

AGENDA ITEM: 10
MEETING DATE: February 16, 2023
DEPARTMENT: Planning

REPORT TO CITY COUNCIL

SUBJECT:

City Council to Consider Adoption of Mitigated Negative Declaration and Approval of Revised Conditional Use Permit for Prodigy Square Commercial Development

RECOMMENDATION:

Staff recommends that the City Council adopts a Mitigated Negative Declaration and approves the Conditional Use Permit for the project.

BACKGROUND:

Applicant/Owner: Shogy Saleh (S & H Group, LLC)
Location: APNs 358-390-61, 358-390-62, 358-390-63, and a portion of 358-390-25; southeast corner of E. Manning Avenue and S. Academy Avenue
Site Size: See attached map and photo
General Plan: Approximately 5.66 acres
Zoning: General Commercial
Existing Use: C-5, General Commercial District
Surrounding Uses: Vacant, abandoned home
North – Auto Sales, Single Family Residential, Vacant; C-5
East – Vacant; C-5
South – Agriculture; M-1 (Manufacturing)
West – Vacant; C-5
Street Access: E. Manning Avenue, S. Academy Avenue

On August 19, 2021 the City Council approved several actions including an amendment to the General Plan Land Use Diagram, a zoning text amendment, and a conditional use permit to facilitate development of a gas station and associated uses at the southeast corner of E. Manning Avenue and S. Academy Avenue. The Council also adopted a mitigated negative declaration pursuant to the California Environmental Quality Act (CEQA), determining that with mitigation incorporated to reduce greenhouse gas emissions impacts, the project would have a less than significant effect on the environment. Subsequently, the applicant acquired additional abutting properties and opted to revise the project.

PROPOSAL & DISCUSSION:

The revised project proposes to construct and operate a number of related facilities on approximately 5.66 acres at the southeast corner of E. Manning Avenue and S. Academy Avenue (Fresno County APNs 358-390-61, 358-390-62, 358-390-63, and a portion of 358-390-25). Development would include:

- Two-story building containing a 4,900-SF mini-mart/Quick Serve Restaurant and 2,400-SF of office space
- 3,142-SF automobile fuel canopy with 12 gasoline pumps
- 1,590-SF truck fuel canopy with 4 diesel pumps
- 3,750-SF commercial building associated with the trucking area of the development
- 2,331-SF drive thru carwash
- 4,864-SF vacuum canopy area
- 1,130-SF Restaurant with drive thru
- 4,904-SF undefined retail space with drive thru

Convenience stores/markets (including alcohol sales), drive-thru restaurants, and service stations are conditionally allowed within the C-5 zone district.

FINDINGS:

Conditional Use Permit

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 project would result in the construction of a commercial development on approximately 5.66 acres of land, including several proposed uses. The development would contain ample parking space, circulation, loading, and other operational aspects. Site improvements will provide for an aesthetic, safe, and secure development and will serve to adjust the development to 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.

The site has access to E. Manning Avenue and S. Academy Avenue. Both Manning Avenue and Academy Avenue are four lane arterial streets, designed to connect areas of major traffic. These two arterial streets will be able to accommodate increased levels of traffic generated by the project.

3. The proposed use will have no adverse effect on abutting property or 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 are otherwise required in order to prevent undue effects of the operation from damaging the public health, safety, and welfare.

Environmental

An initial study was previously prepared and adopted for an earlier version of this project. Since the adoption of this initial study, the applicant changed the project to a degree that necessitated the preparation of a new initial study for the current version of the project. The only potentially significant impact identified within the initial study related to the generation of greenhouse gases. Greenhouse gas emissions were estimated using the CalEEMod air quality and greenhouse gas modeling software. Through annual operational activities, the project would emit 1,207.4065 Metric Tons of Carbon Dioxide over the applicable threshold for greenhouse gases. This exceedance of the applicable greenhouse gas threshold, and resulting significant impact, can be mitigated to a less than significant level through a combination of the following mitigation measures:

- **GHG-1 – No Natural Gas:** The Project shall be designed and constructed without natural gas infrastructure.
- **GHG-2 – Electric Vehicle Ready:** The Project shall meet the current CalGreen Tier 2 standards, except all Electric Vehicle capable spaces shall instead be Electric Vehicle ready.
- **GHG-3 – GHG Credits for Cooking Equipment:** Prior to issuance of final inspection of the Project, the developer shall demonstrate to the City that the developer has funded project(s) that reduce 157.19 metric tons of CO₂-equivalent greenhouse gas emissions

Based on that analysis, staff made a preliminary determination on January 12, 2022 that adoption of a Mitigated Negative Declaration would be appropriate. The City noticed a CEQA public review period to begin on January 13 and end on February 1, 2023; however, the regular City Council meeting of February 2 was cancelled due to lack of quorum. Accordingly, a new Notice of Intent to adopt the Initial Study/Mitigated Negative Declaration (IS/MND) was filed with the Fresno County Clerk, published in *The Business Journal*, and filed with the State Clearinghouse on January 27, 2023, announcing a public review period of January 27, 2023 through February 15, 2023. The IS/MND was sent to the County of Fresno, Fresno County Fire Protection District/CAL FIRE, the San Joaquin Valley Air Pollution Control District (SJVAPCD), Consolidated Irrigation District, for review and comment. As of this writing, the only comments received are from SJVAPCD in a letter dated February 6, 2023. While the initial statement in the letter is that SJVAPCD concurs that the project does not appear to have a significant effect regarding emissions, staff is reviewing the additional content of the letter to determine whether additional GHG analysis is warranted.

