _{2e}	Metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NO _x	Nitrogen Oxides
O ₃	ozone
Pb	lead
PM ₁₀	particulate matter 10 microns in size
PM _{2.5}	particulate matter 2.5 microns in size
ppb	parts per billion

ppm	parts per million
Project.....	MG Star, LLC Commercial Development Project
SJV	San Joaquin Valley
SJVAB.....	San Joaquin Valley Air Basin
SJVAPCD.....	San Joaquin Valley Air Pollution Control District
SO ₂	sulfur dioxide
SO _x	sulfur oxide
SWPPP.....	Storm Water Pollution Prevention Plan
SWRCB.....	State Water Resources Control Board
Tons/Year.....	Tons per Year
TPY	Tons Per Year
USDA	United States Department of Agriculture
µg/m ³	micrograms per cubic meter

Chapter 1 Introduction

The City of Parlier (City) has prepared this Initial Study/ Negative Declaration (IS/ND) to address the environmental effects of the Prodigy Square Commercial Development Project (Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code Section 21000, *et seq.*) and the State CEQA Guidelines (Code of Regulations, Title 14, Chapter 3, Section 15000, *et seq.*). The City is the CEQA lead agency for this Project.

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

1.1 Regulatory Information

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

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

1.2 Document Format

This IS/ND contains three chapters and one appendix. **Chapter 1 Introduction**, provides an overview of the proposed Project and the CEQA process. **Chapter 2 Project Description**, provides a detailed description of Project components and objectives. **Chapter 3 Impact Analysis**, presents the CEQA checklist and environmental analysis for all impact areas and mandatory findings of significance. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. **Chapter 3** concludes with the Lead Agency's determination based upon this initial evaluation. The CalEEMod Output Files assessing air quality and greenhouse gas emissions are provided as technical **Appendix A** at the end of this document.

Chapter 2 Project Description

2.1 Project Background and Objectives

2.1.1 Project Title

MG Star, LLC Commercial Development

2.1.2 Lead Agency Name and Address

City of Parlier
1100 E. Parlier Avenue
Parlier CA, 93648

2.1.3 Contact Person and Phone Number

Lead Agency Contact
Jeffrey O’Neal, AICP, City Planner
(559) 449 2700 Ext 187

Applicant
MG Star LLC
Randel Mathias
(559) 441 3055

2.1.4 Project Location

The Project is located in Parlier California, approximately 16 miles southeast of Fresno and 24 miles northwest of Visalia. The Project site is located on the north side of E. Manning Avenue approximately 450 feet east of S. Mendocino Avenue and consists of Fresno County Assessor’s Parcel Numbers (APNs) 355-510-12 and 355-510-14.

2.1.5 Latitude and Longitude

The centroid of the Project area is 36°36’19” N, 119°32’46” W.

2.1.6 General Plan Designation

The Parlier General Plan designates the Project site as Community Commercial. As a part of the Project, a General Plan Amendment would be completed, changing the site’s land use to General Commercial.

2.1.7 Zoning

The Project site is zoned C-5 General Commercial.

2.1.8 Description of Project

The applicant, MG Star, LLC, proposes to develop a 1.44-acre vacant site in the City of Parlier into a gas station with a convenience store, quick serve restaurant, and drive-thru car wash. Construction of the Project would involve demolition, grading, paving, building construction, and painting. Site access during construction and operation would be via E. Manning Avenue. Principal deliveries to the Project site would include construction equipment, imported earthwork materials, concrete and asphalt materials, building materials, and any additional hardware required to construct the Project. Material and equipment staging areas as well as construction crew parking would be contained on-site. Construction would be limited to the hours of 6 am and 9 pm, Monday through Friday, and 7 am and 5 pm on weekends. At this time, no Project construction commencement schedule has been identified. Development would include:

- A 2,700-SF convenience store with a quick-serve restaurant
- A 2,400-SF automobile fuel canopy with six double-sided gasoline pumps
- A 4,270-SF drive-thru carwash with 22 covered vacuum spaces

2.1.9 Actions Required

The City of Parlier has jurisdiction over the review and approval of the Project. The Parlier City Council will be requested to take action on the following:

- Adoption of Negative Declaration
- Approval of a General Plan Amendment changing the Land Use Designation of the Project site from Community Commercial to General Commercial
- Approval of a conditional use permit

The City of Parlier would also issue, at minimum, the following ministerial permits for the Project if and once the above actions are taken:

- Grading Permit;
- Encroachment Permit; and
- Building Permit.

2.1.10 Site and Surrounding Land Uses and Setting

The Project site is bordered to the north by vacant land and Tuolumne Street, across which is the Parlier Police Department. The site is bordered to the east by existing commercial development (Starbucks, Dollar General, Fox Drug Store) and apartments. Across E. Manning Avenue to the south are other commercial uses (Burger King, R-N Market, etc.) and apartments (to the southeast). The land immediately to the west is vacant land designated and zoned for commercial development. Across E. Mendocino Avenue are commercial uses (gas station, used car dealer) and single-family residences.

Table 2-1 Existing Uses, General Plan Designations, and Zone Districts of Surrounding Properties

Direction from Project Site	Existing Use	General Plan Designation	Zone District
North	Vacant, police station	Community Commercial, Public Facilities	C-5, P-F
East	Retail, residences	Community Commercial, High Density Residential	C-4
South	Retail, residences	Neighborhood Commercial, High Density Commercial	C-4, R-3
West	Vacant, Retail, residences	Community Commercial, Neighborhood Commercial, Medium Density Residential	C-5, R-1
PF – Public Facilities R3 – Medium Density / Multiple Family Residential C4 – Central Trading C5 – General Commercial			

2.1.11 Other Public Agencies Whose Approval May Be Required

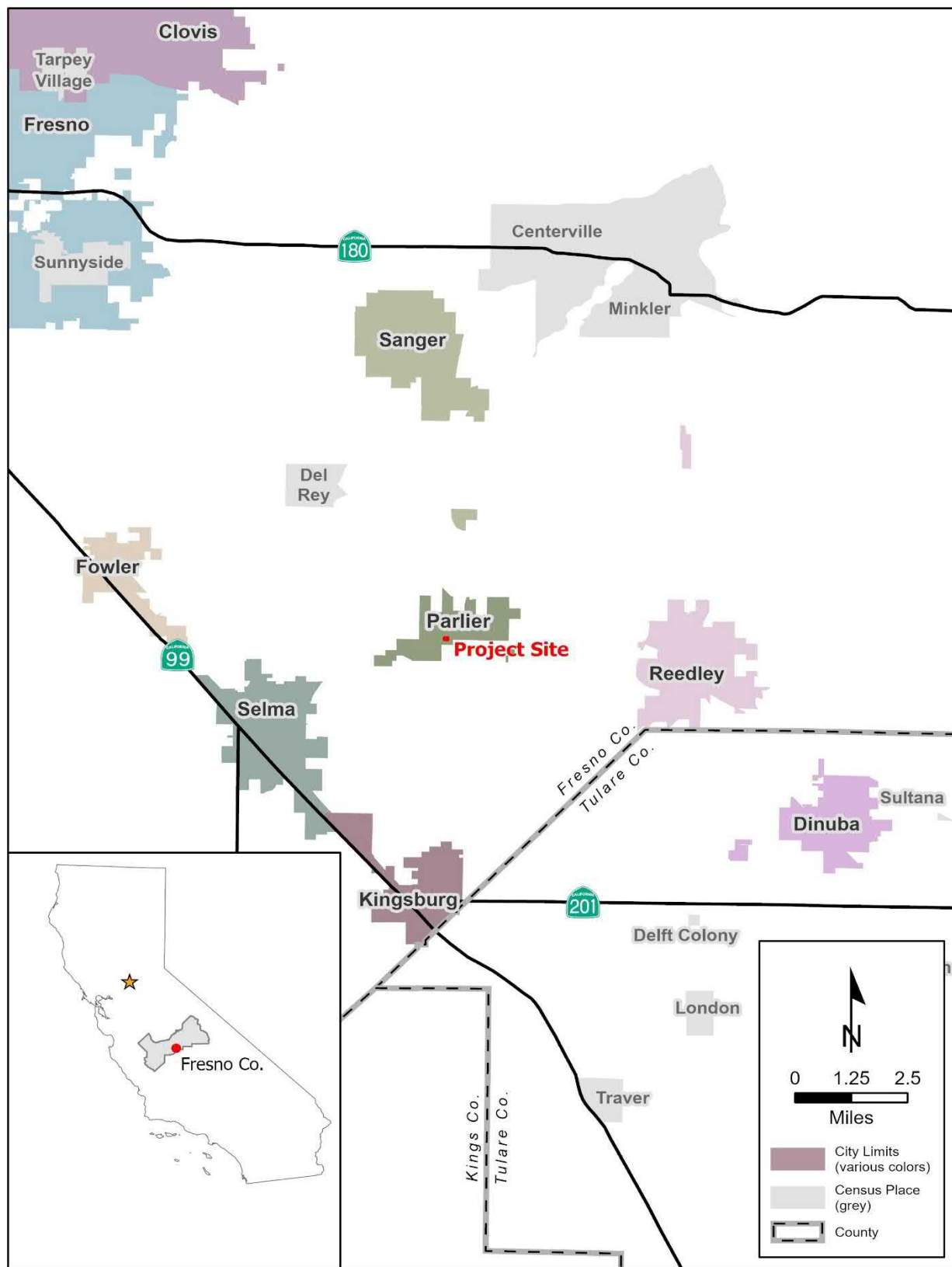
Other agencies, including but not necessarily limited to the following, may have authority to issue permits prior to Project implementation:

- San Joaquin Valley Air Pollution Control District (SJVAPCD); and
- Regional Water Quality Control Board.
- Department of Alcoholic Beverage Control

2.1.12 Consultation with California Native American Tribes

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

The City of Parlier has received written correspondence from the Santa Rosa Rancheria Tachi Yokut Tribe dated July 16, 2013, requesting notification of proposed projects. Accordingly, on March 23, 2021, the City notified the Tribe of the proposed Project. The Tribe did not respond with a request for formal consultation on the Project within the required period.



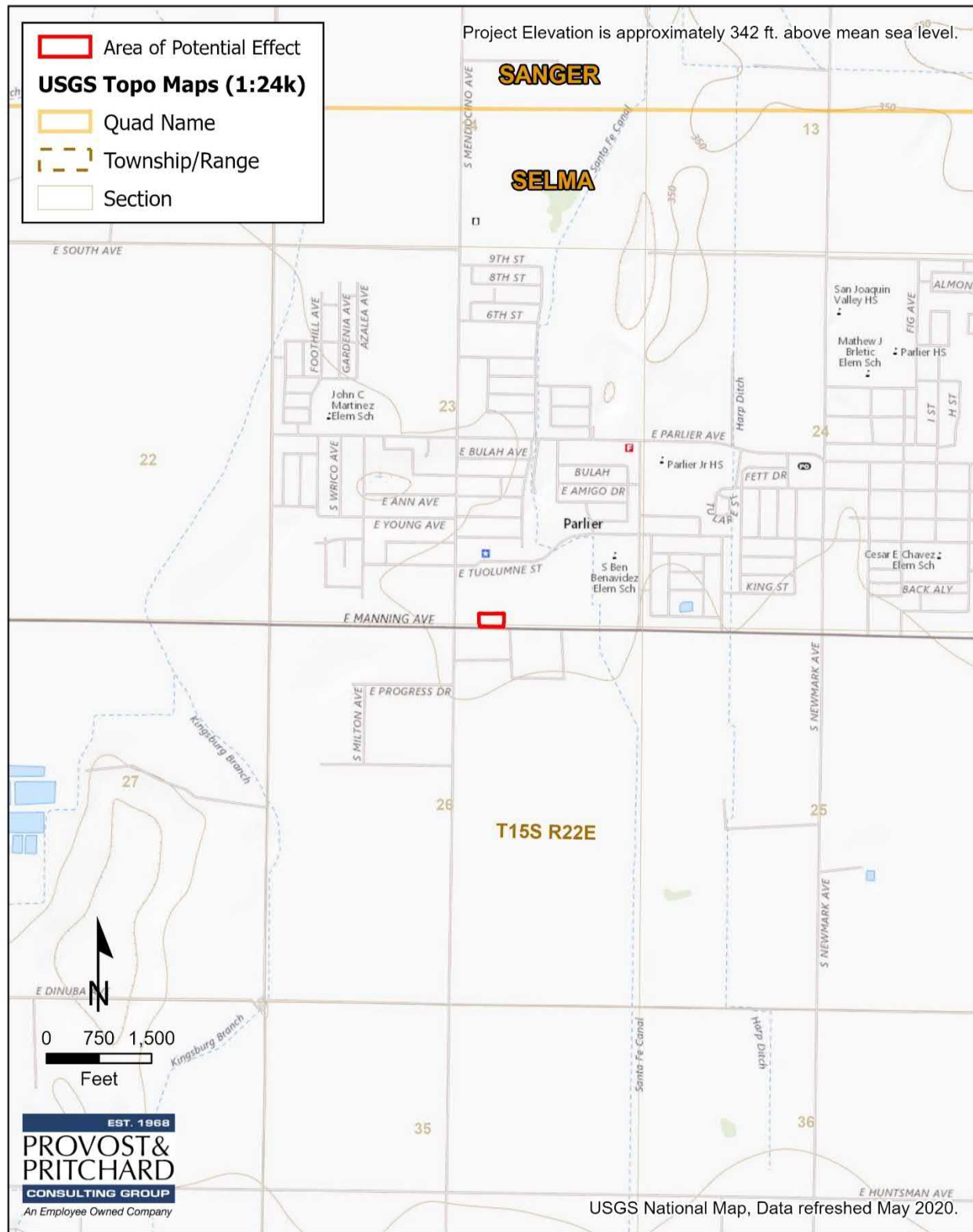


Figure 2-2. Topographic Quadrangle Map



Figure 2-3. Area of Potential Effect

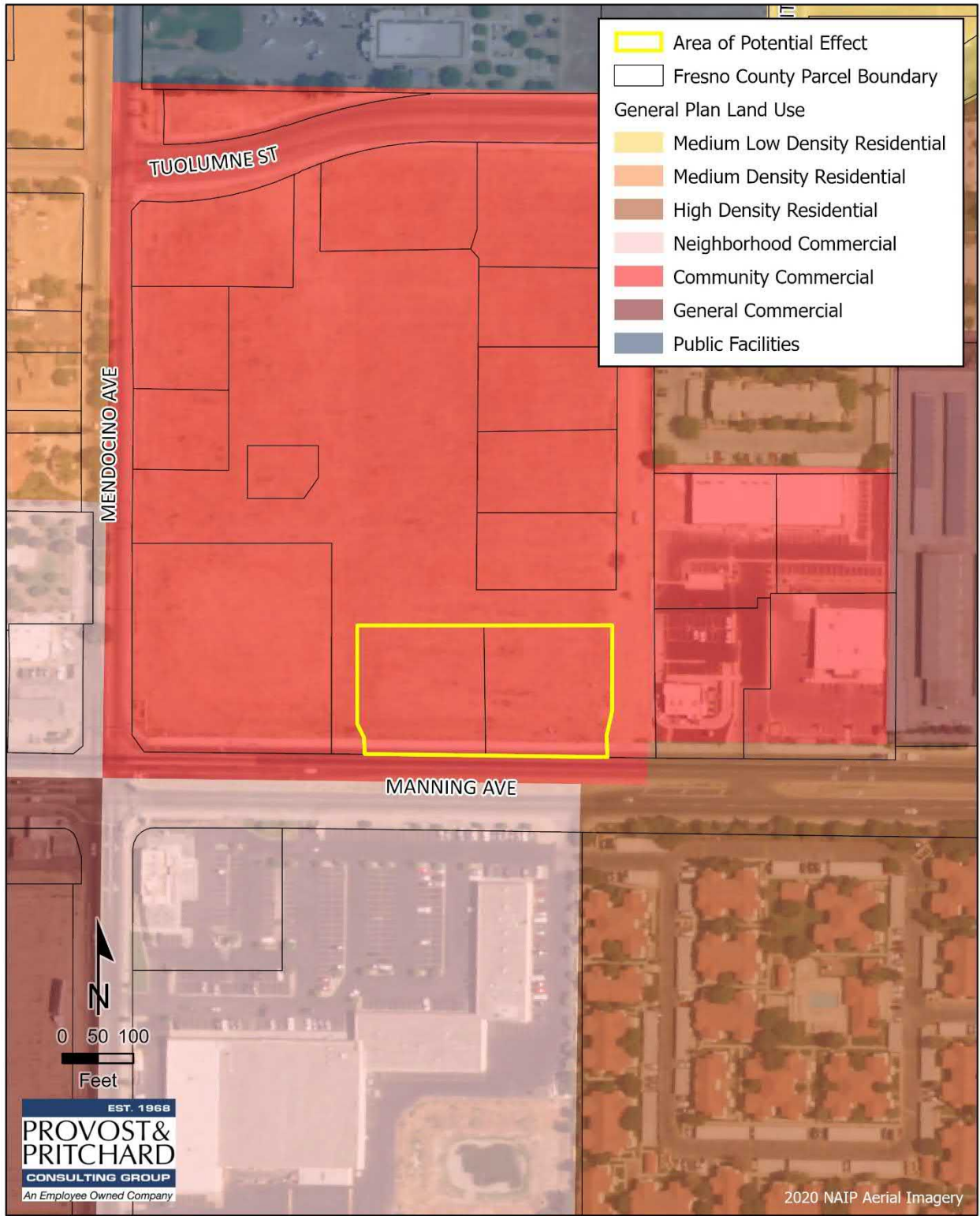


Figure 2-4. General Plan Land Use Designation Map

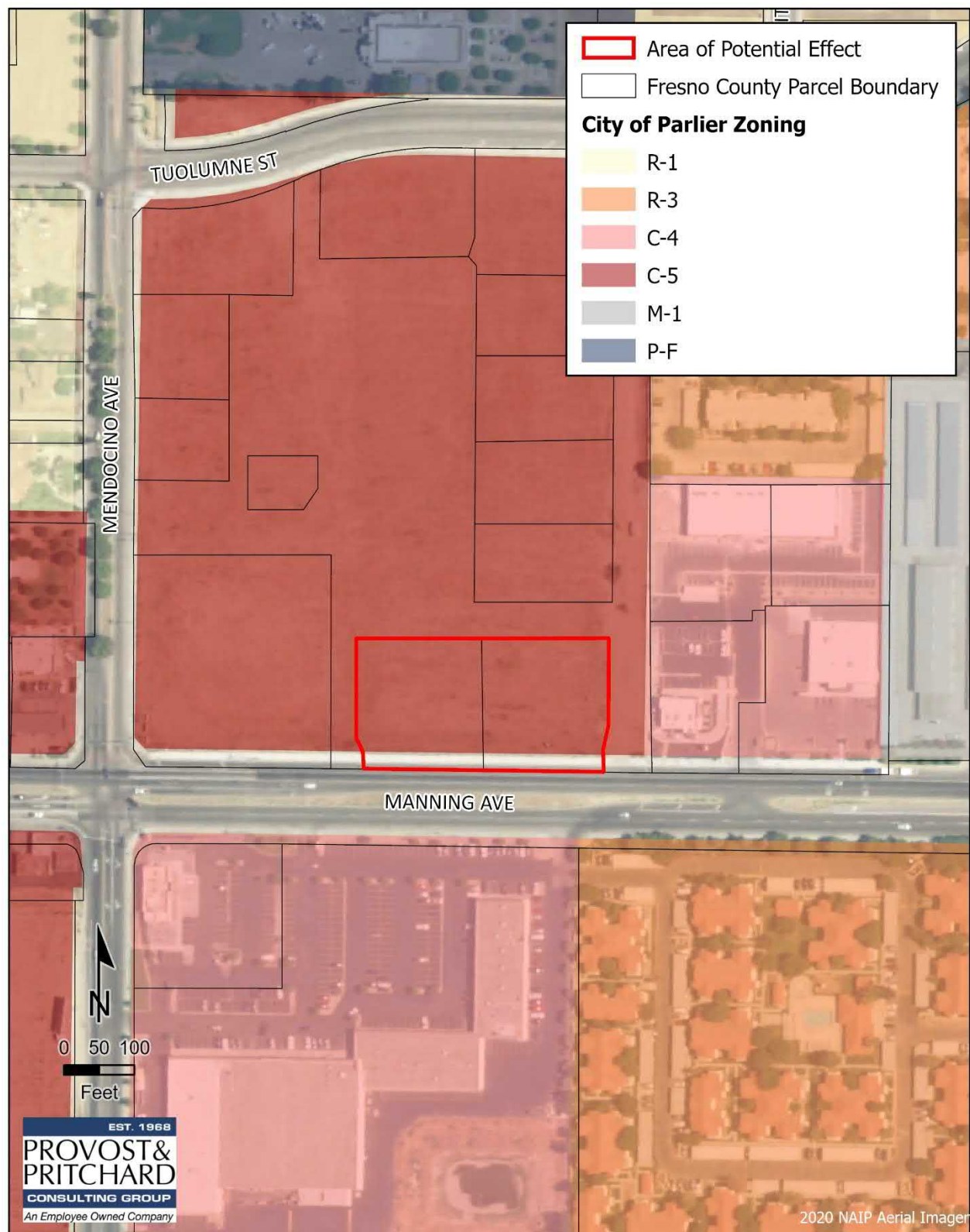


Figure 2-5. Fresno County Zone District Map

Chapter 3 Impact Analysis

3.1 Environmental Factors Potentially Affected

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

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

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

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

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

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

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

3.2 Aesthetics

Table 3-1. Aesthetics Impacts

Aesthetics Impacts				
Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.1 Environmental Setting and Baseline Conditions

The Project is located in the City of Parlier, approximately 16 miles southeast of Fresno, Ca. The Project proposes to develop two vacant parcels on the north side of E. Manning Avenue approximately 450 feet east of S. Mendocino Avenue. Both streets are major roadways in Parlier and as a result experience relatively high levels of traffic compared to other parts of the city. The construction of a new gas station, convenience store, and carwash in this area would introduce new light sources that would be viewable from both streets during operation.

The visual character in the immediate vicinity of the Project site is urbanized, consisting primarily of businesses and residences. Commercial buildings are located to the east, south, and west of the Project site, while the City of Parlier Police Department is located directly north, and housing can be found to the southeast, northeast, and west. Note that the existing uses to the north and west are separated from the site by approximately 700 feet and 500 feet, respectively. The proposed Project site is currently a vacant field devoid of any trees.

The City of Parlier General Plan¹ does not identify any scenic vistas. The nearest scenic vista to the Project site would be the Sierra Nevada Mountains approximately 40 miles to the northeast. According to Caltrans² and Rivers.gov³ there are no designated scenic highways or scenic rivers located in the vicinity of the Project site. The Project site itself is relatively flat, with the nearest topographic relief being the Sierra Nevada foothills, ranging from approximately 10 to 20 miles from the Project site.

¹ CITY OF PARLIER GENERAL PLAN. Accessed 3/26/21.

² California Department of Transportation. Website: [California State Scenic Highway System Map \(arcgis.com\)](https://www.caltrans.ca.gov/scenic-highway-system-map) Accessed 3/26/21

³ Scenic Rivers. Website: <https://www.rivers.gov/river-app/index.html?state=CA>. Accessed 3/26/21.

3.2.2 Impact Assessment

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

No Impact. The Project would not have a substantial effect on a scenic vista. The Project site is relatively flat, and the nearest topographic relief is approximately 10-20 miles northeast in the form of the Sierra Nevada foothills. The nearest scenic vista is the Sierra Nevada Mountain Range approximately 40 miles to the northeast. The mountains are not viewable from the existing Project site. In addition, the Project site is zoned for commercial use and is surrounded by an urbanized setting. Two other gas stations exist on the intersection of Manning Avenue and S Mendocino Avenue, and residents would be accustomed to seeing commercial buildings in the vicinity of the Project site. Therefore, there would be *no impact*.

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

No Impact. The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historical building within a state scenic highway. As mentioned above, the Project would not be located near a scenic highway or river. The Project would develop a vacant lot in the City of Parlier and would not alter any scenic resource in the area. Therefore, there would be *no impact*.

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

No Impact. The Project is located in an urbanized area and would not be in conflict with applicable zoning and other regulations. The Project site is zoned for commercial use. The construction and operation of a gas station with a convenience store and car wash would serve a commercial use in the applicable zone district. Therefore, there would be *no impact*.

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

Less than Significant Impact. The construction and operation of a new gas station with a convenience store and car wash would introduce new sources of light and potential glare to the area. The Project site is located on E. Manning Avenue, the highest-volume street in the city, that connects Parlier to State Route 99 to the west and Reedley to the east, within an urbanized area of Parlier where lights and potential glare is to be expected. Moreover, the Project will comply with General Plan policies requiring commercial lighting to be low profile, hooded, and directed away from adjacent properties and rights-of-way. Therefore, impacts would be *less than significant*.

3.3 Agriculture and Forestry Resources

Table 3-2. Agriculture and Forest Impacts

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

3.3.1 Environmental Setting and Baseline Conditions

The Project site is located in the south-central area of the City of Parlier. The Project would result in the construction of a new gas station that would include a convenience store and a carwash. The Project site is vacant and is zoned commercially and is surrounded by land that is either zoned for commercial or residential uses, with the Police Department to the north being zoned for Public Facilities. No surrounding land use is zoned or planned for agricultural use according to the Parlier Zoning Map and the Parlier General Plan., the California Department of Fish and Wildlife⁴ and the US Forest Service⁵ do not recognize the area or any land adjacent to the Project site as being a forest or timberland.

Farmland Mapping and Monitoring Program (FMMP): The FMMP produces maps and statistical data used for analyzing impacts to California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland. The maps are updated every two years with the use of a computer mapping system, aerial imagery, public review, and field reconnaissance.

The California Department of Conservation's 2012 FMMP is a non-regulatory program that produces "Important Farmland" maps and statistical data used for analyzing impacts on California's agricultural resources. The Important Farmland maps identify eight land use categories, five of which are agriculture

⁴ California Department of Fish and Wildlife. Website: [Timberland Conservation Program \(ca.gov\)](https://www.dfw.ca.gov/timberland-conservation-program/). Accessed 3/26/21.

⁵ US Forest Service. Website: <https://www.fs.usda.gov/visit/maps>. Accessed 3/26/21.

related: prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and grazing land – rated according to soil quality and irrigation status. Each is summarized below⁶:

- **PRIME FARMLAND (P):** Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply.

needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- **FARMLAND OF STATEWIDE IMPORTANCE (S):** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture.

Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- **UNIQUE FARMLAND (U):** Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non- irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

- **FARMLAND OF LOCAL IMPORTANCE (L):** Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.

- **GRAZING LAND (G):** Land on which the existing vegetation is suited to the grazing of livestock. The minimum mapping unit for Grazing Land is 40 acres.

- **URBAN AND BUILT-UP LAND (D):** Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.

- **OTHER LAND (X):** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

- **WATER (W):** Perennial water bodies with an extent of at least 40 acres.

• **Williamson Act:** There are several properties located within 5 miles of the Project site that are designated as Williamson Act properties. According to the California Department of Conservation⁷ Williamson Act program lands are agreements between landowners and local governments to specify lands for agricultural or open space use over a length of time. The agreement locks land use for the length of the contract and landowners receive property tax assessments that are much lower because they agree to use the space for uses below market value. While the Project site is not a Williamson Act land, the surrounding area is zoned for agricultural and open space use resulting in many Williamson Act properties.

⁶ California Department of Conservation. Website: [Department of Conservation Map Server \(ca.gov\)](https://www.calconservation.gov/MapServer/). Accessed 3/26/21.

⁷ California Department of Conservation. Website: [Williamson Act Program \(ca.gov\)](https://www.calconservation.gov/WilliamsonActProgram/). Accessed 3/26/21.

3.3.2 Impact Assessment

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

No Impact. The Project site is shown as Farmland of Local Importance as illustrated in **Figure 3-1**. Historically, the site and the surrounding vacant parcels were used for agricultural purposes. Dating to the late 1990s, the site has been the subject of various proposals for development, and accordingly has not been used for agriculture since at least 2004. Since at least 2010, the General Plan and Zoning Maps have designated the site as an area for commercial use. Therefore, there would be *no impact*.

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

No Impact. The Project is zoned for commercial use, is within city limits predominantly surrounded by urban uses, and is not within an agricultural preserve or subject to a Williamson Act Contract. Therefore, there would be *no impact*.

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

No Impact. The Parlier General Plan has not designated the Project site or surrounding areas as Forest Land, Timberland, or timberland zoned for Timberland Production. The Project site consists of vacant land within the city that is not in the vicinity of a forest or timberland. Therefore, there would be *no impact*.

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

No Impact. The Project would not result in the loss of forest land or conversion of forest land to non-forest use. The Project site is in an urbanized area surrounded by residential and commercial uses. The Project would construct a gas station with a convenience store and car wash on a vacant lot. This would not require the loss or conversion of a forest to a non-forest use. Therefore, there would be *no impact*.

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

No Impact. The Project would develop two vacant lots in the City of Parlier that are zoned for commercial use and there is no reasonable expectation that the proposed development could result in conversion of farmland to non-agricultural use. Therefore, there would be *no impact*.

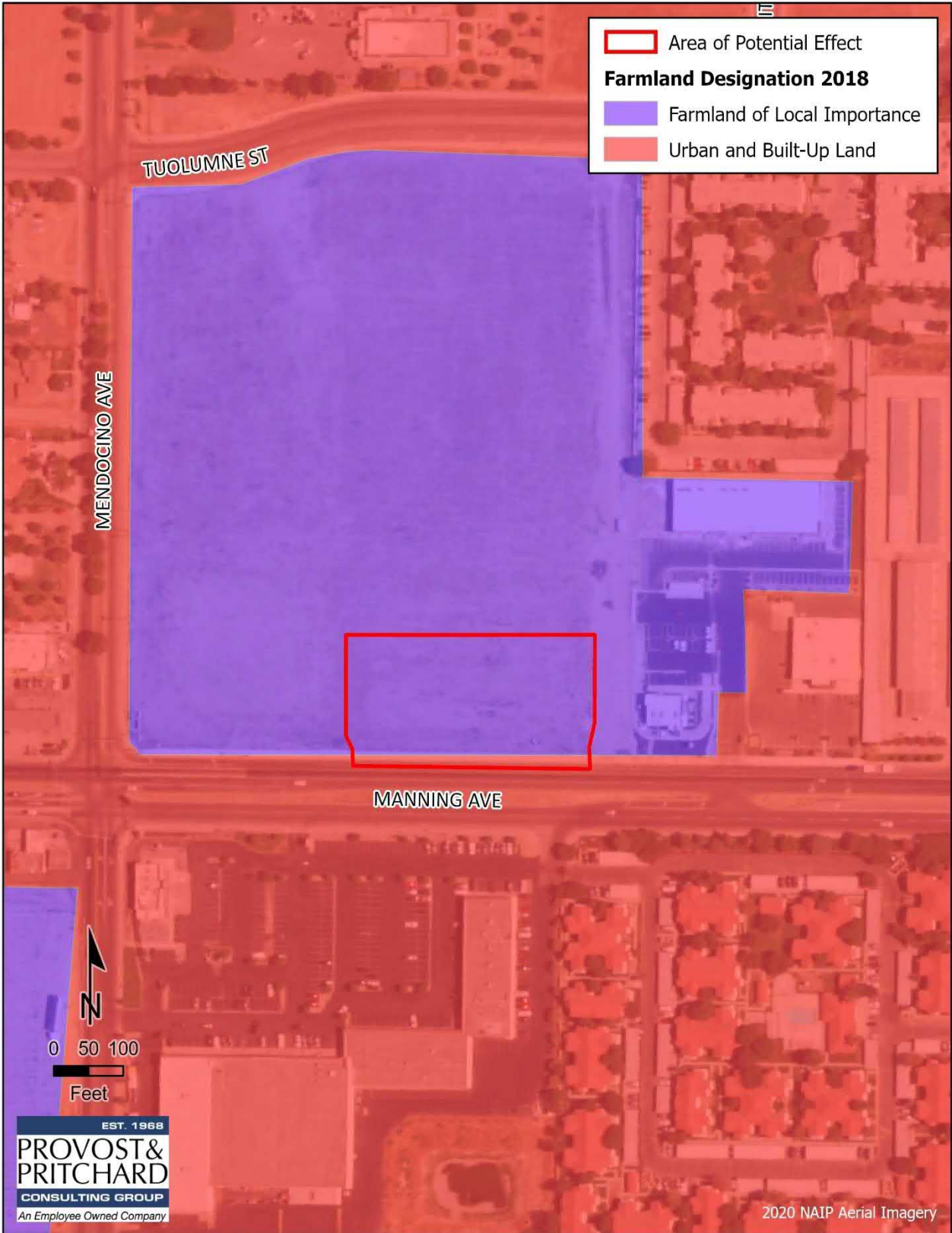


Figure 3-1. Farmland Designation Map

3.4 Air Quality

Table 3-3. Air Quality Impacts

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

3.4.1 Environmental Setting and Baseline Conditions

3.4.1.1 Regulatory Attainment Designations

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

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

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

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

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

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

** No Federal 1-hour standard. Reclassified extreme nonattainment for the Federal 8-hour standard 9/14/21.

***Secondary Standard

Source: CARB 2015; SJV-APCD 2015

3.4.2 Impact Assessment

An Air Quality and Greenhouse Gas Emissions Evaluation Report ([Appendix A](#)) was prepared using CalEEMod Version 2016.3.2 for the proposed Project in September 2021. The sections below detail the methodology of the air quality and greenhouse gas emissions report and its conclusions.

3.4.2.1 Short-Term Construction-Generated Emissions

Short-term construction emissions associated with the Project were calculated using CalEEMod, Version 2020.4.0. The emissions modeling includes emissions generated by off-road equipment, haul trucks, and worker commute trips. Emissions were quantified based on anticipated construction schedules and construction equipment requirements provided by the Project applicant. All remaining assumptions were based on the default parameters contained in the model. Localized air quality impacts associated with the Project would be minor and were qualitatively assessed. Modeling assumptions and output files are included in [Appendix A](#).

3.4.2.2 Long-Term Operational Emissions

Long-term operational emissions associated with the Project were calculated using CalEEMod, Version 2020.4.0. Assumptions were made about long term operational use, while other assumptions were made based on the default parameters of the program. Modeling assumptions and output files are included in [Appendix A](#).

3.4.2.3 Thresholds of Significance

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

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

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

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

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

Conflict with or Obstruct Implementation of Applicable Air Quality Plan: Due to the region's nonattainment status for ozone, PM_{2.5}, and PM₁₀, if the project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO_x) or PM₁₀ would exceed the SJVAPCD's significance thresholds, then the project would be considered to conflict with the attainment plans. In addition, if the project would result in a change in land

use and corresponding increases in vehicle miles traveled, the project may result in an increase in vehicle miles traveled that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

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

Exposure to toxic air contaminants would be considered significant if the probability of contracting cancer for the Maximally Exposed Individual (i.e., maximum individual risk) would exceed 10 in 1 million or would result in a Hazard Index greater than 1.

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

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

No Impact. The Project would not conflict with or obstruct implementation of the applicable air quality plan. The Project would follow the standards and guidelines set by the San Joaquin Valley Air Pollution Control District. Therefore, there would be *no impacts*.

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

Less than Significant Impact. The Project would not 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. As seen **Table 3-5** by and **Table 3-6** below, the Project would not exceed an emission threshold for any pollutant as determined by the SJVAPCD. Therefore, impacts would be *less than significant*.

Short-Term Construction-Generated Emissions

Estimated construction-generated emissions and operational emissions are summarized in **Table 3-5** and **Table 3-6**, respectively.

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

Source	Annual Emissions (Tons/Year) ⁽¹⁾					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
2022	0.2709	1.5719	1.5812	0.1228	0.0874	3.0200e-003
Maximum Annual Proposed Project Emissions:	0.2709	1.5719	1.5812	0.1228	0.0874	3.0200e-003
SJVAPCD Significance Thresholds:	10	10	100	15	15	27
Exceed SJVAPCD Thresholds?	No	No	No	No	No	No

1. Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.

A quantified analysis of the Project's long-term operational emissions was also conducted using CalEEMod version 2020.4.0. based on information available. According to the CalEEMod results, the Project would have a *less than significant impact* on air quality when compared to the significance thresholds of annual criteria pollutant emissions (see **Table 3-6**) for long-term operational activities.

Table 3-6. Unmitigated Long-Term Operational Emissions

Source	Annual Emissions (Tons/Year) ⁽¹⁾					
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}	SO _x
Maximum Annual Project Emissions:	1.4808	1.3812	7.4554	0.8255	0.2288	9.9800e-003
SJVAPCD Significance Thresholds:	10	10	100	15	15	27
Exceed SJVAPCD Thresholds?	No	No	No	No	No	No

2. Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to Appendix A for modeling results and assumptions. Totals may not sum due to rounding.

Long-Term Operational Emissions

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

Less than Significant Impact. The Project would not expose sensitive receptors to substantial pollutant concentrations. While the Project would be located in an area near sensitive receptors such as the residential uses surrounding the Project site, as well as S Ben Benavidez Elementary School less than one half mile to the northeast, the Project would not exceed the daily emission thresholds set by the SJVAPCD (as shown in **Table 3-7**). There are no nursing homes or hospitals located within one half mile of the Project site. Therefore, impacts would be **less than significant**.

Table 3-7 Maximum Daily Unmitigated Emissions of Criteria Pollutants

Source	Daily Emissions (in Pounds)					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction – Summer	13.5791	17.0050	13.3491	0.0263	7.9074	4.1298
Construction – Winter	13.5768	17.0087	14.2911	0.0261	7.9074	4.1298
Operations – Winter	7.4242	8.0614	45.8784	0.0539	4.6728	1.2915
Operations - Summer	10.5385	7.2229	39.8622	0.0581	4.6725	1.2912
SJVAPCD Significance Thresholds	100	100	100	100	100	100
Exceed Thresholds?	No	No	No	No	No	No

1. Emissions were quantified using CalEEMod Output Files Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions. Totals may not sum due to rounding.

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

Less than Significant Impact. During construction activities, construction equipment exhaust and application of asphalt, structural coating and other construction applications would temporarily emit odors. However, construction of the Project site and operation of the finished Project site is not anticipated to generate substantial odors that would affect a substantial number of people. Therefore, impacts would be **less than significant**.

3.5 Biological Resources

Table 3-8. Biological Resources Impacts

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

3.5.1 Environmental Setting and Baseline Conditions

Neither the City of Parlier General Plan Update nor its Environmental Impact Report (EIR) identified threatened or endangered species in the Project area.

The Project site is devoid of any natural features, such as seasonal drainages, riparian or wetland habitat, rock outcroppings, or other native habitat or associated species. No shrubs or trees are present on or immediately adjacent to the Project site. The property is periodically disced for weed control. As shown in **Figure 3-2**, no wetlands were reported or observed on the US Fish and Wildlife Services website.⁸ Development of the site would not conflict with any local policies or ordinances protecting biological resources, or conflict with the

⁸ Natural Wetlands Inventory. Website: <https://www.fws.gov/wetlands/data/mapper.html>, accessed 4/1/21.

provisions of an adopted Habitat Conservation Plan; Natural Community Conservation Plan; or other approved local, regional, or State habitat conservation plan.

3.5.2 Impact Assessment

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

Less than Significant Impact. The Project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, impacts would be *less than significant*.

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

No Impact. The Project site and its surroundings are absent of any riparian habitat, sensitive natural communities of special concern, or of any critical habitat designated by the California Department Fish and Wildlife or by the United States Fish and Wildlife Service as critical habitat essential for the preservation and recovery of state and/or federally listed plant or animal species. The Project would not result in any direct or indirect impacts to riparian corridor, stream channel, or potentially viable habitat in which sensitive species could be found. Therefore, there would be *no impact*.

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

No Impact. Project site soils are composed of loamy sand to sandy loam texture. Soils have moderately coarse textures, moderate to high infiltration rates, and are moderate to well drained. The Project site is void of any vegetation and does not have the hydrology necessary to create wetlands. Further, no wetlands have been reported or observed on site. The Project would have no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, there would be *no impact*.

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

No Impact. The Project site does not present any features of a river, creek, stream, or other form of water course, nor does the Project site include features of a wildlife corridor. The urban surroundings, busy roads, and domestic animals near the Project would be a deterrent to natural wildlife. The Project would not impact the movement of any native resident or migratory fish or wildlife species or on an established native resident or migratory wildlife corridor. Therefore, there would be *no impact*.

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

No impact. There are no trees or vegetation within the Project site. The Project would not conflict with any applicable local policies or ordinances protecting biological resources and the City of Parlier does not have a tree preservation ordinance. Therefore, there would be *no impact*.

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

No Impact. Neither the Project site nor the immediate area surrounding the Project site are subject to an adopted or proposed local, regional, or State adopted habitat conservation plan (HCP), or similar types of conservation plans. Therefore, the Project would not conflict with the provisions of an adopted or proposed HCP or similar approved local, regional, or State habitat conservation plan and there would be ***no impact***.

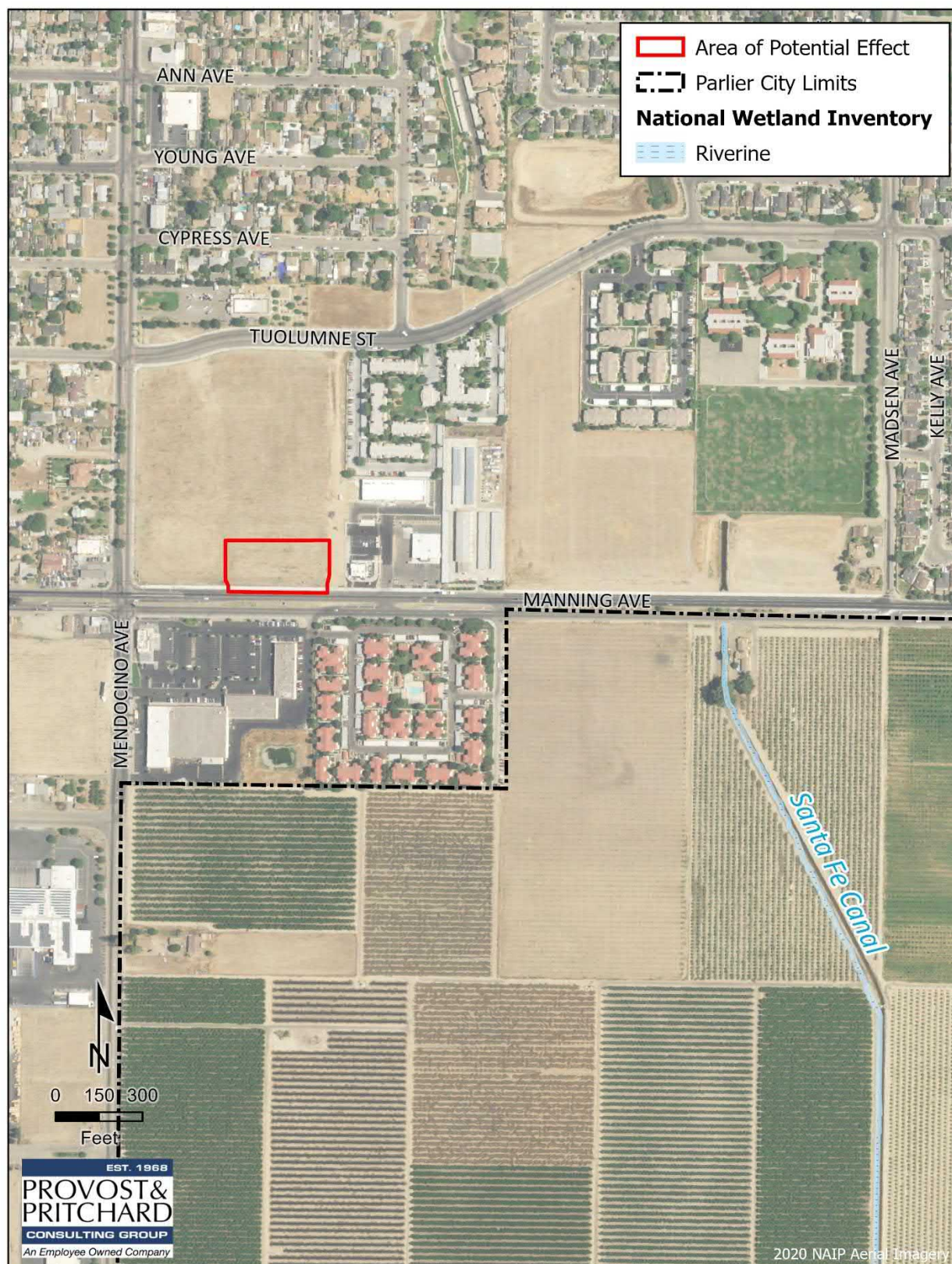


Figure 3-2. Wetlands Map

3.6 Cultural Resources

Table 3-9. Cultural Resources Impacts

Cultural Resources Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.6.1 Environmental Setting and Baseline Conditions

Based on the City of Parlier General Plan (2010) and the City of Parlier General Plan Draft Environmental Impact Report (EIR) (2009), no known recorded archeological sites or historic properties are within or in the immediate vicinity of the Project site. In addition, neither document indicated the presence of Native American traditional cultural place(s) within or adjacent to the Project site.

3.6.2 Impact Assessment

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

No impact. Based on the City of Parlier General Plan and the City of Parlier General Plan Draft EIR, the Project site and its surroundings are absent of any known historic properties. The Project is site is currently devoid of structures. No historic properties would be affected by the proposed Project. Therefore, the Project would result in **no impact**.

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

Less than Significant Impact. While no known archaeological deposits are present on the Project site, it is possible that unknown buried archaeological materials could be found during ground disturbing activities, including unrecorded Native American prehistoric archaeological materials. If such resources were discovered, the impact to archeological resources could be significant. According to the Parlier General Plan EIR, in the event that important archaeological or paleontological resources are encountered during construction, all earth-moving activity in the specific construction area shall cease until the applicant retains the services of a qualified archaeologist. The archaeologist shall examine the findings, assess their significance, and offer recommendations for procedures deemed appropriate to either further investigate or mitigate adverse impacts. No additional work shall take place within the immediate vicinity of the find until the identified appropriate actions have been completed. Implementation of the required condition, in accordance with the provisions of Public Resources Code Section 21083.2, would reduce the impact to **less than significant**.

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

Less than Significant Impact. There are no known formal cemeteries or known interments to have occurred on the Project site. Though unlikely, there is the possibility human remains may be present beneath the Project

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site. Should human remains be discovered during ground disturbing construction activities, such discovery could be considered significant. Any human remain encountered during ground disturbing activities are required to be treated in accordance with California Code of Regulations Title 14, Section 15064.5(e), Public Resources Code Section 5097.98, and California Health and Safety Code Section 7050.5, which state the mandated procedures of conduct following discovery of human remains. According to the Parlier General Plan EIR, if human remains are found during construction in the planning area, all work must stop in the vicinity of the find and the Fresno County Coroner shall be contacted immediately. In accordance with Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed. If human remains are determined to be of possible Native American descent, the Coroner shall notify the Native American Heritage Commission who will appoint a "Most Likely Descendent" and the local Native American Tribe representative to identify and preserve Native American remains, burial, and cultural artifacts. Implementation of the required condition and above-referenced sections would reduce the impact to *less than significant*.

3.7 Energy

Table 3-10. Energy Impacts

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

3.7.1 Environmental Setting and Baseline Conditions

The Project proposes to construct a new gas station that includes a convenience store and car wash at a site that is currently vacant in the City of Parlier. Construction of the facility would consume energy and fuels through the transportation of materials by trucks, and by the use of construction equipment. Construction activities would use energy efficient practices and result in new service station that complies with energy efficient standards.

3.7.2 Impact Assessment

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

Less than Significant Impact. Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. For heavy-duty construction equipment, horsepower and load factor were assumed using default data from the CalEEMod model. Fuel use associated with construction vehicle trips generated by the Project was also estimated; trips include construction worker trips, haul trucks trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the Project was based on (1) the projected number of trips the Project would generate (CalEEMod default values), (2) default average trip distance by land use in CalEEMod, and (3) fuel efficiencies estimated in the ARB 2017 Emissions Factors model (EMFAC2017) mobile source emission model.

Construction is estimated to consume a total of 29,217 gallons of diesel fuel and 2,304 gallons of gasoline fuel.⁹ California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(2), Idling, limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel because of unproductive idling of construction equipment. In addition, the energy consumption for construction activities would not be ongoing as they would be limited to the duration of Project construction.

The development's anticipated annual energy consumption is approximately 65,554 kilowatt-hours and 1,270 therms of natural gas.¹⁰ Energy consumption of non-residential uses is currently governed by the 2019 California Building Code, Part 6 for the structure itself, and Title 20 of the California Code of Regulations for appliances. Energy consumption is anticipated to decrease over time as more energy efficient standards take

⁹ Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions.

¹⁰ Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions.

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effect and energy-consuming equipment reaches its end-of-life and necessitates replacement. Therefore, impacts would be *less than significant*.

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

Less than Significant Impact. State and local authorities regulate energy use and consumption. These regulations at the State level intended to reduce energy use and greenhouse gas (GHG) emissions. These include, among others, Assembly Bill (AB) 1493 – Light-Duty Vehicle Standards; California Code of Regulations Title 24, Part 6 – Energy Efficiency Standards; and California Code of Regulations Title 24, Parts 6 and 11 – California Energy Code and Green Building Standards. The Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Therefore, impacts would be *less than significant*.

3.8 Geology and Soils

Table 3-11. Geology and Soils Impacts

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

3.8.1 Environmental Setting and Baseline Conditions

3.8.1.1 Geology and Soils

According to the Natural Resource Conservation Service Web Soil Survey, the Project site comprises two soil types. Most of the southern part of the property consists of Hanford Sandy Loam, while the northern part of the property and a small area of the southern half are made up of Tujunga Loamy Sand.

3.8.1.2 Faults and Seismicity

According to the Department of Conservation Fault Activity Map¹¹ the nearest fault to the Project site is the Clovis Fault approximately 15 miles to the north. The Clovis Fault is not an active fault. The nearest active fault to the Project area is the Kern County Fault approximately 45 miles to the east of the Project site.

3.8.1.3 Liquefaction

Liquefaction is the loss of land during seismic activity due to loosely packed or waterlogged soils. According to the California Geological Survey¹² there are no areas that should experience liquefaction in the Project area.

3.8.1.4 Soil Subsidence

Soil subsidence is the sinking of the ground due to excessive groundwater pumping. According to the USGS¹³ there are no areas of soil subsidence located in the Project area.

3.8.1.5 Dam and Levee Failure

According to the California Dam Breach Inundation Map¹⁴ the Project area is not at risk of flooding due to a dam or levee failure.

3.8.2 Impact Assessment

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

a-i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

a-ii) Strong seismic ground shaking?

Less than Significant Impact. Ground shaking intensity is largely a function of distance from the earthquake epicenter and underlying geology. Parlier is not in the immediate vicinity of an active fault zone but could experience ground shaking during a large earthquake. The most common impact associated with strong ground shaking is damage to structures. The (California Building Code) CBC establishes minimum standards for structures located in regions subject to ground shaking hazard areas. Structures constructed on-site would be required by state law and City ordinances to be constructed in accordance with CBC and to adhere to all current earthquake construction requirements. The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the 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. No known faults with evidence of historic activity cut through the valley soils in the Project area. Due to the geology of the Project area and its distance from active faults, the potential for loss of life, property damage, ground settlement, or liquefaction to occur in the Project area is considered minimal. Therefore, impacts would be ***less than significant***.

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

Less than Significant Impact. The Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

¹¹ California Department of Conservation. Website: [Fault Activity Map of California](#). Accessed 3/29/21.

¹² California Department of Conservation. Website: [Earthquake Zones of Required Investigation \(ca.gov\)](#). Accessed 3/29/21.

¹³ United States Geological Survey. Website: [Subsiding Areas in California | USGS California Water Science Center](#). Accessed 3/29/21.

¹⁴ California Department of Conservation Website: [Dam Breach Inundation Map Web Publisher \(ca.gov\)](#). Accessed 3/29/21.

Liquefaction describes a phenomenon in which a saturated soil loses strength during an earthquake as a result of induced shearing strains. Lateral and vertical movement of the soil mass combined with loss of bearing usually results. Loose sand, high groundwater conditions (where the water table is less than 30 feet below the surface), higher intensity earthquakes, and particularly long duration of ground shaking are the requisite conditions for liquefaction. Therefore, impacts would be *less than significant*.

a-iv) Landslides?

No Impact. The Project site is generally flat. Due to the flat and level topography, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, there would be *no impact*.

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

Less than Significant Impact. Earthmoving activities associated with the Project would include excavation, trenching, grading, and construction. These activities could expose soils to erosion processes however, the extent of erosion would vary depending on slope steepness/stability, vegetation/cover, concentration of runoff, and weather conditions. Developers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Statewide General Permit for Discharges of Storm Water Associated with Construction Activity ([Construction General Permit Order 2009-0009-DWQ](#)). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, and construction of linear underground or overhead facilities associated with trail construction, but does not include regular maintenance activities performed to restore the original lines, grade, or capacity of the overhead or underground facilities. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. The Project would disturb more than one acre of soil; however, since the Project site has relatively flat terrain with a low potential for soil erosion and would comply with the State Water Resources Control Board (SWRCB) requirements, the Project's impacts would be reduced. Therefore, impacts would be *less than significant*.

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

Less than Significant Impact. Due to the relatively flat topography of the Project site and greater surrounding area and distance from active faults, landslides lateral spreading, subsidence, liquefaction or collapse are not considered a potentially significant geologic hazard. Therefore, impacts would be *less than significant*.

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

Less than Significant Impact. The Project would not be located on expansive soil and would not create substantial direct or indirect risks to life or property. The Project soil types consist of loamy sand to sandy loam textures. Therefore, impacts would be *less than significant*.

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

No Impact. The Project would not require the construction or use septic tanks or alternative wastewater disposal systems. Therefore, there would be *no impact*.

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

Less than Significant Impact. There are no known unique paleontological resources or geological features on the Project site; however, during construction unique paleontological or geological resources could be unearthed. The General Plan EIR, as outline in **Section 3.6 Cultural Resources**, requires a condition of

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approval on all discretionary projects that the Planning Department be notified immediately if any prehistoric, archaeologic, or fossil artifact or resource is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. Implementation of the required condition, in accordance with the provisions of Public Resources Code Section 21083.2, would reduce the potential impacts. Therefore, impacts would be ***less than significant***.

3.9 Greenhouse Gas Emissions

Table 3-12. Greenhouse Gas Emissions Impacts

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

3.9.1 Environmental Setting and Baseline Conditions

The Earth's climate has been warming for the past century. Experts believe this warming trend is related to the release of certain gases into the atmosphere. Greenhouse gases (GHG) absorb infrared energy that would otherwise escape from the Earth. As the infrared energy is absorbed, the air surrounding the Earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past 35 years, with 16 of the 17 warmest years on record occurring since 2001. Not only was 2016 the warmest year on record, but eight of the 12 months that make up the year—from January through September, with the exception of June—were the warmest on record for those respective months. October, November, and December of 2016 were the second warmest of those months on record—in all three cases, behind records set in 2015.¹⁵ Human activities have been attributed to an increase in the atmospheric abundance of greenhouse gases. The following is a brief description of the most commonly recognized GHGs.

3.9.1.1 Greenhouse Gases

Commonly identified GHG emissions and sources include the following:

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

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

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

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

¹⁵ NASA, NOAA Data Show 2016 Warmest Year on Record Globally. <https://www.nasa.gov/press-release/nasa-noaa-data-show-2016-warmest-year-on-record-globally>. January 18, 2017. Accessed 14 February 2020.

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

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

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

Hydrofluorocarbons (HFCs) are synthetic chemicals that are used as a substitute for CFCs. Of all the greenhouse gases, HFCs are one of three groups (the other two are perfluorocarbons and sulfur hexafluoride) with the highest global warming potential. HFCs are human-made for applications such as air conditioners and refrigerants.

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

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

3.9.1.2 Effects of Climate Change

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

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

3.9.2 Methodology

An Air Quality and Greenhouse Gas Emissions Evaluation Report was prepared in September 2021, and is contained in **Appendix A**. The essential conclusions of this Report are as follows:

3.9.2.1 Short-Term Construction-Generated Emissions

Short term construction related emissions were calculated using the CalEEMod Version 2020.4.0. emissions modeling software and was assumed to end in 2022. Other assumptions were made on the default parameters in the model. The modeling output can be found in [Appendix A](#).

3.9.2.2 Long-Term Operational Emissions

Long-term operational related emissions were also calculated using the CalEEMod Version 2020.4.0. emissions modeling software and was assumed to start after construction finishes in 2022. Operational emissions are viewed on a per year basis. Some assumptions were made on the default parameters in the model. The modeling output can be found in [Appendix A](#).

3.9.3 Impact Assessment

3.9.3.1 Thresholds of Significance

In accordance with SJVAPCD's *CEQA Greenhouse Gas Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects*¹⁶, proposed projects complying with Best Performance Standards (BPS) would be determined to have a less-than-significant impact. Projects not complying with BPS would be considered less than significant if operational GHG emissions would be reduced or mitigated by a minimum of 29 percent, in comparison to business-as-usual (year 2004) conditions. In addition, project-generated emissions complying with an approved plan or mitigation program would also be determined to have a less-than-significant impact.

Bay Area Air Quality Management District's Thresholds for Significance: Bay Area Air Quality Management District's approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce Statewide GHG emissions. If a project would generate GHG emissions above the threshold level, it would be considered to contribute substantially to a cumulative impact, and would be considered significant. If mitigation can be applied to lessen the emissions such that the project meets its share of emission reductions needed to address the cumulative impact, the project would normally be considered less than significant. Although the proposed Project is not located in the Bay Area, the Bay Area Air Quality Management District's thresholds for significance are based on the Statewide AB 32 objectives, are scientifically supported and are more appropriate to assess potential impacts related to GHG emissions. For land use development projects, the threshold is compliance with a qualified GHG Reduction Strategy or annual emissions less than 1,100 metric tons per year (MT/yr) of CO₂e. For stationary source projects, such as those requiring a permit from a local air district to operate, the threshold is 10,000 MT/yr of CO₂e. Although the BAAQMD thresholds are generally intended for ongoing sources of emissions (e.g., manufacturing facilities, refineries), their use in CEQA is appropriate for construction projects that occur over a relatively short period and contribute a relatively low total amount of GHGs, as compared to a land use development project that would generate substantial annual emissions indefinitely.

- a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

¹⁶ Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. <http://www.valleyair.org/Programs/CCAP/12-17-09/3%20CCAP%20-%20FINAL%20LU%20Guidance%20-%20Dec%2017%202009.pdf> Accessed April 2021.

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Short-Term Construction-Generated Emissions

Estimated construction-generated emissions are summarized in **Table 3-13**. As indicated, construction of the Project would generate maximum annual emissions of approximately 257.5988 MT_{CO₂e}. Construction-related production of GHGs would be temporary and last approximately two years. These emissions are totaled and amortized over 30 years and added to the operational emissions in **Table 3-14** below.

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

Year	Emissions (MT CO ₂ e) ⁽¹⁾
2022	257.5988
Amortized over 30 years	8.5866

1. Emissions were quantified using the CalEEMod, Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions. Totals may not sum due to rounding.

Long-Term Operational Emissions

Table 3-14. Long-Term Operational GHG Emissions

	Emissions (MT CO ₂ e) ⁽¹⁾
Estimated Annual Operation CO ₂ e Emissions	970.8328
Amortized Construction Emissions	8.5866
Total Estimated Annual Operational CO ₂ e Emissions	979.4194
AB 32 Consistency Threshold for Land-Use Development Projects*	1,100
Exceed Threshold?	No

1. Emissions were quantified using the CalEEMod, Version 2020.4.0. Refer to **Appendix A** for modeling results and assumptions. Totals may not sum due to rounding.

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

The City does not have an adopted GHG plan or MT/yr thresholds for CO₂e. The San Joaquin Valley Air Pollution Control District (SJVAPCD) CEQA guidance for GHG emissions recommends that a project not be considered to have a significant impact if it complies with an applicable air quality plan, results in a 29% reduction from business as usual (BAU) GHG emissions (2004 levels), or implements applicable Best Performance Standards (BPS). The SJVAPCD metrics (reduction from BAU, implementation of BPS) are not appropriate for this Project. The thresholds provided by the Bay Area Air Quality Management District, while not in our area, are very stringent and based on Statewide AB 32 objectives. Because they are designed to avoid significant impacts from global climate change, which occurs at a global scale, they do not depend on site-specific characteristics. The City has determined that the Bay Area Air Quality Management District's thresholds are the most appropriate threshold for this Project, which has predominantly short-term construction emissions, and low operational emissions (979.4194 MT CO₂e). Any impacts would be less than significant. Therefore, impacts would be **less than significant**.

3.10 Hazards and Hazardous Materials

Table 3-15. Hazards and Hazardous Materials Impacts

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

3.10.1 Environmental Setting and Baseline Conditions

3.10.1.1 Hazardous Materials

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

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Leaks-Investigations-Cleanups (SLIC) sites, Department of Defense (DOD) sites, and Land Disposal program. A search of the DTSC EnviroStor¹⁷ database and the SWRCB Geotracker¹⁸ performed on March 29, 2021 determined that there are no known active hazardous waste generators or hazardous material spill sites within the Project site or immediate surrounding vicinity. Historically, there have been two previous hazardous spills near the Manning Avenue and S Mendocino Avenue Intersection, but both cases have been cleaned up and closed.

3.10.1.2 Airports

The Project site is located approximately six miles northeast of the Selma Airport and approximately seven miles southwest of the Reedley Airport. The Project site is not located inside an Airport Land Use Compatibility Plan (ALUCP) for either of the mentioned airports.

3.10.1.3 Emergency Response Plan

While the City of Parlier does not have an adopted Emergency Response Plan (ERP)¹⁹, the County of Fresno has a plan that was adopted in 2017. The plan lays out the planned procedures that the County would follow in the event of an emergency. The proposed project would not be in conflict with the County of Fresno's adopted ERP.

3.10.1.4 Sensitive Receptors

Sensitive Receptors are groups that would be more affected by air, noise, and light pollution, pesticides, and other toxic chemicals than others. This includes infants, children under 16, elderly over 65, athletes, and people with cardiovascular and respiratory diseases. High concentrations of these groups would include, daycares, residential areas, hospitals, elder care facilities, schools and parks. Because the Project site is located within an urbanized setting, there would be sensitive receptor areas near the site. These include two apartment complexes, both approximately 500 feet away, to the northeast and the southeast, as well as residential homes approximately 550-600 feet to the northwest.

3.10.2 Impact Assessment

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

Less than Significant Impact. The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Potential impacts during construction of the Project include potential spills associated with the use of fuels and lubricants in construction equipment. These potential impacts would be short-term in nature and would be reduced to less than significant levels through compliance with applicable local, State, and federal regulations, as well as the use for standard equipment operating practices. In order to limit any hazardous material exposure that construction activities would produce and spread to either the environment or the public through accidental spills during transport or disposal, compliance with all applicable laws and regulations provided by the state would minimize the hazards produced. During operation gasoline would be transported to the site regularly to serve the gas station's customers. Potential impacts could arise from gas transporting trucks spilling or leaking. Impacts would be minimized through the compliance with all federal, state, and local laws involving the transport of hazardous materials. In addition, the Project would be required to file and maintain a Hazardous Materials Business Plan with the County of Fresno Environmental Health Department. Therefore, impacts would be ***less than significant***.

¹⁷ Department of Toxic Substances Control. Website: [EnviroStor \(ca.gov\)](https://envirostor.ca.gov/). Accessed 3/29/21.

¹⁸ California Waterboards. Website: [GeoTracker \(ca.gov\)](https://geotracker.ca.gov/). Accessed 3/29/21.

¹⁹ Fresno County. Website: [MASTER EMERGENCY SERVICES PLAN \(fresno.ca.us\)](https://www.fresno.ca.us/master-emergency-services-plan). Accessed 3/26/21.

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

Less than Significant Impact. The Project site would have multiple fuel pumps located on the site that would present the possibility of fuel leaks, spills, and accidents resulting from cars running into the fuel pumps. Gasoline is a highly flammable material and presents a potential impact during an accident situation. The gasoline would be stored in an underground storage tank connected to the fuel pumps that would be routinely refilled. To reduce potential impacts, the Project site will post warning signs, restrict smoking on the premises, require on-site fire extinguishers, have un-obstructed access to a fire hydrant, and follow all federal, state, and local standards and regulations involving safety and handling of hazardous materials. In addition, as mentioned above, the Project would be required to file and maintain a Hazardous Materials Business Plan with the County of Fresno Environmental Health Department. Therefore, impacts would be *less than significant*.

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

No Impact. The northeastern corner of the Project site is located approximately 1,250 feet, or just less than one-quarter mile, from the southwestern corner of S. Ben Benavides Elementary School. Given the intervening developed and open space areas, it is highly unlikely that any hazardous substance that somehow escaped the Project site could make its way to the school. Further, the Project would not emit hazardous emissions, nor would it involve any acutely hazardous materials, substances, or waste. Therefore, impacts would be *less than significant*.

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

No Impact. The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5. The Envirostor and Geotracker tools mentioned above show that there are no active hazardous material sites located in the immediate vicinity of the Project site. There are two previous spill sites near the intersection of Manning Avenue and S Mendocino Avenue that have been cleaned up and their cases have been closed. Therefore, there would be *no impact*.

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

No Impact. The Project site is not located within two miles of an existing airstrip or airport and is not located within any airport land use plan. Therefore, there would be *no impact*.

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

Less than Significant Impact. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Project would be in accordance with the County of Fresno Emergency Response Plan. Therefore, impacts would be *less than significant*.

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

No Impact. The Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. As discussed more thoroughly in the **Wildfire Section 3.21**, the Project site is not located in an area designated as being a State Responsibility Area or in a very high fire hazard severity area. The Project site is located in an urbanized area inside the City of Parlier, where wildland fires are unlikely to occur. Therefore, there would be *no impact*.

3.11 Hydrology and Water Quality

Table 3-16. Hydrology and Water Quality Impacts

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

3.11.1 Environmental Setting and Baseline Conditions

The Project site is located in the San Joaquin Valley Kings Subbasin²⁰ and the City of Parlier is a part of the South Kings Groundwater Sustainability Agency.²¹ The City of Parlier is the water provider for the Project site. The Kings River winds southward from the Sierra Nevada Mountains and passes approximately 4 miles northeast and east of the Project site. The River starts at Helen Lake near John Muir Pass at an elevation of nearly 12000 feet, and runs southwest to Stratford near Lemoore Naval Station. The river is primarily fed by snowfall that accumulates in the winter months and flow into the river when melted. There are multiple floodways located in Parlier. The nearest area with flood potential is approximately 1 mile to the northeast of

²⁰ California Department of Water Resources. Website: [Groundwater Basin Boundary Assessment Tool \(ca.gov\)](https://www.water.ca.gov/groundwater/basin-boundary-assessment-tool). Accessed 3/29/21.

²¹ South Kings Groundwater Sustainability Agency. [Home \(southkingsgsa.org\)](https://www.southkingsgsa.org). Accessed 3/29/21.

the Project site.²² According to the California Dam Breach Inundation Map.²³ In addition, the EPA does not recognize the Kings River as being a part of the 303d Impaired Waters list.²⁴

FEMA FIRM Panel No. 060454 (effective 9/26/2008) indicate that the Project site is located within Zone X (unshaded). Zone X unshaded designated areas on FEMA maps represent areas with minimal flooding risk.

3.11.2 Impact Assessment

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

Less than Significant Impact. Construction activities may result in a potential impact through the erosion of soils and the build-up of silt and debris in runoff areas, however under California General Construction Permit 2009-0009-DWQ (GCP) guidelines implementing a SWPPP, performed and approved by a qualified sediment practitioner (QSP) or a qualified sediment developer (QSD), would be required prior to construction, handling, and transportation of hazardous materials within the Project site area. In addition, construction activities could result in accidental spills of fuels, paints, and other hazardous materials entering storm drains and other runoff areas. Through a SWPPP carried out by the contractor and a QSP/QSD, the Project would design and utilize best management practices in order to stabilize any sedimentation and erosion from leaving the Project site. Therefore, impacts would be *less than significant*.

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

Less than Significant Impact. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The Project would not result in the increase of population in the area that would cause a substantial increase in the demand and usage of groundwater resources. Therefore, impacts would be *less than significant*.

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

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

Less than Significant Impact. The Project site does not contain any waterways and therefore implementation of the Project would not alter the course of a stream or river. However, the Project would require grading or soil exposure during construction. If not controlled, the transport of these materials via local stormwater systems into local waterways could temporarily increase sediment concentrations. To minimize this impact, the proposed Project would be required to comply with all of the requirements of the state GCP, including preparation of Permit Registration Documents (PRDs) and submittal of a SWPPP to the State Water Resources Control Board (SWRCB) prior to start of construction activities. Compliance with all state regulations regarding erosion and siltation would be mandatory. Therefore, impacts would be *less than significant*.

²² Federal Emergency Management Agency. Website: [FEMA's National Flood Hazard Layer \(NFHL\) Viewer \(arcgis.com\)](https://www.fema.gov/national-flood-hazard-layer-viewer). Accessed 3/29/21.

²³ California Department of Conservation Website: [Dam Breach Inundation Map Web Publisher \(ca.gov\)](https://dam.breach.inundation.map.web.publisher.ca.gov/). Accessed 3/29/21.

²⁴ Environmental Protection Agency. Website: [Waterbody Search | Water Quality Assessment and TMDL Information | US EPA](https://www.epa.gov/waterbody-search). Accessed 3/29/21.

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

Less than Significant Impact. The construction of buildings, parking lots, and circulation areas would increase the area of impervious surface on the Project site. However, the Project will be required to comply with the City's Master Plan, ordinances, and standard practices for stormwater drainage, and to direct drainage to specified drainage basins to ensure flooding on- or off-site is unlikely. Therefore, impacts would be ***less than significant***.

c-iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less than Significant Impact. The Project would be required to comply with the City's Master Plan, ordinances, and standard practices for stormwater drainage. A portion of the Project-related runoff would be captured on-site and percolated in the existing soil base, with the rest surface draining to E. Manning Avenue and ultimately conveyed to the Tuolumne drainage basin to the northeast of the Project site. That basin is intended to serve the Project site and the nearby undeveloped lands. All projects are required to provide calculations to ensure that drainage capacity exists, or to excavate additional capacity as needed. Therefore, impacts would be ***less than significant***.

c-iv) impede or redirect flood flows?

Less than Significant Impact. As illustrated in **Figure 3-3**, the Project site is not within a flood-prone area. Impacts would be ***less than significant***.

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

No Impact. The Project would not be located in a flood hazard, tsunami, or seiche zones, or risk the release of pollutants due to inundation. Therefore, there would be ***no impact***.

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

Less than Significant Impact. The Project would not be in conflict with or obstruct the implementation of a water quality control plan or sustainable groundwater management plan. The Project would follow the standards and goals set forth by the South Kings Groundwater Sustainability Agency in its Groundwater Sustainability Plan. Therefore, impacts would be ***less than significant***.

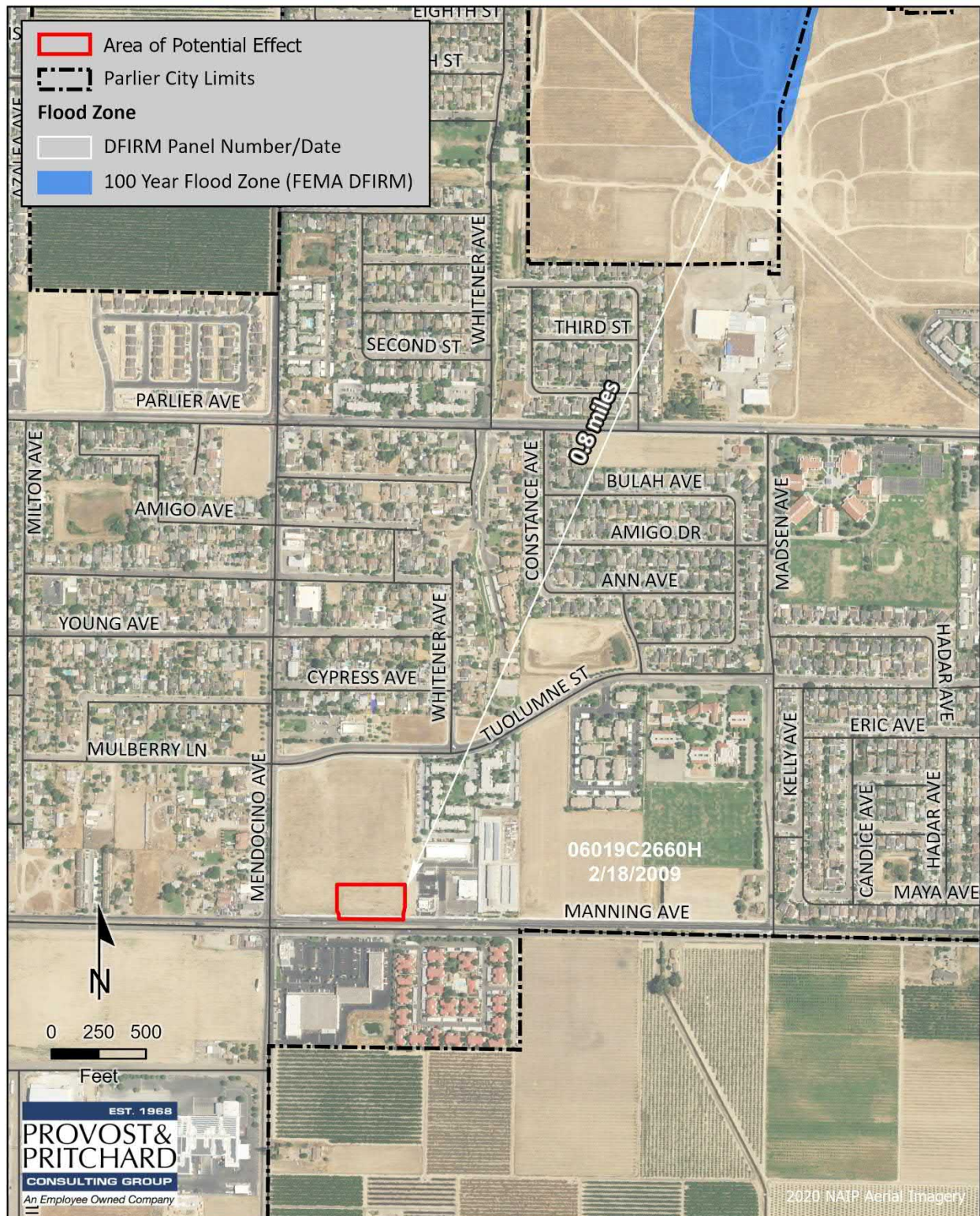


Figure 3-3. Flood Map

3.12 Land Use and Planning

Table 3-17. Land Use and Planning Impacts

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

3.12.1 Environmental Setting and Baseline Conditions

The proposed Project would construct a gas station including a convenience store and a carwash on a vacant lot in south-central Parlier. The Project site is on land designated by the City of Parlier General Plan as Community Commercial, while the site is zoned C-5 General Commercial. The land surrounding the Project site is planned and zoned for residential or commercial use, with the exception of the Police Department being planned and zoned for Public Facilities to the north.

3.12.2 Impact Assessment

a) Would the project physically divide an established community?

No Impact. The Project would not physically divide an established community. The Project site consists of two vacant lots situated on a major transportation corridor and would be developed into a gas station with a convenience store and carwash. Access between various areas of the community would not be affected. There would be ***no impact***.

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

No Impact. The Project would not cause a significant environmental conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. One regulatory component of the Project consists of an amendment to the Parlier General Plan Land Use Diagram; however, the land uses provided in the General Plan are not intended to mitigate environmental effects. Therefore, there would be ***no impact***.

3.13 Mineral Resources

Table 3-16. Mineral Resources Impacts

Mineral Resources Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 Environmental Setting and Baseline Conditions

The California Geological Survey (CGS) is responsible for the classification and designation of areas within California containing or potentially containing significant mineral resources. The CGS classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geologic Board, as mandated by the Surface Mining and Reclamation Act of 1975. These MRZs identify whether known or inferred significant mineral resources are presented in areas. Lead agencies are required to incorporate identified MRZs resource areas delineated by the state into their general plans.²⁵ While the CGS²⁶ lists aggregate minerals being located near Parlier, the Parlier General Plan and the Fresno County General Plan²⁷ do not identify any mineral resource being located in the area of the Project site.

3.13.2 Impact Assessment

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

No Impact. 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 Parlier General Plan and the Fresno County General Plan do not designate the Project site as being home to any mineral resource that would be of importance to the region or the residents of the state. Therefore, there would be *no impact*.

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

No Impact. The Project would not 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. The Project site is a vacant lot that would be developed into a gas station with a convenience store and car wash. The Parlier General Plan and the Fresno County General Plan do not designate the Project site as being a mineral resource recovery site. The Project site is commercially planned, and the Project will fulfill this designation. Therefore, there would be *no impact*.

²⁵ Public Resources Code, Section 2762(a)(1).

²⁶ California Department of Conservation. Website: [CGS Information Warehouse \(ca.gov\)](https://www.cgs.ca.gov/). Accessed 3/26/21.

²⁷ FRESNO COUNTY GENERAL PLAN. Accessed 3/26/21.

3.14 Noise

Table 3-18. Noise Impacts

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

3.14.1 Environmental Setting and Baseline Conditions

The Project site is located in an urbanized area and near the busy intersection of Manning Avenue and S Mendocino Avenue. The surrounding area is made up of a mix of commercial businesses, single family residences, and apartment housing. Construction activities needed to complete the Project would cause temporary noise that exceed the allowed noise levels for the County. However, the County provides an exemption²⁸ for an exceedance of noise levels when the source is from construction activities, as long as activities do not take place before 6 am and after 9 pm Monday through Friday, and before 7 am and after 9 pm on Saturday and Sunday. Noise and vibrations created by construction activities diminish 6 decibels for every time the distance away from the source is doubled.²⁹ This is called the Inverse Square Law. Because of this, construction noise levels should not have a significant impact on the residences and businesses within the area surrounding the Project site. Construction activities on the Project site would result in a temporary increase of ambient noise levels, and ground borne vibrations, but activities would follow the Fresno County noise standards accordingly. In addition, the Project site is not located within any ALUCP that would cause the Project site to experience excessive noise levels. **Table 3-19** below shows the dBA emission levels for commonly used construction equipment, including those that would be used for this Project.

²⁸ Fresno County Municipal Code. Website: [Chapter 8.40 - NOISE CONTROL | Code of Ordinances | Fresno County, CA | Municode Library](#). Accessed 3/26/21.

²⁹ Laborer's Health and Safety Fund of North America. Website: [Microsoft Word - Best Practice Guide to Noise Control 8-10.doc \(lhsfna.org\)](#). Accessed 3/26/21.

Table 3-19. Construction Equipment Noise Emissions Levels³⁰

Equipment	Typical Noise Levels 50 from Source (dBA)
Pile Driver (Impact)	101
Rock Drill	98
Pile Driver (Sonic)	96
Paver	89
Scraper	101
Crane, Derrick	98
Jack Hammer	96
Truck	89
Concrete Mixer	89
Dozer	88
Grader	88
Impact Wrench	88
Loader	85
Pneumatic Tool	85
Crane, Mobile	83
Compactor	82
Concrete Pump	82
Shovel	82
Air Compressor	81
Generator	81
Backhoe	80
Concrete Vibrator	76
Pump	76
Saw	76
Roller	74

3.14.2 Impact Assessment

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact. The construction required for the completion of this Project would temporarily increase noise levels above what is allowed by the Fresno County Health and Safety Code. However, the Fresno County Health and Safety Code provides an exception for construction related noise sources that occur between 6 am – 9 pm during the week and between 7 am – 5 pm on the weekends. This would allow for noise levels to exceed the normally accepted levels while being compliant with the applicable regulations for the County of Fresno. In addition, according to the inverse square law, noise diminishes from its source by 6 dBA every time that the distance from origin is doubled. As a result, any noise generated from the Project site would have a diminished effect when heard from people in the surrounding area. Therefore, impacts would be ***less than significant***.

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

Less than Significant Impact. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. Construction activities can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. The generation of vibration can range from no perceptible effects at the lowest vibration levels, to low

³⁰ Federal Transit Administration, April 1995. Accessed 3/26/21.

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rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. Given the type of construction, it is not anticipated the Project would generate excessive ground-borne vibration or ground-borne noise levels. In addition, vibration levels subside with increased distance from the source, diminishing the effect the Project would have. Therefore, impacts would be ***less than significant***.

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

No Impact. The Project is not located in the vicinity of a private airstrip or within an airport land use plan. The nearest airports or airstrips to the Project site are Selma airport approximately six miles southwest of the Project site and Reedley airport approximately seven miles northeast of the Project site. Therefore, there would be ***no impact***.

3.15 Population and Housing

Table 3-20. Population and Housing Impacts

Population and Housing Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.15.1 Environmental Setting and Baseline Conditions

The Project site is located in Parlier, California, and is surrounded by land that is designated for commercial and residential uses. The population of Parlier is approximately 15,828, while the County of Fresno currently has a population of 1,026,681.³¹ The Project proposes to construct a new gas station that includes a convenience store and car wash near the intersection of Manning Avenue and S Mendocino Avenue. The lot that the Project would be constructed on is currently vacant and planned and zoned for commercial use. The Project would create a new business in a commercial area and would not result in the creation of any new housing.

3.15.2 Impact Assessment

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

No Impact. The Project would not induce substantial unplanned population growth in an area, either directly or indirectly. The Project site is a vacant lot that would be developed into a gas station with a convenience store and carwash. The Project would not introduce any new form of housing. It is anticipated to provide approximately 16 full-time and 6 part-time jobs, which is not sufficient to induce substantial population growth. Therefore, there would be **no impact**.

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

No Impact. The Project site is vacant and would be developed with commercial uses. No housing or persons would be displaced. There would be **no impact**.

³¹ California Department of Finance [E-1 Population Estimates for Cities, Counties, and the State — January 1, 2020 and 2021 \(ca.gov\)](#) (Accessed September 14, 2021)

3.16 Public Services

Table 3-21. Public Services Impacts

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

3.16.1 Environmental Setting and Baseline Conditions

- The nearest Fire Station serving the Project area is the Fresno County Fire Protection District Parlier Station 71, located approximately 2,750 feet northeast of the Project site. The City has been served by the Fresno County Fire Protection District/CAL FIRE since July 1, 2004. On July 31, 2021 the City and the District entered a new contract for services effective for a minimum of 25 years.
- The nearest Police Station serving the Project area is the City of Parlier Police Department, located approximately 700 feet north of the Project site. Over the last several years, various new sources of funding have allowed the Parlier Police Department to steadily increase its number of sworn officers, to upgrade its equipment (computers, CCTV system, body cameras, firearms, and vehicles) and to implement new programs (shared dispatch services, community outreach, etc.). At a special election in June 2021, the voters of Parlier repealed the sunset date of Measure Q, a parcel tax, effective extending the Measure it indefinitely. Measure Q is expected to generate approximately \$500,000 per year dedicated solely to funding police services. The Police Department also has mutual-aid agreements with the Fresno County Sheriff's Office and the Highway Patrol.
- Public education is provided by Parlier Unified School District, which operates four elementary schools, one junior high school, one high school, and one continuation school within Parlier.
- Numerous recreational facilities, including Veterans Memorial Park, Heritage Park, and Earl Ruth Park, along with a components of a City-wide trail system, are located within one mile of the Project site. The City is in the process of facilitating grants for the construction of three additional public parks.
- Parlier is served by the American Avenue Landfill located south of Kerman, approximately 32.5 miles to the northwest.

3.16.2 Impact Assessment

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

Fire Protection: Less than Significant Impact. The Project would not result in the need for the creation or altering of a governmental facility to maintain fire protection service ratios within the community. The proximity of the Parlier fire station, which is staffed full-time, along with the proximity of additional Fresno County Fire Protection District/CAL FIRE facilities and staff in nearby communities ensure that existing levels of service will be maintained. Impacts would be *less than significant*.

Police Protection: Less than Significant Impact. The Project would not result in the need for the creation or altering of a governmental facility to maintain police protection service ratios within the community. The project is located immediately to the south of the Parlier Police Department, which department is well-funded and has been growing steadily to meet the needs of Parlier. Impacts would be *less than significant*.

Schools, Parks: No impact. The Project would not result in an increase in population that would require construction of additional classrooms or other school facilities schools or the addition of school staff and services, nor would it necessitate construction of recreational facilities or green space. Therefore, there would be *no impact*.

Landfills: Less than Significant Impact. The Project would not result in the need for the creation or altering of a governmental facility to maintain landfill facilities within the community. During construction and operation, waste would be sent to the American Avenue Landfill located south of Kerman, approximately 32.5 miles to the northwest. The landfill is expected to reach capacity in the year 2031.³² Therefore, impacts would be *less than significant*.

³² American Avenue Landfill. Department of Public Utilities, City of Fresno. Website: <https://www.fresno.gov/publicutilities>. Accessed 4/1/21.

3.17 Recreation

Table 3-22. Recreation Impacts

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

3.17.1 Environmental Setting and Baseline Conditions

The Project site is located near the intersection of E. Manning Avenue and S. Mendocino Avenue. As discussed in **Section 3.16 Public Services**, there are numerous parks and recreational facilities within proximity of the Project.

3.17.2 Impact Assessment

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

No Impact. The Project would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration of those facilities would occur or be accelerated. The Project would not result in the increase of population in the area that would in return increase stress on the surrounding recreational facilities. Therefore, there would be ***no impact***.

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

No Impact. The Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The Project site is a vacant lot that would be developed into a gas station with a convenience store and car wash. The Project would not result in any new recreational facilities and because it would not result in a rise in population there would be no need for new recreational facilities to be created or require the expansion or modification of existing facilities. Therefore, there would be ***no impact***.

3.18 Transportation

Table 3-23. Transportation Impacts

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

3.18.1 Environmental Settings and Baseline Conditions

The Project site is located near the intersection of E. Manning Avenue and S. Mendocino Avenue. The Parlier General Plan designates E. Manning Avenue as an Arterial Street, while S. Mendocino Avenue is listed as a Collector Street. Arterial streets are major roadways that connect to other cities in the region, while collector streets are the major roadways within the city itself. Manning Avenue provides direct access to the City of Reedley to the east and State Route 99 to the west. State Route 99 provides access to much of the state and runs north through Sacramento, ending in Red Bluff, while it runs south to Bakersfield. The Project would include minimal, if any, improvements within the public right-of-way, as all street improvements (pavement, striping, drive approaches sidewalk, curb, gutter, lighting, etc.) have previously been installed. Accordingly, existing traffic (vehicular and pedestrian) would not be affected by construction.

3.18.2 Impact Assessment

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

Less than Significant Impact. The Project would not conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The Project would not be in conflict with the standards and goals set forth in the City of Parlier General Plan Circulation Element. In addition, work for the Project would be done outside of transit, roadway, bicycle and pedestrian facilities. Large trucks for the hauling of materials would come and go from the Project site, but they would not substantially disrupt the flow of traffic within the area. Therefore, impacts would be *less than significant*.

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

Less than Significant Impact. The Project is not likely to generate substantial vehicle miles traveled as it is intended primarily to attract vehicles that are already utilizing the adjacent transportation corridors. E. Manning Avenue is the primary east-west corridor for vehicles and goods movement in central Fresno County. Mendocino, while a less important corridor, already carries substantial vehicles traffic. The Project is not a

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destination as much as it is a convenience for traffic that already exists. The City considers this project to be a local-serving retail establishment, which under the OPR Technical Advisory can generally be considered to have a less-than-significant impact regarding vehicle miles traveled (VMT). Therefore, impacts would be ***less than significant***.

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

Less than Significant Impact. The Project would not substantially increase hazards due to a geometric design feature or incompatible uses. Access points to the Project site would be in two locations along Manning Avenue. The Engineering Department has conditioned the Project to ensure that curve radii, driveway widths and transitions conform to safety standards, and to ensure that street signalization appropriately addresses traffic generated by the Project and traffic patterns in the area. Compliance will be confirmed during review and approval of the required improvement plans by the City Engineer. Therefore, impacts would be ***less than significant***.

d) Would the project result in inadequate emergency access?

Less than Significant Impact. The Project would not result in inadequate emergency access and would likely enhance circulation within the overall commercial area by removal of wooden barriers between the Project site and the existing development to the immediate east. Construction activities may cause impediments such as truck deliveries, hauling materials, and construction crews; however, the Project is required to provide a construction route and traffic control plan for review and approval by the City Engineer. The Project has been reviewed by the Engineering Department and the Fire Department to ensure that the Project once constructed would not result in inadequate emergency access. Therefore, impacts would be ***less than significant***.

3.19 Tribal Cultural Resources

Table 3-24. Tribal Cultural Resources Impacts

Tribal Cultural Resources Impacts				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.19.1 Environmental Setting and Baseline Conditions

The Project site consists of two vacant lots that were historically used for agriculture, but that have been vacant and regularly disced for weed control since at least 2004. As discussed in Chapter 2 Project Description, on March 23, 2021, the City notified the Santa Rosa Rancheria Tachi Yokut Tribe of the project pursuant to Public Resources Code Section 21080.3.1. No response or request for consultation has been received.

3.19.2 Impact Assessment

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

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

a-ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying

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the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact. While the Parlier General Plan and EIR have not identified any tribal cultural resources on the Project site, one may be uncovered during construction. If a resource is discovered during construction, activities would cease and Tribes within the area would be notified. This requirement, combined with the lack of response following Tribal notification of the Project, leads to the conclusion that impacts would be less than significant.

3.20 Utilities and Service Systems

Table 3-25. Utilities and Service Systems Impacts

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

3.20.1 Environmental Setting and Baseline Conditions

The Project site is located in the San Joaquin Valley Kings Subbasin and the City of Parlier is a part of the South Kings Groundwater Sustainability Agency. Declines in groundwater basin storage from groundwater overdraft are recurring problems in the Central Valley. Measures to ensure groundwater conservation in the city are being employed in order to help recharge the groundwater availability for the area.

3.20.1.1 Water Supply

Parlier's domestic water comes entirely from groundwater produced by seven production wells,³³ which produced a combined annual average of 690,400,000 gallons between 2010 and 2017,³⁴ or just under 1.9 million gallons per day.³⁵ The present water distribution system is adequate for supplying water to the existing community at sufficient fire flows. However, recent groundwater tests indicate that high volume production wells will not likely be available for future growth areas, thus requiring storage of water to meet the demands

³³ Four wells are currently active. A fifth is used as a standby well. A sixth, which suffers from water quality issues, can be used on a short-term, emergency basis. The seventh well is inactive, but is being rehabilitated for use as a standby well.

³⁴ Background information for development of the *South Kings Groundwater Sustainability Plan*. Provost & Pritchard Consulting Group, 2020.

³⁵ In 2014 and 2015, water conservation policies were put in place; thus, usage starting in 2014 is considerably lower than previous years.

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for domestic water and fire flows. The utilization of storage tanks for fire protection and peak flow will allow low production wells to be constructed to provide domestic water.

The City of Parlier, along with other public water systems in the area, currently pays an annual recharge fee to the Consolidated Irrigation District (CID) based upon water usage within the city limits. CID uses these fees, in part, to provide groundwater recharge services in basins located throughout the District. The Project site would connect to the City of Parlier's water supply system at two locations where water mains have already been extended to the site by a previous developer.

The carwash utilizes a recycled water system. Although it uses approximately 69 gallons of water per minute overall when running, most of the water is recycled and reused such that the net discharge to the wastewater system is between approximately 11 and 19 gallons per wash. The project proposes to use a higher-end reclamation system, so overall water use will be on the lower end (i.e., approximately 11 gallons per wash), with approximately 75-100 cars anticipated per day. Based on the proposed staffing of the Project, the City's Development Impact Fee Calculator estimates the Project at one (1) equivalent dwelling unit (EDU) for the purpose of establishing its impact to the water system. Using a conservative daily usage of 250 gallons per EDU combined with the 11 gallons of water per wash, the Project presents a potential increase of approximately 1,350 gallons per day overall, or 0.071% of the City's production. Landscaping would be required to comply with the Model Water Efficient Landscaping Ordinance.

3.20.1.2 Wastewater Collection and Treatment

The Project site is served by the Parlier Wastewater Treatment Plant located approximately 1.25 miles to the southwest of the Project site. According to the California Regional Water Quality Control Board Central Valley Region the Parlier Wastewater Treatment Plant (WWTP) has a permitted capacity of 2.0 mgd (million gallons per day). From 2010-2017, the average daily inflow at the WWTP was approximately 1.06 mgd.³⁶ Assuming all water used onsite is sent to the WWTP (a conservative approach), the Project would contribute approximately 1,350 gallons per day (0.0675% of capacity or 0.0127% of average daily flow), which the WWTP can easily accommodate.

3.20.1.3 Landfills

The landfill serving the Project site is the American Avenue Landfill located 32.5 miles northwest just south of Kerman. The landfill is expected to reach capacity by the year 2031.

3.20.2 Impact Assessment

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

Less than Significant Impact. The Project would not 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. As discussed in Section 3.11.(c)(iii), the Tuolumne Street basin is intended to serve the Project Site. Facilities for electricity, natural gas, and telecommunications exist at the site. Therefore, impacts would be ***less than significant***.

³⁶ Background information for development of the *South Kings Groundwater Sustainability Plan*. Provost & Pritchard Consulting Group, 2020.

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

Less than Significant Impact. The Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. The Project would be located within the City of Parlier, and the City would be the water service provider for the site. The Project would not result in an increase in population either directly or indirectly that would cause the demand for water supply to substantially increase, nor would the Project itself use a substantial amount of water. Therefore, impacts would be *less than significant*.

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

Less than Significant Impact. The Project would not result in a determination by the wastewater treatment provider that the Project's projected demand would exceed the capacity of the treatment facility in excess of the treatment facility's existing commitments. The Project would be served by the City of Parlier Wastewater Treatment Plant located approximately 1.25 miles southwest of the Project site. The treatment facility has a capacity of 2.0 mgd, which would not be exceeded with the completion and operation of this Project. Therefore, impacts would be *less than significant*.

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

Less than Significant Impact. The Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The Project site is served by the American Avenue Landfill located approximately 32.5 miles northwest of the Project site south of Kerman. The landfill is owned and operated by the City of Fresno Department of Public Utilities and is not expected to reach its capacity until the year 2031. Therefore, impacts would be *less than significant*.

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

Less than Significant Impact. The Project would be required to comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Therefore, impacts would be *less than significant*.

3.21 Wildfire

Table 3-26. Wildfire Impacts

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

3.21.1 Environmental Setting and Baseline Conditions

The Project site is not located in an area that is designated as being in a very high hazard severity zone as shown by the California Fire Hazard Severity Zone Viewer.³⁷ The Project site is also not located in an area designated as being a State Responsibility Area.³⁸ The Project area is served by local firefighters from the Fresno County Fire Protection District Parlier Station 71, located approximately 3200 feet northeast of the Project site. The Project site is relatively flat and located in an urbanized setting.

3.21.2 Impact Assessment

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

³⁷ Is your home in a fire hazard severity zone? Website: [Is Your Home in a Fire Hazard Severity Zone? \(arcgis.com\)](https://arcgis.com). Accessed 3/29/21.

³⁸ California State Responsibility Areas. Website: [ArcGIS - California State Responsibility Areas](https://arcgis.com). Accessed 3/29/21.

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?

a-d) No Impacts. The Project is not located in a State Responsibility Area, nor is it designated as being an area that is a very-high fire hazard severity zone. There would be *no impacts*.

3.22 CEQA Mandatory Findings of Significance

Table 3-27. Mandatory Findings of Significance Impacts

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

3.22.1 Impact Assessment

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

Less than Significant Impact. The analysis conducted in this Initial Study/Negative Declaration results in a determination that the Project would have a less than significant effect on the environment. The Project site is highly disturbed, has been vacant for many years, and is regularly maintained for weed control. The Project will not remove or result in the removal of land from farming or forestry use. It contains features intended to maximize the efficient use of energy. The Project is required to comply with provisions of the Public Resources Code and the Health and Safety Code related to the potential discovery of archaeological resources and human remains. Accordingly, the proposed Project has no potential for significant impacts through the degradation of the quality of the environment, the reduction in the habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory.

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

Less than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects. The Project involves the construction of a new commercial development on a vacant site on a major transportation corridor where utilities, facilities, and infrastructure have all been installed with anticipation of such development. Accordingly, the effects of the Project have been anticipated and will not result in significant cumulatively considerable impacts. Implementation of the proposed Project would not result in significant cumulative impacts and all potential impacts would be less than significant through the implementation of basic regulatory requirements and Project design.

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

Less than Significant Impact. Construction of the Project would result in a new commercial development including a gas station, convenience store, and drive-thru carwash in the south-central area of the City of Parlier. It would not create any unsightly physical features, degrade the visual environment, or cause noise in excess of any standard; result in generation of unhealthful emissions or greenhouse gases exceeding any applicable threshold; place any undue stress or burden on any public service, utility, or facility; cause the release of any hazardous substance or the degradation of water quality; violate any policy related to the transportation system; The analysis conducted in this Initial Study results in a determination that the Project would have less than a significant adverse effect on human beings, both directly and indirectly.

3.23 Determination:

On the basis of this initial evaluation:

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


Signature

October 5, 2021

Date

Jeffrey O'Neal, AICP/City Planner

Printed Name/Position

Appendix A

Air Quality and Greenhouse Gas Emissions Evaluation Report

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

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1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Convenience Market with Gas Pumps	12.00	Pump	0.04	3,635.00	0
Automobile Care Center	4.27	1000sqft	0.10	4,270.00	0
Other Asphalt Surfaces	1.30	Acre	1.30	56,628.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2022
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	CH4 Intensity (lb/MWhr)	0.033	N2O Intensity (lb/MWhr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - store and pay station

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	1,694.10	3,635.00

2.0 Emissions Summary

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2709	1.5719	1.5812	3.0200e-003	0.0505	0.0723	0.1228	0.0180	0.0694	0.0874	0.0000	255.4096	255.4096	0.0414	3.8800e-003	257.5988
Maximum	0.2709	1.5719	1.5812	3.0200e-003	0.0505	0.0723	0.1228	0.0180	0.0694	0.0874	0.0000	255.4096	255.4096	0.0414	3.8800e-003	257.5988

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.2709	1.5719	1.5812	3.0200e-003	0.0393	0.0723	0.1115	0.0126	0.0694	0.0820	0.0000	255.4094	255.4094	0.0414	3.8800e-003	257.5986
Maximum	0.2709	1.5719	1.5812	3.0200e-003	0.0393	0.0723	0.1115	0.0126	0.0694	0.0820	0.0000	255.4094	255.4094	0.0414	3.8800e-003	257.5986

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	22.24	0.00	9.16	30.09	0.00	6.20	0.00	0.00	0.00	0.00	0.00	0.00

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-3-2022	4-2-2022	0.5214	0.5214
2	4-3-2022	7-2-2022	0.4842	0.4842
3	7-3-2022	9-30-2022	0.4789	0.4789
		Highest	0.5214	0.5214

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0412	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1000e-004	3.1000e-004	0.0000	0.0000	3.3000e-004
Energy	6.8000e-004	6.2200e-003	5.2300e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	12.8402	12.8402	1.1100e-003	2.4000e-004	12.9404
Mobile	1.4389	1.3750	7.4501	9.9400e-003	0.8138	0.0113	0.8250	0.2178	0.0106	0.2283	0.0000	920.1897	920.1897	0.1248	0.0849	948.5999
Waste						0.0000	0.0000		0.0000	0.0000	3.3108	0.0000	3.3108	0.1957	0.0000	8.2023
Water						0.0000	0.0000		0.0000	0.0000	0.1673	0.3686	0.5359	0.0172	4.1000e-004	1.0899
Total	1.4808	1.3812	7.4554	9.9800e-003	0.8138	0.0117	0.8255	0.2178	0.0110	0.2288	3.4780	933.3988	936.8768	0.3388	0.0855	970.8328

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0412	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1000e-004	3.1000e-004	0.0000	0.0000	3.3000e-004
Energy	6.8000e-004	6.2200e-003	5.2300e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	12.8402	12.8402	1.1100e-003	2.4000e-004	12.9404
Mobile	1.4389	1.3750	7.4501	9.9400e-003	0.8138	0.0113	0.8250	0.2178	0.0106	0.2283	0.0000	920.1897	920.1897	0.1248	0.0849	948.5999
Waste						0.0000	0.0000		0.0000	0.0000	3.3108	0.0000	3.3108	0.1957	0.0000	8.2023
Water						0.0000	0.0000		0.0000	0.0000	0.1673	0.3686	0.5359	0.0172	4.1000e-004	1.0899
Total	1.4808	1.3812	7.4554	9.9800e-003	0.8138	0.0117	0.8255	0.2178	0.0110	0.2288	3.4780	933.3988	936.8768	0.3388	0.0855	970.8328

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2022	1/28/2022	5	20	
2	Site Preparation	Site Preparation	1/29/2022	2/1/2022	5	2	
3	Grading	Grading	2/2/2022	2/7/2022	5	4	

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4	Building Construction	Building Construction	2/8/2022	11/14/2022	5	200
5	Paving	Paving	11/15/2022	11/28/2022	5	10
6	Architectural Coating	Architectural Coating	11/29/2022	12/12/2022	5	10

Acres of Grading (Site Preparation Phase): 1.88**Acres of Grading (Grading Phase): 4****Acres of Paving: 1.3****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 11,858; Non-Residential Outdoor: 3,953; Striped Parking Area: 3,398 (Architectural Coating – sqft)****OffRoad Equipment**

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

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Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	26.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2120
Total	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2120

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3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	3.0000e-004	3.3600e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0400e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.8443	0.8443	3.0000e-005	3.0000e-005	0.8526
Total	4.4000e-004	3.0000e-004	3.3600e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0400e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.8443	0.8443	3.0000e-005	3.0000e-005	0.8526

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2119
Total	0.0169	0.1662	0.1396	2.4000e-004		8.3800e-003	8.3800e-003		7.8300e-003	7.8300e-003	0.0000	21.0777	21.0777	5.3700e-003	0.0000	21.2119

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3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-004	3.0000e-004	3.3600e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0400e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.8443	0.8443	3.0000e-005	3.0000e-005	0.8526
Total	4.4000e-004	3.0000e-004	3.3600e-003	1.0000e-005	1.0400e-003	1.0000e-005	1.0400e-003	2.8000e-004	0.0000	2.8000e-004	0.0000	0.8443	0.8443	3.0000e-005	3.0000e-005	0.8526

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.2700e-003	0.0000	6.2700e-003	3.0000e-003	0.0000	3.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	1.3100e-003	0.0146	7.0900e-003	2.0000e-005	6.2700e-003	6.2000e-004	6.8900e-003	3.0000e-003	5.7000e-004	3.5700e-003	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0520	0.0520	0.0000	0.0000	0.0525
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0520	0.0520	0.0000	0.0000	0.0525

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.8200e-003	0.0000	2.8200e-003	1.3500e-003	0.0000	1.3500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3100e-003	0.0146	7.0900e-003	2.0000e-005		6.2000e-004	6.2000e-004		5.7000e-004	5.7000e-004	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238
Total	1.3100e-003	0.0146	7.0900e-003	2.0000e-005	2.8200e-003	6.2000e-004	3.4400e-003	1.3500e-003	5.7000e-004	1.9200e-003	0.0000	1.5115	1.5115	4.9000e-004	0.0000	1.5238

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3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0520	0.0520	0.0000	0.0000	0.0525
Total	3.0000e-005	2.0000e-005	2.1000e-004	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0520	0.0520	0.0000	0.0000	0.0525

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0142	0.0000	0.0142	6.8500e-003	0.0000	6.8500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	3.0800e-003	0.0340	0.0184	4.0000e-005	0.0142	1.4800e-003	0.0157	6.8500e-003	1.3700e-003	8.2200e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1299	0.1299	0.0000	0.0000	0.1312
Total	7.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1299	0.1299	0.0000	0.0000	0.1312

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.3700e-003	0.0000	6.3700e-003	3.0800e-003	0.0000	3.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.0800e-003	0.0340	0.0184	4.0000e-005		1.4800e-003	1.4800e-003		1.3700e-003	1.3700e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498
Total	3.0800e-003	0.0340	0.0184	4.0000e-005	6.3700e-003	1.4800e-003	7.8500e-003	3.0800e-003	1.3700e-003	4.4500e-003	0.0000	3.6205	3.6205	1.1700e-003	0.0000	3.6498

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1299	0.1299	0.0000	0.0000	0.1312
Total	7.0000e-005	5.0000e-005	5.2000e-004	0.0000	1.6000e-004	0.0000	1.6000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1299	0.1299	0.0000	0.0000	0.1312

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1649	1.2503	1.2726	2.2100e-003		0.0589	0.0589		0.0569	0.0569	0.0000	181.5769	181.5769	0.0316	0.0000	182.3675
Total	0.1649	1.2503	1.2726	2.2100e-003		0.0589	0.0589		0.0569	0.0569	0.0000	181.5769	181.5769	0.0316	0.0000	182.3675

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2700e-003	0.0593	0.0168	2.3000e-004	7.2900e-003	6.4000e-004	7.9300e-003	2.1100e-003	6.1000e-004	2.7200e-003	0.0000	21.9658	21.9658	1.7000e-004	3.3100e-003	22.9563
Worker	8.7400e-003	5.9600e-003	0.0671	1.8000e-004	0.0208	1.1000e-004	0.0209	5.5200e-003	1.0000e-004	5.6200e-003	0.0000	16.8851	16.8851	5.5000e-004	5.2000e-004	17.0528
Total	0.0110	0.0653	0.0839	4.1000e-004	0.0281	7.5000e-004	0.0288	7.6300e-003	7.1000e-004	8.3400e-003	0.0000	38.8509	38.8509	7.2000e-004	3.8300e-003	40.0090

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1649	1.2503	1.2726	2.2100e-003		0.0589	0.0589		0.0569	0.0569	0.0000	181.5767	181.5767	0.0316	0.0000	182.3673
Total	0.1649	1.2503	1.2726	2.2100e-003		0.0589	0.0589		0.0569	0.0569	0.0000	181.5767	181.5767	0.0316	0.0000	182.3673

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3.5 Building Construction - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.2700e-003	0.0593	0.0168	2.3000e-004	7.2900e-003	6.4000e-004	7.9300e-003	2.1100e-003	6.1000e-004	2.7200e-003	0.0000	21.9658	21.9658	1.7000e-004	3.3100e-003	22.9563
Worker	8.7400e-003	5.9600e-003	0.0671	1.8000e-004	0.0208	1.1000e-004	0.0209	5.5200e-003	1.0000e-004	5.6200e-003	0.0000	16.8851	16.8851	5.5000e-004	5.2000e-004	17.0528
Total	0.0110	0.0653	0.0839	4.1000e-004	0.0281	7.5000e-004	0.0288	7.6300e-003	7.1000e-004	8.3400e-003	0.0000	38.8509	38.8509	7.2000e-004	3.8300e-003	40.0090

3.6 Paving - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315
Paving	1.7000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.1400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9315

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3.6 Paving - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.5000e-004	1.6800e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4221	0.4221	1.0000e-005	1.0000e-005	0.4263
Total	2.2000e-004	1.5000e-004	1.6800e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4221	0.4221	1.0000e-005	1.0000e-005	0.4263

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.4400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314
Paving	1.7000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.1400e-003	0.0339	0.0440	7.0000e-005		1.7400e-003	1.7400e-003		1.6000e-003	1.6000e-003	0.0000	5.8848	5.8848	1.8700e-003	0.0000	5.9314

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.6 Paving - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	1.5000e-004	1.6800e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4221	0.4221	1.0000e-005	1.0000e-005	0.4263
Total	2.2000e-004	1.5000e-004	1.6800e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4221	0.4221	1.0000e-005	1.0000e-005	0.4263

3.7 Architectural Coating - 2022**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0668					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	0.0678	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	6.5000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1624	0.1624	1.0000e-005	0.0000	0.1640
Total	8.0000e-005	6.0000e-005	6.5000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1624	0.1624	1.0000e-005	0.0000	0.1640

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0668					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0200e-003	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787
Total	0.0678	7.0400e-003	9.0700e-003	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2787

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**3.7 Architectural Coating - 2022****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	6.0000e-005	6.5000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1624	0.1624	1.0000e-005	0.0000	0.1640
Total	8.0000e-005	6.0000e-005	6.5000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1624	0.1624	1.0000e-005	0.0000	0.1640

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

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4389	1.3750	7.4501	9.9400e-003	0.8138	0.0113	0.8250	0.2178	0.0106	0.2283	0.0000	920.1897	920.1897	0.1248	0.0849	948.5999
Unmitigated	1.4389	1.3750	7.4501	9.9400e-003	0.8138	0.0113	0.8250	0.2178	0.0106	0.2283	0.0000	920.1897	920.1897	0.1248	0.0849	948.5999

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Automobile Care Center	101.28	101.28	50.73	93,703	93,703
Convenience Market with Gas Pumps	3,870.00	3,870.00	3,870.00	2,075,884	2,075,884
Other Asphalt Surfaces	0.00	0.00	0.00		
Total	3,971.28	3,971.28	3,920.73	2,169,588	2,169,588

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Automobile Care Center	9.50	7.30	7.30	33.00	48.00	19.00	21	51	28
Convenience Market with Gas	9.50	7.30	7.30	0.80	80.20	19.00	14	21	65
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Automobile Care Center	0.503307	0.052913	0.176057	0.166236	0.027694	0.007176	0.014144	0.022141	0.000741	0.000292	0.024521	0.001566	0.003212
Convenience Market with Gas Pumps	0.503307	0.052913	0.176057	0.166236	0.027694	0.007176	0.014144	0.022141	0.000741	0.000292	0.024521	0.001566	0.003212

MG Star LLC - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Other Asphalt Surfaces	0.503307	0.052913	0.176057	0.166236	0.027694	0.007176	0.014144	0.022141	0.000741	0.000292	0.024521	0.001566	0.003212
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.0653	6.0653	9.8000e-004	1.2000e-004	6.1253
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.0653	6.0653	9.8000e-004	1.2000e-004	6.1253
Natural Gas Mitigated	6.8000e-004	6.2200e-003	5.2300e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	6.7749	6.7749	1.3000e-004	1.2000e-004	6.8151
Natural Gas Unmitigated	6.8000e-004	6.2200e-003	5.2300e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	6.7749	6.7749	1.3000e-004	1.2000e-004	6.8151

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	88389	4.8000e-004	4.3300e-003	3.6400e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004	0.0000	4.7168	4.7168	9.0000e-005	9.0000e-005	4.7448
Convenience Market with Gas Pumps	38567.3	2.1000e-004	1.8900e-003	1.5900e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	2.0581	2.0581	4.0000e-005	4.0000e-005	2.0703
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		6.9000e-004	6.2200e-003	5.2300e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	6.7749	6.7749	1.3000e-004	1.3000e-004	6.8151

MG Star LLC - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.2 Energy by Land Use - NaturalGas****Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Automobile Care Center	88389	4.8000e-004	4.3300e-003	3.6400e-003	3.0000e-005		3.3000e-004	3.3000e-004		3.3000e-004	3.3000e-004	0.0000	4.7168	4.7168	9.0000e-005	9.0000e-005	4.7448
Convenience Market with Gas Pumps	38567.3	2.1000e-004	1.8900e-003	1.5900e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	2.0581	2.0581	4.0000e-005	4.0000e-005	2.0703
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		6.9000e-004	6.2200e-003	5.2300e-003	4.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	6.7749	6.7749	1.3000e-004	1.3000e-004	6.8151

MG Star LLC - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	36764.7	3.4016	5.5000e-004	7.0000e-005	3.4352
Convenience Market with Gas Pumps	28789.2	2.6637	4.3000e-004	5.0000e-005	2.6900
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		6.0653	9.8000e-004	1.2000e-004	6.1253

MG Star LLC - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**5.3 Energy by Land Use - Electricity****Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Automobile Care Center	36764.7	3.4016	5.5000e-004	7.0000e-005	3.4352
Convenience Market with Gas Pumps	28789.2	2.6637	4.3000e-004	5.0000e-005	2.6900
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		6.0653	9.8000e-004	1.2000e-004	6.1253

6.0 Area Detail**6.1 Mitigation Measures Area**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0412	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1000e-004	3.1000e-004	0.0000	0.0000	3.3000e-004
Unmitigated	0.0412	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1000e-004	3.1000e-004	0.0000	0.0000	3.3000e-004

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.6800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0345					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1000e-004	3.1000e-004	0.0000	0.0000	3.3000e-004
Total	0.0412	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1000e-004	3.1000e-004	0.0000	0.0000	3.3000e-004

MG Star LLC - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	6.6800e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0345					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1000e-004	3.1000e-004	0.0000	0.0000	3.3000e-004
Total	0.0412	0.0000	1.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	3.1000e-004	3.1000e-004	0.0000	0.0000	3.3000e-004

7.0 Water Detail**7.1 Mitigation Measures Water**

MG Star LLC - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.5359	0.0172	4.1000e-004	1.0899
Unmitigated	0.5359	0.0172	4.1000e-004	1.0899

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.401726 / 0.246219	0.4083	0.0131	3.1000e-004	0.8305
Convenience Market with Gas Pumps	0.125486 / 0.0769109	0.1275	4.1000e-003	1.0000e-004	0.2594
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.5359	0.0172	4.1000e-004	1.0899

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Automobile Care Center	0.401726 / 0.246219	0.4083	0.0131	3.1000e-004	0.8305
Convenience Market with Gas Pumps	0.125486 / 0.0769109	0.1275	4.1000e-003	1.0000e-004	0.2594
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.5359	0.0172	4.1000e-004	1.0899

8.0 Waste Detail

8.1 Mitigation Measures Waste

MG Star LLC - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.3108	0.1957	0.0000	8.2023
Unmitigated	3.3108	0.1957	0.0000	8.2023

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	16.31	3.3108	0.1957	0.0000	8.2023
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		3.3108	0.1957	0.0000	8.2023

MG Star LLC - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Automobile Care Center	16.31	3.3108	0.1957	0.0000	8.2023
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		3.3108	0.1957	0.0000	8.2023

9.0 Operational Offroad

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

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

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

Equipment Type	Number
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11.0 Vegetation

MG Star LLC - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

RESOLUTION NO. 2021-55

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARLIER ADOPTING A NEGATIVE DECLARATION PREPARED FOR THE MG STAR, LLC COMMERCIAL DEVELOPMENT PROJECT

WHEREAS, MG Star, LLC (Applicant) intends to develop Assessor's Parcel Numbers 355-510-12 & 14 (Site), more particularly described as Parcels 1 and 2 of Parcel Map No. 07-02, said Parcel Map recorded on June 8, 2007 in Book 67 of Parcel Maps at Pages 47 & 48, Fresno County Records and consisting of approximately 1.44 acres situated on the north side of E. Manning Avenue approximately 450 feet east of S. Mendocino Avenue; and

WHEREAS, the development would consist of construction and operation of a convenience market with alcohol sales and a quick-serve restaurant, a passenger vehicle fueling station, and a drive-thru car wash (the Project); and

WHEREAS, the Applicant has requested that the City of Parlier amends the General Plan Land Use Element Land Use Diagram to reflect the Site as General Commercial and approves a conditional use permit authorizing construction and operation of said uses along with appurtenant facilities and infrastructure; and

WHEREAS, the aforementioned processes, individually and collectively along with the resulting physical development, constitute a "project" pursuant to the California Environmental Quality Act, Public Resources Code Section 21000, *et seq.* ("CEQA") and the CEQA Guidelines, California Code of Regulations Title 14, Chapter 3, Section 15000, *et seq.*; and

WHEREAS, pursuant to Public Resources Code section 21080.3.1, on or about March 23, 2021 the City provided notice of the Project to the Santa Rosa Rancheria Tachi Yokut Tribe, and received no response therefrom; and

WHEREAS, the City has prepared an initial study pursuant to the provisions of CEQA and made a preliminary determination that approval of the Project would not result in any significant impacts to the environment, and accordingly adoption of a negative declaration would be appropriate; and

WHEREAS, the City Council hereby finds that for the purposes of analysis of this project pursuant to CEQA Guidelines Section 15064.3, the SB 743 Implementation Regional Guidelines prepared for the Fresno Council Governments, which Guidelines were developed and prepared via an extensive public process, contain analytical information and thresholds that are supported by substantial evidence and are appropriate for use by the City of Parlier; and

WHEREAS, on September 17, 2021 the City published a notice of intent to adopt a mitigated negative declaration in *The Business Journal*, said notice indicating that the initial study and proposed negative declaration (IS/ND) would be available for public review starting on September 17, 2021 and ending on October 6, 2021; and

WHEREAS, on September 17, 2021 the City also provided copies of said IS/ND to various local entities for review; and

WHEREAS, no comments were received from any reviewing agency; and

WHEREAS, the City Council finds that it cannot be fairly argued, nor is there any substantial evidence in the record, that the project could have a significant effect on the environment, either directly or indirectly; and

WHEREAS, based upon the initial study and negative declaration and the record, the project will not individually or cumulatively have an adverse impact on environmental resources; and

WHEREAS, the City of Parlier is the custodian of the documents and other materials that constitute the record of the proceedings on which these determinations are based, and Parlier City Hall, 1100 E. Parlier Avenue, Parlier, CA is the location of this record.

NOW, THEREFORE BE IT RESOLVED that the Parlier City Council takes the following actions:

1. Finds and affirms that the MG Star, LLC Commercial Development Project will not have a significant effect on the environment, and
2. Adopts the negative declaration prepared in conjunction with the project; and
3. Directs the City Manager or designee to file a notice of determination with the Fresno County Clerk within five (5) business days following approval of the Project.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Parlier held on October 7, 2021 by the following vote to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Dorothy Garza, City Clerk

Hon. Alma Beltran, Mayor

RESOLUTION NO. 2021-56

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARLIER ADOPTING AN AMENDMENT TO THE GENERAL PLAN PROPOSING TO CHANGE THE LAND USE DESIGNATION OF ASSESSOR'S PARCEL NUMBERS 355-510-12 & 14 FROM COMMUNITY COMMERCIAL TO GENERAL COMMERCIAL

WHEREAS, MG Star, LLC (Applicant) intends to develop Assessor's Parcel Numbers 355-510-12 & 14 (Site), more particularly described as Parcels 1 and 2 of Parcel Map No. 07-02, said Parcel Map recorded on June 8, 2007 in Book 67 of Parcel Maps at Pages 47 & 48, Fresno County Records and consisting of approximately 1.44 acres situated on the north side of E. Manning Avenue approximately 450 feet east of S. Mendocino Avenue; and

WHEREAS, the Site is currently designated Community Commercial on the Land Use Diagram of the Parlier General Plan Land Use Element, which designation does not accommodate the type and intensity of development desired; and

WHEREAS, to accommodate the type and intensity of proposed density of development, the Applicant has requested that the City of Parlier amends the Land Use Diagram to reflect the Site as General Commercial; and

WHEREAS, on August 9, 2021 a notice of public hearing was published in *The Business Journal* announcing the project and the opportunity to comment thereon and a similar notice of public hearing was mailed to owners of real property within 300 feet of the project site; and

WHEREAS, at a regular meeting on August 19, 2021 the Parlier City Council did conduct a public hearing to consider the Project; and

WHEREAS, said public hearing was continued by motion of the City Council to its September 2, 2021 regular meeting; and

WHEREAS, said public hearing was further continued by motion of the City Council to its September 16, 2021 regular meeting; and

WHEREAS, by mutual consent of the City and the Applicant, the item was removed as an action item from the agenda of the September 16, 2021 regular meeting; and

WHEREAS, on September 27, 2021, a notice was published in *The Fresno Bee* setting the date, time, and place of a public hearing for October 7, 2021 and similar notices were sent to owners of property within 300 feet of the Site and posted at City Hall announcing the same; and

WHEREAS, at a regular meeting on October 7, 2021 the Parlier City Council did conduct a public hearing to consider the Project; and

WHEREAS, the City Council has determined that amending the General Plan to accommodate the type and intensity of proposed development is in the best interest of the City of Parlier and the public at large; and

WHEREAS, amendment of a General Plan expressly constitutes a “project” pursuant to the California Environmental Quality Act, Public Resources Code Section 21000, et seq. (CEQA) and the CEQA Guidelines, California Code of Regulations Section 15000, et seq.; and

WHEREAS, via adoption of Resolution No. 2021-55, the City Council has determined that the proposal does not have the potential to have a significant effect on the environment and has adopted a negative declaration to that effect; and

WHEREAS, pursuant to Government Code Section 65358(b), a city may not amend any one element of its general plan more than four times per year.

NOW, THEREFORE BE IT RESOLVED that the Parlier City Council hereby amends the Land Use Diagram of the Land Use Element of the City of Parlier General Plan to reflect the Land Use designation of Assessor’s Parcel Nos. 355-510-12 & 14, more particularly described as Parcels 1 and 2 of Parcel Map No. 07-02, said Parcel Map recorded on June 8, 2007 in Book 67 of Parcel Maps at Pages 47 & 48, Fresno County Records as General Commercial as illustrated in Exhibit A hereto. The amendment to the City of Parlier General Plan approved herein constitutes the second amendment to the Land Use Element for Calendar Year 2021.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Parlier held on October 7, 2021 by the following vote to wit:

AYES:

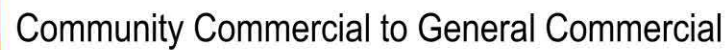
NOES:

ABSENT:

ABSTAIN:

Dorothy Garza, City Clerk

Hon. Alma Beltran, Mayor



RESOLUTION NO. 2021-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARLIER APPROVING A CONDITIONAL USE PERMIT FOR THE MG STAR, LLC COMMERCIAL DEVELOPMENT PROJECT

WHEREAS, MG Star, LLC (Applicant) intends to develop Assessor's Parcel Numbers 355-510-12 & 14 (Site), more particularly described as Parcels 1 and 2 of Parcel Map No. 07-02, said Parcel Map recorded on June 8, 2007 in Book 67 of Parcel Maps at Pages 47 & 48, Fresno County Records and consisting of approximately 1.44 acres situated on the north side of E. Manning Avenue approximately 450 feet east of S. Mendocino Avenue; and

WHEREAS, the development would consist of construction and operation of several elements, including a convenience market with alcohol sales and a quick-serve restaurant, a passenger vehicle fueling station, and a drive-thru car wash (the Project); and

WHEREAS, to accommodate the proposed activities, the Applicant has requested that the City of Parlier approves a conditional use permit; and

WHEREAS, on August 9, 2021 a notice of public hearing was published in *The Business Journal* announcing the project and the opportunity to comment thereon and a similar notice of public hearing was mailed to owners of real property within 300 feet of the project site; and

WHEREAS, at a regular meeting on August 19, 2021 the Parlier City Council did conduct a public hearing to consider the Project; and

WHEREAS, said public hearing was continued by motion of the City Council to its September 2, 2021 regular meeting; and

WHEREAS, said public hearing was further continued by motion of the City Council to its September 16, 2021 regular meeting; and

WHEREAS, by mutual consent of the City and the Applicant, the item was removed as an action item from the agenda of the September 16, 2021 regular meeting; and

WHEREAS, on September 27, 2021, a notice was published in *The Fresno Bee* setting the date, time, and place of a public hearing for October 7, 2021 and similar notices were sent to owners of property within 300 feet of the Site and posted at City Hall announcing the same; and

WHEREAS, at a regular meeting on October 7, 2021 the Parlier City Council did conduct a public hearing to consider the Project; and

WHEREAS, approval of a conditional use permit consists of a "lease, permit, license, certificate, or other entitlement for use", and is therefore a "project" pursuant to the California Environmental Quality Act, Public Resources Code Section 21000, *et seq.* ("CEQA") and the CEQA Guidelines, California Code of Regulations Section 15000, *et seq.*; and

WHEREAS, via adoption of Resolution No. 2021-55, the City Council has determined that the proposal does not have the potential to have a significant effect on the environment and has adopted a negative declaration to that effect; and

WHEREAS, pursuant to PMC Section 18.38.070, the City Council has made the following findings, the evidence for said findings substantiated within the record:

1. The site for the proposed use is adequate in size and shape to accommodate the use and all yards, spaces, walls and fences, parking, loading, landscaping, and other features required to adjust the use with land and uses in the neighborhood.
2. The site for the proposed use relates to streets and highways adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed use.
3. The proposed use will have no adverse effect on abutting property of the permitted use thereof.
4. The conditions stated in the resolution are deemed necessary to protect the public health, safety, and general welfare.

WHEREAS, via adoption of Resolution No. 2021-56, the City Council has approved an amendment to the General Plan Land Use Diagram, said amendment a prerequisite to approval of the conditional use permit.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Parlier approves the conditional use permit for the MG Star, LLC Commercial Development Project, including the site plan as illustrated in Exhibit "A" hereto, subject to the conditions detailed in Exhibit "B" hereto.

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Parlier held on October 7, 2021 by the following vote to wit:

AYES:

NOES:










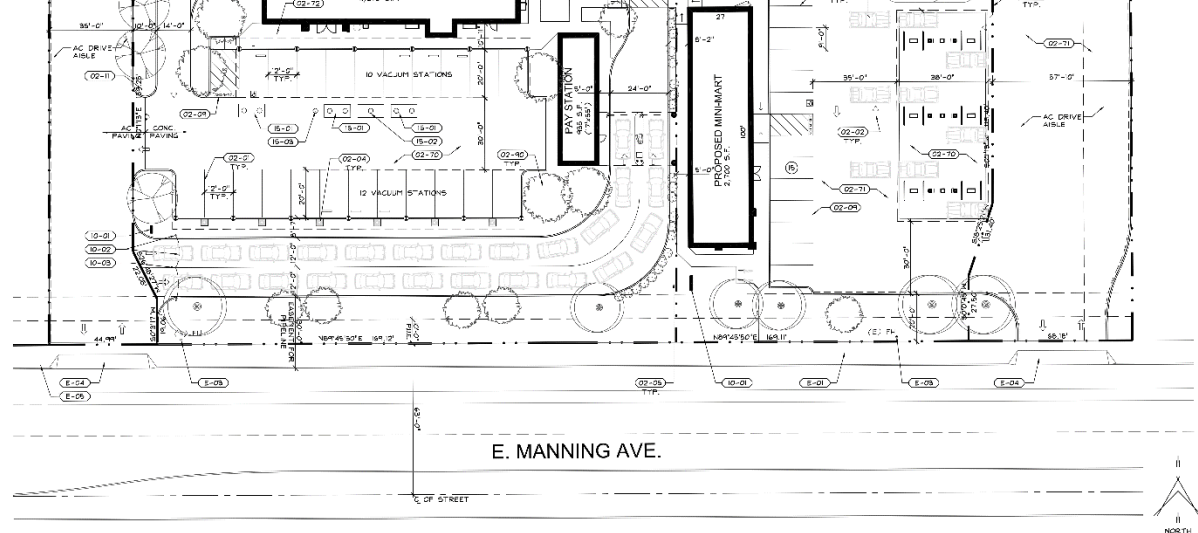
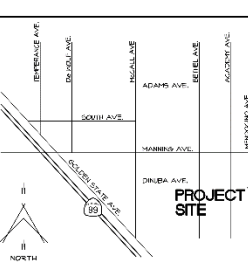
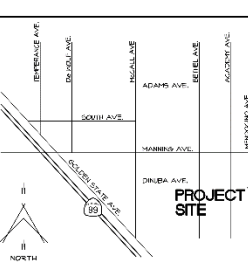
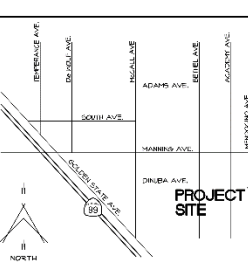
ABSENT:

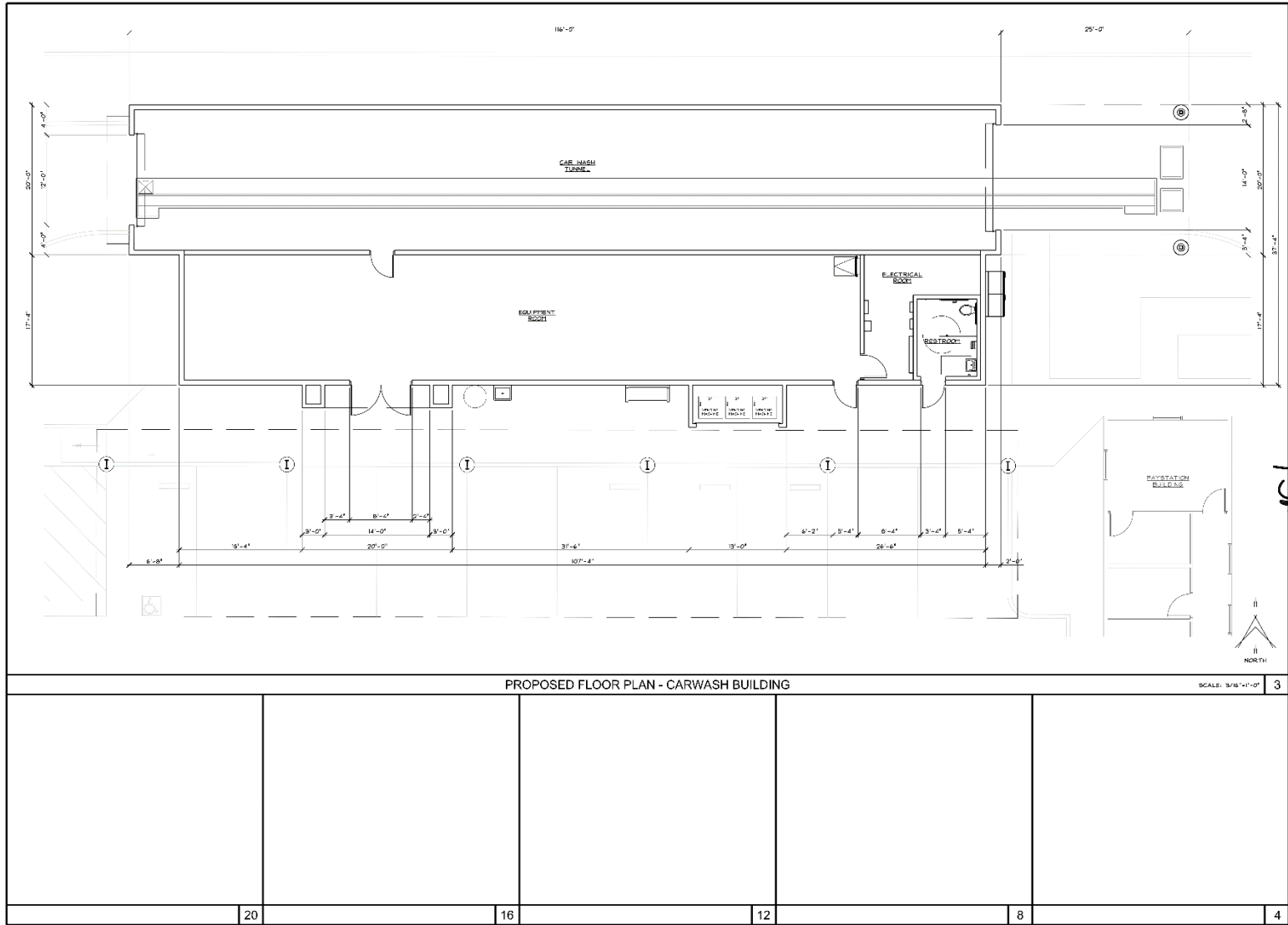
ABSTAIN:

Dorothy Garza, City Clerk

Hon. Alma Beltran, Mayor

EXHIBIT "A" TO RESOLUTION NO. 2021-57
SITE PLAN DOCUMENTS
MG STAR, LLC COMMERCIAL DEVELOPMENT
APNs 355-510-12 & 14

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19															
VICINITY MAP		SITE INFORMATION													
20	 <p>VICINITY MAP</p> <p>SCALE: N.T.S.</p>	<p>ADDRESS: NORTHEAST CORNER OF MENDOCINO AVE. & MANNING AVE. PACIFIC, CALIFORNIA 93348</p> <p>SITE INFORMATION: APR: 88-09-12 & 88-09-14 SITE AREA: 1.66 ACRES (62,802 S.F.)</p> <p>BUILDING: CAR WASH: 4,270 S.F. PARKING: 2,300 S.F. TOTAL: 6,570 S.F.</p> <p>PARKING: 22 STALLS (1 ACCESSIBLE) 12 STALLS (1 ACCESSIBLE)</p>	<p>PROPOSED BUILDINGS - CAR WASH & C-STORE & FUEL ISLAND</p> <p>PROPOSED CAR WASH: 4,270 S.F.</p> <p>PROPOSED MINIMART: 2,300 S.F.</p> <p>PROPOSED PAY STATION: 400 S.F.</p> <p>PROPOSED VACUUM STATIONS: 10 VACUUM STATIONS 12 VACUUM STATIONS</p> <p>PROPOSED LANDSCAPING: 10-01, 10-02, 10-03, 10-04, 10-05, 10-06, 10-07, 10-08, 10-09, 10-10, 10-11, 10-12, 10-13, 10-14, 10-15, 10-16, 10-17, 10-18, 10-19, 10-20, 10-21, 10-22, 10-23, 10-24, 10-25, 10-26, 10-27, 10-28, 10-29, 10-30, 10-31, 10-32, 10-33, 10-34, 10-35, 10-36, 10-37, 10-38, 10-39, 10-40, 10-41, 10-42, 10-43, 10-44, 10-45, 10-46, 10-47, 10-48, 10-49, 10-50, 10-51, 10-52, 10-53, 10-54, 10-55, 10-56, 10-57, 10-58, 10-59, 10-60, 10-61, 10-62, 10-63, 10-64, 10-65, 10-66, 10-67, 10-68, 10-69, 10-70, 10-71, 10-72, 10-73, 10-74, 10-75, 10-76, 10-77, 10-78, 10-79, 10-80, 10-81, 10-82, 10-83, 10-84, 10-85, 10-86, 10-87, 10-88, 10-89, 10-90, 10-91, 10-92, 10-93, 10-94, 10-95, 10-96, 10-97, 10-98, 10-99, 10-100, 10-101, 10-102, 10-103, 10-104, 10-105, 10-106, 10-107, 10-108, 10-109, 10-110, 10-111, 10-112, 10-113, 10-114, 10-115, 10-116, 10-117, 10-118, 10-119, 10-120, 10-121, 10-122, 10-123, 10-124, 10-125, 10-126, 10-127, 10-128, 10-129, 10-130, 10-131, 10-132, 10-133, 10-134, 10-135, 10-136, 10-137, 10-138, 10-139, 10-140, 10-141, 10-142, 10-143, 10-144, 10-145, 10-146, 10-147, 10-148, 10-149, 10-150, 10-151, 10-152, 10-153, 10-154, 10-155, 10-156, 10-157, 10-158, 10-159, 10-160, 10-161, 10-162, 10-163, 10-164, 10-165, 10-166, 10-167, 10-168, 10-169, 10-170, 10-171, 10-172, 10-173, 10-174, 10-175, 10-176, 10-177, 10-178, 10-179, 10-180, 10-181, 10-182, 10-183, 10-184, 10-185, 10-186, 10-187, 10-188, 10-189, 10-190, 10-191, 10-192, 10-193, 10-194, 10-195, 10-196, 10-197, 10-198, 10-199, 10-200, 10-201, 10-202, 10-203, 10-204, 10-205, 10-206, 10-207, 10-208, 10-209, 10-210, 10-211, 10-212, 10-213, 10-214, 10-215, 10-216, 10-217, 10-218, 10-219, 10-220, 10-221, 10-222, 10-223, 10-224, 10-225, 10-226, 10-227, 10-228, 10-229, 10-230, 10-231, 10-232, 10-233, 10-234, 10-235, 10-236, 10-237, 10-238, 10-239, 10-240, 10-241, 10-242, 10-243, 10-244, 10-245, 10-246, 10-247, 10-248, 10-249, 10-250, 10-251, 10-252, 10-253, 10-254, 10-255, 10-256, 10-257, 10-258, 10-259, 10-260, 10-261, 10-262, 10-263, 10-264, 10-265, 10-266, 10-267, 10-268, 10-269, 10-270, 10-271, 10-272, 10-273, 10-274, 10-275, 10-276, 10-277, 10-278, 10-279, 10-280, 10-281, 10-282, 10-283, 10-284, 10-285, 10-286, 10-287, 10-288, 10-289, 10-290, 10-291, 10-292, 10-293, 10-294, 10-295, 10-296, 10-297, 10-298, 10-299, 10-300, 10-301, 10-302, 10-303, 10-304, 10-305, 10-306, 10-307, 10-308, 10-309, 10-310, 10-311, 10-312, 10-313, 10-314, 10-315, 10-316, 10-317, 10-318, 10-319, 10-320, 10-321, 10-322, 10-323, 10-324, 10-325, 10-326, 10-327, 10-328, 10-329, 10-330, 10-331, 10-332, 10-333, 10-334, 10-335, 10-336, 10-337, 10-338, 10-339, 10-340, 10-341, 10-342, 10-343, 10-344, 10-345, 10-346, 10-347, 10-348, 10-349, 10-350, 10-351, 10-352, 10-353, 10-354, 10-355, 10-356, 10-357, 10-358, 10-359, 10-360, 10-361, 10-362, 10-363, 10-364, 10-365, 10-366, 10-367, 10-368, 10-369, 10-370, 10-371, 10-372, 10-373, 10-374, 10-375, 10-376, 10-377, 10-378, 10-379, 10-380, 10-381, 10</p>												



VERMILFLORE ARCHITECTS, INC.
 Architecture and Planning
 8525 North Cedar Avenue
 Fresno, California 93720
 Office: 559.432.0744
 Email: info@vermiflores.com

PROPOSED BUILDINGS
 CAR WASH & C-STORE & FUEL ISLAND
 N.E.C. OF MANNING AVE. & MENDOCINO AVE.
 FRESNO, CA 93748
 FLOOR PLAN - CAR WASH

ISSUE DATE: 1-29-21
 REV. DATE:
 PROJECT NO.: 20030
 DRAWN BY: HL
 CHECKED BY:
 A200

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PROPOSED BUILDINGS

- CAR WASH & C-STORE & FUEL ISLAND
- N.E.C. OF MANNING AVE. & MENDOCINO AVE.
- PAVELER, CA 93948

FLOOR PLAN - PAYSTATION

Yarnellfour Architects, Inc.
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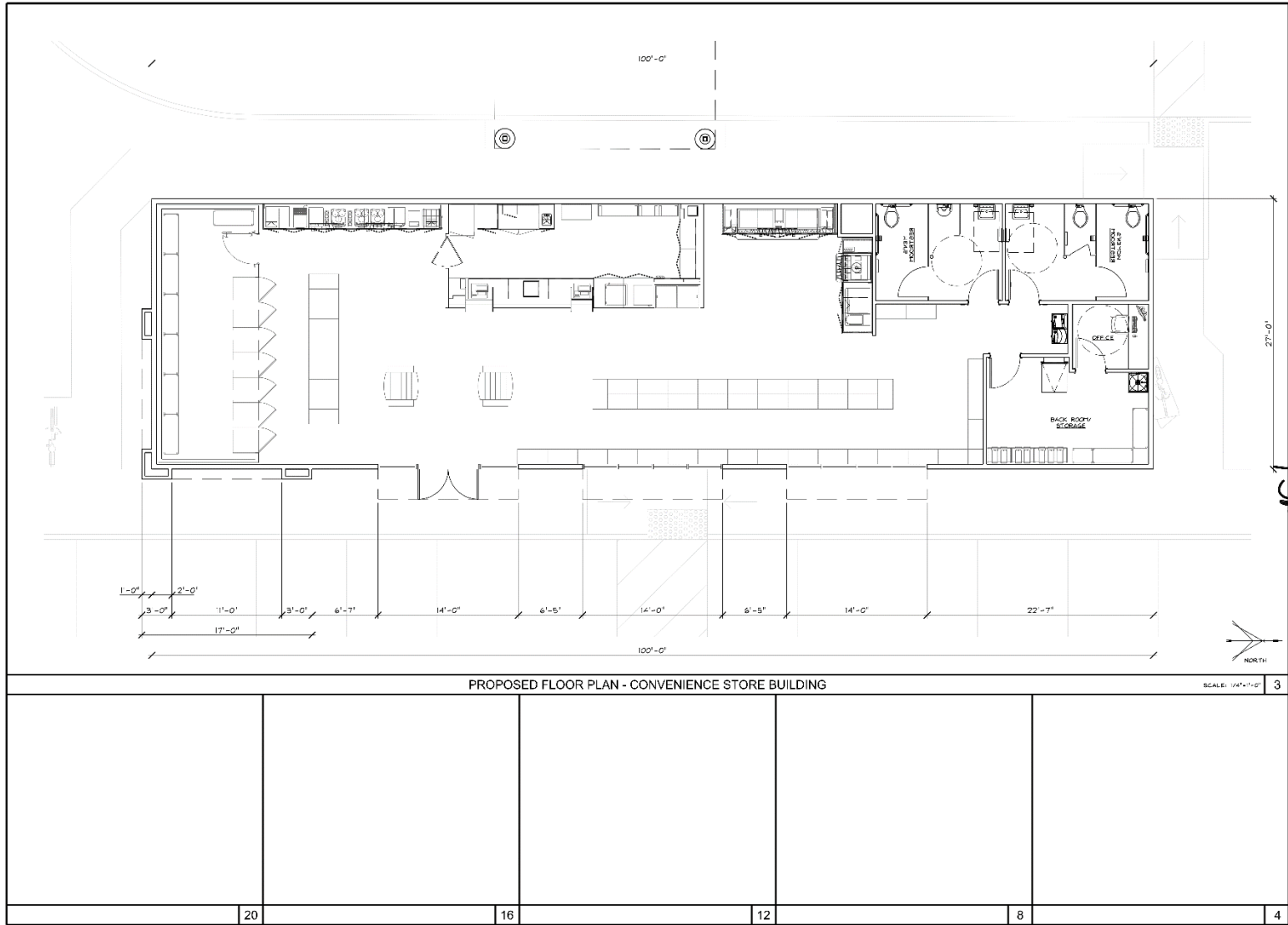
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PROFESSIONAL SEAL
 YARNELLFOUR ARCHITECTS, INC.
 ARCHITECT
 No. 10000
 State of California
 Exp. 12/31/2025

DATE:	1-24-21
REV. DATE:	
PROJECT NO.:	20030
DESIGNER:	NL
CHECKER:	

A201

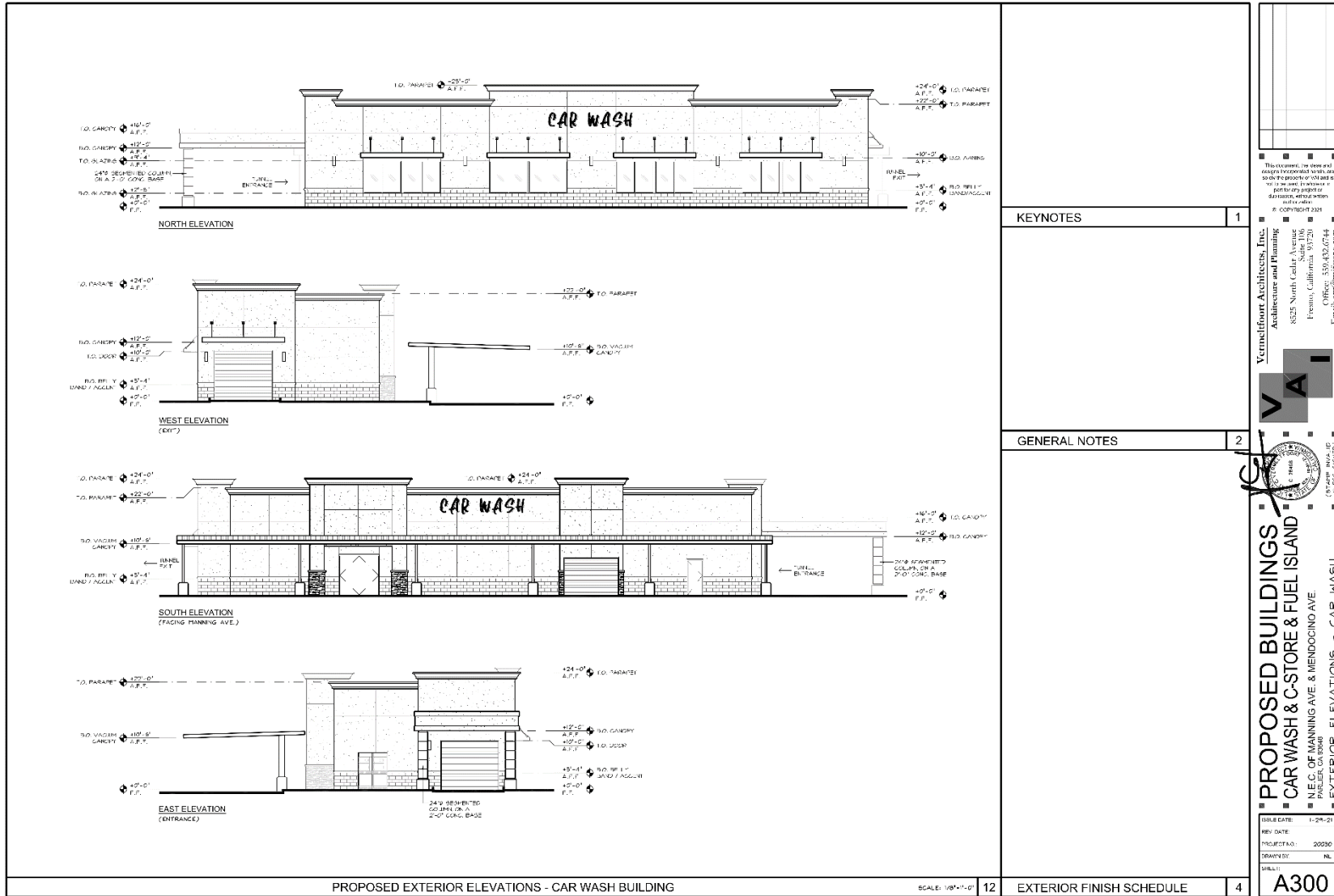
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PROPOSED BUILDINGS
CAR WASH & C-STORE & FUEL ISLAND
N.E.C. OF MANNING AVE. & MENDOCINO AVE.
PACIFIC, CALIFORNIA
FLOOR PLAN - CONVENIENCE STORE

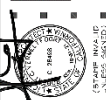
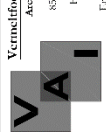
ISSUE DATE: 1-29-21
REV DATE:
PROJECT NO.: 20030
DRAWN BY: HL
SHEET: A202



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PROPOSED BUILDINGS - CAR WASH & C-STORE & FUEL ISLAND

N.E.C. OF MANNING AVE. & MENDOCINO AVE.

EXTERIOR ELEVATIONS - CAR WASH

ISSUE DATE: 1-29-21
REV DATE:
PROJECT NO.: 20030
DRAWN BY: HL
SHEET:

EXHIBIT “B” TO RESOLUTION NO. 2021-57
CONDITIONS OF APPROVAL
MG STAR, LLC COMMERCIAL DEVELOPMENT
APNs 355-510-12 & 14

As may be used herein, the words “owner,” “operator”, and “applicant” shall be interchangeable, excepting when the word is indicated in ***bold italics***. In that event, the condition of approval is specific to the entity named.

Conditional Use Permit

1. Approval of this conditional use permit plan shall be valid for a period not to exceed two (2) years from the date of approval unless the approved use has commenced, or if, in the estimation of the Community Development Director, necessary improvements are being pursued that are requisite to operation. The owner may request an extension of up to one (1) additional year via written request to the Community Development Director submitted not less than thirty (30) days prior to expiration of the conditional use permit approval. The pending expiration shall be tolled until such time as the City Council acts on the request for extension.
2. Approval of this conditional use permit is contingent upon completion of the second reading and adoption of Ordinance Nos. 2021-04 and 2021-05. No activities may be undertaken until the operative date of those ordinances.
3. Each business operator shall acquire and maintain a City of Parlier Business license, including payment of applicable business license fees, prior to commencing operation.
4. The contractor and any subcontractor(s) shall acquire a City of Parlier business license, including payment of any applicable business license fees, prior to commencing construction.
5. Hours of operation, except for fueling, may occur between 5:00 AM and 1:00 AM up to seven days per week. Delivery services shall also occur during these hours. Fueling may occur at any hour.
6. The applicant is authorized to operate a convenience market that may sell alcoholic beverages subject to acquisition and maintenance of an appropriate license or licenses from the California Department of Alcoholic Beverage Control.
7. The City will monitor the operation for violations of conditions of approval. Penalty for violation may include but is not limited to warnings, fines, and/or permit revocation.

Site

General

8. Development of the project site shall be in substantial conformance with the Site Planset dated January 29, 2021 as attached hereto and incorporated herein. The City Planner shall determine the extent to which incremental or minor changes to the site plan, accompanying materials, and/or the operational statement meet this requirement.

9. All above-ground features including but not limited to lighting, fire hydrants, postal boxes, electrical and related boxes, and backflow devices shall be installed outside of the public-right-of-way. All on-site utilities shall be installed underground.
10. The site plan shall be revised to include location(s) of and distances to existing proximal offsite structures, dimensions of existing and proposed features, utilities, and other improvements and a final
11. Development and operation shall comply with all applicable provisions of the City of Parlier General Plan and the Parlier Municipal Code (PMC), including but not limited to: potable water protection regulations (Chapter 13.30), business licensing requirements (Title 5), and Building Code Standards (Title 15); the Subdivision Ordinance (Title 16); the regulations of the applicable zone district(s) and other relevant portions of the Zoning Ordinance (Title 18); and the City of Parlier Standard Specifications and Standard Drawings, unless exceptions therefrom are approved by the City Engineer.
12. Use of the site shall conform to all applicable City requirements for the C-5 General Commercial Zone District.
13. All exterior lights shall be shielded or otherwise oriented to prevent disturbance to surrounding or neighboring properties or traffic on abutting rights-of-way.
14. Construction drawings (building and improvement Plans; site, grading, irrigation, and landscaping) shall be submitted to the Community Development Department for review and approval. A building permit shall be acquired prior to start of any construction activities.
15. Prior to issuance of a certificate of occupancy, all relevant conditions of approval shall be verified as complete by the Community Development Department, and any and all outstanding fees shall have been paid. Any discrepancy or difference in interpretation of the conditions between the applicant and the Community Development Department shall be subject to review and determination by the City Council.
16. All above-ground features including but not limited to lighting, fire hydrants, postal boxes, electrical and related boxes, and backflow devices shall be installed outside of the public-right-of-way and shall be screened from public view as appropriate. All utilities shall be installed underground.
17. Hours of construction shall be limited to 6:00 AM to 7:00 PM, Monday through Saturday.
18. Construction debris shall be contained within an on-site trash bin and the project site shall be watered for dust control during construction.
19. The project shall install temporary gravel filters with minimum one- (1-) inch base rock at each construction entrance, extending across the entire entrance and a minimum of fifty-five (55) feet into the site.

20. Any non-structural fencing shall be subject to approval by the Community Development Department consistent with Standard Drawing Nos. M-3 through M-7.
21. Bollards shall be installed consistent with City of Parlier Standard Drawing No. M-8 or as approved by the City Engineer.
22. All signage must be approved pursuant to the standards and guidelines of the Parlier Municipal Code prior to installation.
23. The applicant shall provide a geotechnical report prepared by a CA-licensed civil engineer for the review and approval of the City Engineer.
24. The applicant shall provide a landscaping and irrigation plan for the review and approval of the City Engineer. Landscaping shall be drought-tolerant, and the irrigation system shall be low-water-consumption, shall contain only drip or micro-spray irrigation, and shall comply with Gov. Code Section 65591, *et seq.*, the Water Conservation in Landscaping Act.
25. The applicant shall provide a lighting plan for the review and approval of the City Engineer. All exterior lights shall be shielded or otherwise oriented to prevent disturbance to surrounding or neighboring properties or traffic on abutting rights-of-way.
26. The **owner** shall comply with the provisions of Resolution No. 2019-12 regarding installation of video cameras for use by the Parlier Police Department.
27. Connection points for water and wastewater shall be determined by the City Engineer. Connections shall be made in accordance with City of Parlier standards and shall be coordinated with the Director of Public Utilities.
28. The applicant shall comply with the City of Parlier Cross-Connection Control Regulations contained within PMC Section 13.30.
29. The applicant shall consult with and shall comply with the requirements of the Fresno County Fire Protection District/CAL FIRE, including but not limited to requirements related to sprinklers, fire hydrants, and fire access.
30. The applicant shall consult with and shall comply with the requirements of the San Joaquin Valley Air Pollution Control District, including but not limited to compliance with Regulation VIII (Fugitive PM₁₀ Prohibitions) and Rule 9510 (Indirect Source Review).
31. The applicant shall coordinate with Mid Valley Disposal to establish necessary solid waste procedures. This shall include, but not be limited to types and locations of enclosures, collection days, and frequency of collection.
32. The applicant shall comply with all relevant components of the California Building Code and associated trade codes, including but not limited to issues related to restroom facilities, building occupancy limits, and fire prevention and safety.

33. The owner/operator of the facility shall be responsible for the ongoing and long-term maintenance of required improvements and landscaping. As required by CA Streets and Highways Code Sections 5600-5630, this shall include curb, and gutter, and planter strip.
34. The developer shall comply with Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.98, 21083.2, and 21084.1 and related statutes regarding regulation of cultural and historical resources that may be discovered on the site.
35. The development shall at all times respect existing or new easements by, for, and between all private and public entities, including but not limited to the City of Parlier and the Consolidated Irrigation District.
36. It shall be the responsibility of the owner/developer to grant and/ or acquire easements as necessary for the installation and maintenance of private utilities, including but not limited to electricity, gas, telephone, and cable television.
37. The owner shall provide evidence to the City that there exists a perpetual mechanism for cross access such that vehicles have ingress and egress to and from the each of the three existing parcels within the site. If in the future the three parcels are merged, this condition shall become null and void until such time as re-subdivision occurs.
38. Pacific Gas & Electric (PG&E) plans shall be submitted to the City Engineer for review and approval. Timing of construction shall be coordinated so that no street surface need be reopened.
39. Parking. Spaces shall be provided in perpetuity unless subject to revision of the approved conditional use permit.
 - a. Convenience Store. The site plan proposes 15 parking spaces, of which 1 is a van-accessible spaces.
 - b. Car wash. The site plan proposes 22 vacuum spaces, of which 1 is a van-accessible space.
40. The project shall install permanent pavement for circulation and parking purposes as indicated on the site plan (i.e., in all locations intended for parking circulation, site access, and loading). All vehicular circulation areas shall be a minimum of twenty (20) feet in width, with appropriate corner cut-offs as needed to accommodate vehicle turning movements. Paved areas shall comprise a minimum pavement section consistent with City of Parlier Standard Drawing No. ST-3 (2" A.C./4" Agg. Base), unless the geotechnical investigation indicates a heavier pavement section is necessary. For purposes of meeting slope requirements, and upon the approval of the City Engineer, surfacing for parking and movement areas (particularly those for ADA parking) may instead use Portland cement concrete.
41. The project shall install pavement as needed to provide a connection to the existing development to the east at the northwestern corner of APN 355-510-19/southwestern corner of APN 355-510-16 (Adjusted Parcels B & D, respectively, of Lot Line Adjustment

No. 2017-01, recorded in Document No. 2018-0024653, Official Records of Fresno County). The applicant shall coordinate with the owners of those properties to remove the wood barrier, thus providing connectivity between the sites.

42. All onsite improvements (sidewalk, curb, plantings, etc.) shall comply with their respective Standard Drawings or at the discretion of the City Engineer.

Grading

43. A grading permit is required prior to starting excavation.
44. The grading plan shall conform to the most current California Building Code.
45. A note shall be placed on the grading plan allowing the project Civil Engineer to certify, upon completion of lot grading, that all lots are graded in accordance with the approved grading plan. This must be signed on the as-built drawing submittal.
46. Block wall fence structures used for retaining walls shall be designed as a retaining wall. The top of all block wall fences shall be a minimum of six (6) feet above the lot-side elevation or the street-side elevation, whichever is higher.
47. A Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) are required prior to issuance of a grading permit. The WDID# shall be added to the plans prior to approval.
48. The grading plan shall identify all finish elevations for the site and exterior boundaries.
49. Grade separations between the project site and adjacent land that exceeds twelve (12) inches shall require a concrete retaining wall. For grade separations of twelve (12) inches or less, a special wood retaining wall constructed with pressure treated 3"x12" lumber may be constructed in lieu of concrete. Stamped retaining wall calculations will be required to be submitted and approved by the City Engineer.

Water System Improvements

50. Any existing domestic or irrigation wells located within the project area and/or affected public right-of-way shall be abandoned consistent with City, County, and State requirements for abandoned wells.
51. The improvement plans shall include the location of existing water mains, valves, and valve boxes located in adjacent streets that the proposed water system is to be connected to.
52. Fire hydrants shall be spaced not to exceed 300 feet on center and shall be individually valved between the hydrant and the remaining system.
53. Fire flow conditions are subject to review and approval by the Fresno County Fire Protection District/CAL FIRE.

54. A meter, meter box, and service shall be installed to each lot of as determined by the City Engineer. Applicant shall obtain meter type, size and service requirements from the Public Works Department and/or the City Engineer. The construction of the water service with meter shall be installed per Standard Drawing No. W-1 and Specifications.
55. No water services are allowed within drive approaches.
56. An air release valve consistent with Standard Drawing No. W-15 Alt. 1 shall be installed at all high points in the water main system that may cause an air trap.
57. The development shall comply with City of Parlier's Automated Water Meter Reading System. This will include conducting a propagation study and furnishing and installing necessary towers, radios, computer interface, automated meters for each service, and all accessories or appurtenances required to make a complete and operational meter reading system.
58. To ensure proper spacing between underground facilities and allow for unimpeded placement of brass cap monuments in the road surfaces at the intersections of the streets, the location of water mains shall conform to Standard Drawing No. M-1.
59. The project shall be served by the 6-inch water mains stubbed from the north or as determined by the City Engineer. Connections shall be made in accordance with City of Parlier standards and shall be consistent with the utilities plans approved by the City Engineer.

Wastewater System Improvements

60. The project shall connect to the City's wastewater system as determined by the City Engineer. This may be accommodated by: connection to the existing 6-inch sewer line located at the northwest corner of APN 355-510-16 (Adjusted Parcel D of Lot Line Adjustment No. 2017-01, recorded in Document No. 2018-0024653, Official Records of Fresno County); connection to the existing 8-inch sewer main in the south side of E> Manning Avenue; or other agreeable connection. The applicant shall acquire any necessary easement through the property in order to accommodate construction.
61. The sewer system improvements are to include sewer pipelines, manholes, and sewer laterals and must be constructed in accordance with the requirements of the City of Parlier Standard Drawings and Specifications. Manhole spacing for the sewer pipe shall not exceed 400 feet.
62. No sewer laterals are allowed within driveways.
63. To ensure proper spacing between underground facilities and allow for unimpeded placement of brass cap monuments in the road surfaces at the intersections of the streets, the location of sewer mains shall conform to Standard Drawing No. M-1.

Storm Drainage System Improvements

64. The project must comply with the state's small MS4 permit and the National Pollutant Discharge Elimination System (NPDES).
65. The project site shall be served by the regional basin located on the north side of Tuolumne Street.
66. The applicant shall provide calculations indicating the necessary capacity to accommodate this project, along with appropriate design drawings for basin excavation and/or water conveyance, which may include surface and/or subsurface drainage, to the City Engineer for review and approval.
67. The project shall surface drain to E. Manning Avenue. The applicant shall provide calculations for gutter inlet capacity at the northeast corner of E. Manning Avenue and S. Mendocino Avenue and at the southeast corner of S. Mendocino Avenue and Tuolumne Street. If site drainage cannot be accommodated by those inlet, the applicant shall provide an alternative mechanism for site drainage for the consideration of the City Engineer.
68. Storm drain facilities shall be designed to adequately contain two, ten-day, fifty-year storms, back to back, with a minimum 2-foot freeboard. The design criteria for sizing the lagoon shall be as follows:

Volume of lagoon = AF = CIA, where

AF = Acre Feet of storage below freeboard
 C = Coefficient of run-off
 I = Rainfall Intensity (I=0.5 feet)
 A = Total area of runoff in Acres

<u>Land Use</u>	<u>Run-Off Coefficient</u>
Commercial	0.80

69. Within the fenced basin area, provide a 10-foot service and equipment roadway, and basin slope banks shall not exceed a 3:1 slope. Facilities for the handling of surface drainage water as it makes its way to the planned storm drainage basin must be shown in the improvement plans.
70. Valley gutter construction shall be consistent with City of Parlier Standard Drawing No. ST-9 unless an alternate design is approved by the City Engineer.
71. Underdrain pipe, if applicable, shall be consistent with City of Parlier Standard Drawing No. D-6.

Streets

72. Comprehensive construction traffic control plans shall be submitted to the city Engineer for review and approval prior to the issuance of a building permit. The Plans shall include the use of proper lane closure procedures such as flagger stations, signage, cones, and other warning devices.

73. Any work within the City of Parlier public right-of-way shall require an encroachment permit.
74. Applicant shall provide accessible paths of travel to the public right-of-way. An accessible path of travel must be provided across all driveways.
75. All concrete work, including curbs, gutters, valley gutters, sidewalks, drive approaches, corner ramps, and other concrete features shall be six (6) sack concrete per cubic yard.
76. Any broken, damaged, or substandard sidewalk, curb, gutter, or pavement along the project frontages, or any of the above damaged during construction wherever located, shall be removed and replaced as directed by the City Engineer consistent with Standard Drawing No. ST-12.
77. Drive approaches, as necessary, shall be installed consistent with Standard Drawing No. ST-16. Not more than 40 percent of any parcel frontage may be devoted to drive approaches.
78. The applicant shall install all signage, including stop signs and others designated by the City for street names and traffic control. All signs shall meet the requirements of the Parlier Municipal Code and shall conform to their respective City Standard Drawings.

Fees

79. Owner shall be responsible for payment of any and all outstanding planning, building, plan check, and engineering fees prior to occupancy.
80. Concurrently with submission of improvement and/or building plans, the applicant shall deposit with the City of Parlier funds in an amount estimated by the City Engineer and/or Building Official, respectively, to be sufficient to offset costs to the City for review of such plans. In the event that such funds are not sufficient to cover costs to the City, the City Engineer and/or Building Official, as appropriate, shall contact the applicant to request additional funds, which the applicant shall then deposit with the City.
81. The applicant shall pay to the City of Parlier development impact fees consistent with the City's current Development Impact Fee Schedule (May 2014). Fees are due in full prior to issuance of the certificate of occupancy.

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CITY OF PARLIER MG STAR, LLC DEVELOPMENT IMPACT FEES				
Fee	Unit Type	Units	Fee per Unit	TOTAL
City Management and General Services	AC	1.44	\$319.53	\$460.12
Public Safety	AC	1.44	\$319.53	\$460.12
Storm Drainage	AC	1.44	\$5,591.79	\$8,052.18
Wastewater Treatment ¹	EDU	1	\$1,834.11	\$1,834.11
Domestic Water ¹	EDU	1	\$2,156.84	\$2,156.84
Fire Flow ¹	EDU	1	\$1,078.40	\$1,078.40
City Parks ¹	EDU	1	\$559.18	\$559.18
Water Hook-up ²	EDU	6.59	\$400.19	\$2,637.25
Sewer Hook-up ²	EDU	6.59	\$615.65	\$4,057.13
Total				\$21,295.34
¹ EDUs based on 6 employees per shift, or 1/3 of total employees (rounded down) per the operational statement dated February 2021. Part-time employees counted as 0.5 full-time employees (16 FT + (6 PT * 0.5) = 19/3 = 6.333...)				
² Water and Sewer Hook-up charge EDUs valued at 1,200 SF (7,905 SF/1,200 = 6.59 EDU)				

82. The applicant shall pay a fair share of the cost of improvements identified in Table 9-1 of the *Eastside Transportation Corridor Improvement Study* for the intersection of E. Manning Avenue and S. Mendocino Avenue in the amount of 3% of the estimated cost or approximately \$6,420.
83. The applicant shall be responsible for payment of fees to the Parlier Unified School District and shall provide the City with evidence of payment, or evidence of the District's determination that no payment is required, prior to issuance of a certificate of occupancy.
84. The applicant shall be responsible for payment of Fresno County Regional Transportation Mitigation Fees and Fresno County Public Facilities Impact Fees and shall provide the City with evidence of payment, or evidence of the County's determination that no payment is required, prior to issuance of a certificate of occupancy.

Indemnification

85. Approval of this project is for the benefit of the applicant. The submittal of applications for this project was a voluntary act on the part of the applicant. The applicant shall agree to

indemnify, hold harmless, and defend the City of Parlier and its agents, officers, consultants, independent contractors, and employees (collectively, "City") from any and all claims, actions, or proceedings against the City to attack, set aside, void, or annul and approval by the City concerning the project, and for any and all costs, attorney's fees, and damages arising therefrom (collectively "Claim"). The City shall promptly notify the applicant of any Claim and if the City fails to cooperate fully in the defense, the applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City.

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