PUBLIC NOTICE:

In addition to the notice of intent filed and published pursuant to CEQA, both the February 2, 2023 and February 16, 2023 City Council public hearings were noticed by publication in the *Business Journal*, individual mailed notices to property owners within 300 feet of the exterior boundary of the project site, and posting at City Hall and on the City's website. One comment was received via email. The commenter was supportive of the project and requested that the City consider installing a signalized intersection on E. Manning Avenue connecting south to E. Progress Drive and that E. Progress Drive be extended west to S. Academy Avenue. While E. Progress Drive is intended to ultimately connect to S. Academy Avenue (i.e., the right-of-way has been dedicated) although not as part of this project, additional signalization of E. Manning Avenue between S. Academy Avenue and S. Mendocino Avenue is not contemplated and would require additional coordination and determinations by the City Council that such an intersection is warranted.

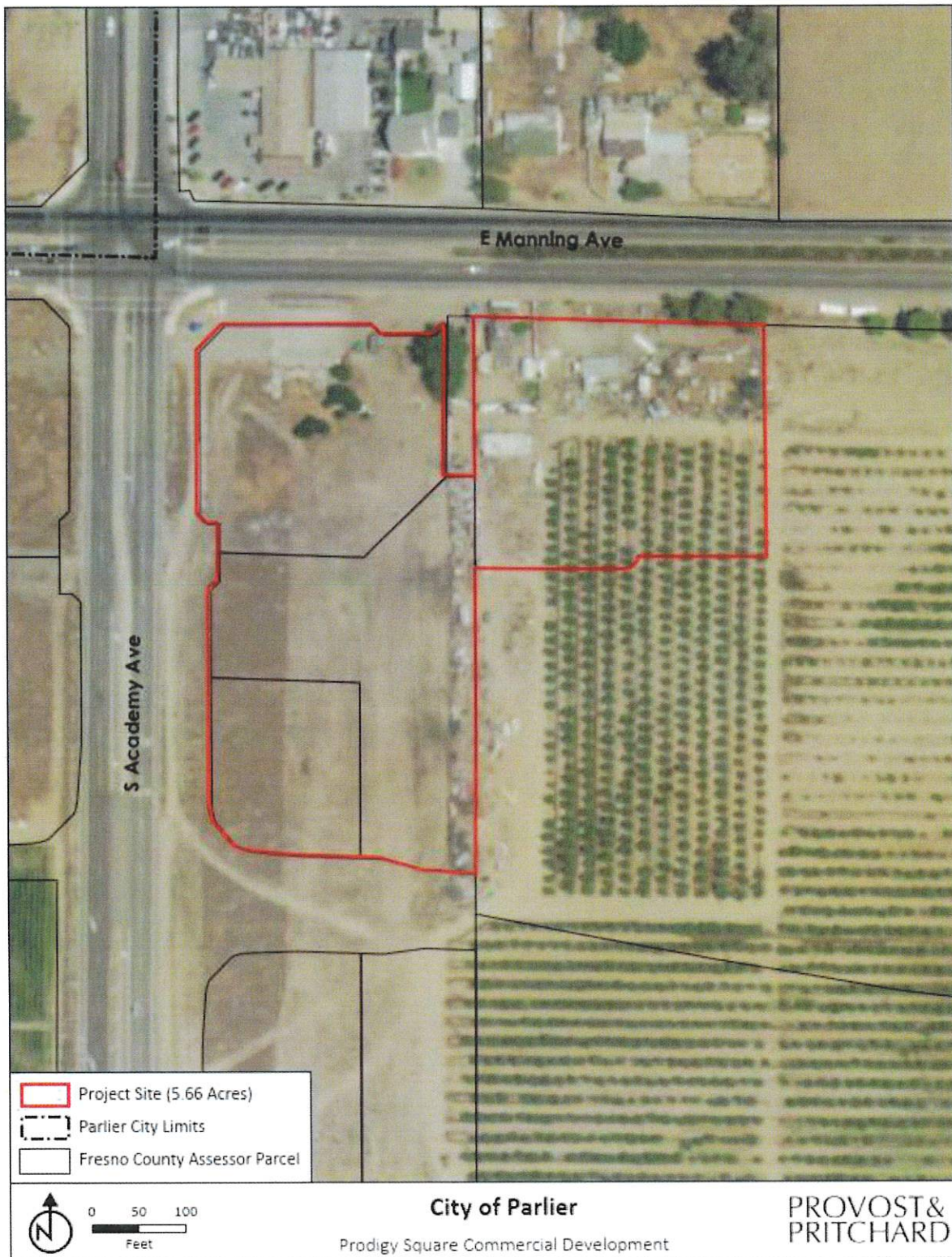
FISCAL IMPACT:

Review and processing of the proposed IS/MND and Conditional Use Permit are paid for by the applicant. Consistent with the provisions of the City's Development Impact Fee program, the project is responsible for payment of development impact fees in the amount of \$73,181. The project will also pay Parlier Unified School District fees and the Fresno County Regional Transportation Mitigation Fee.

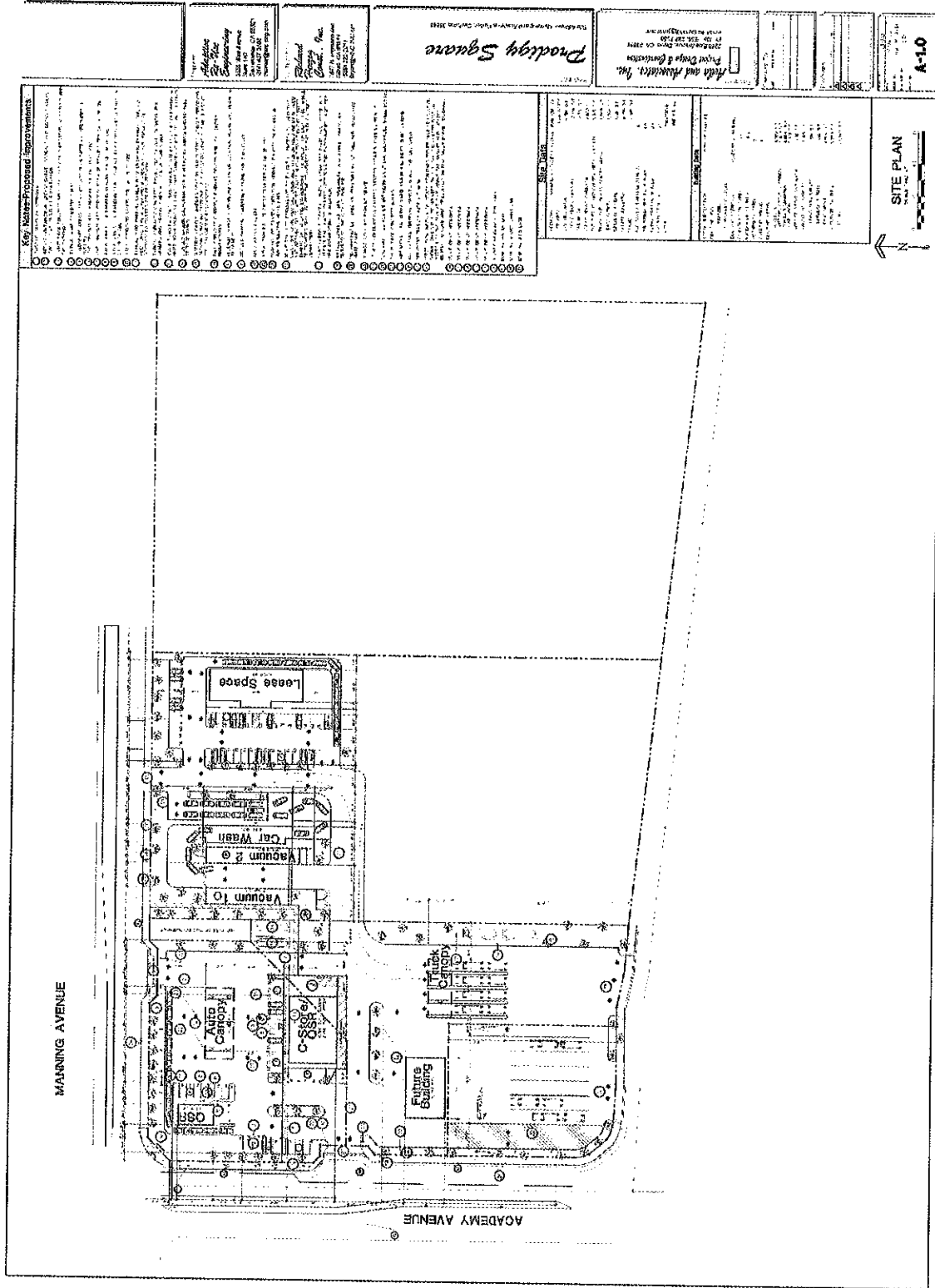
Prepared By:

Wyatt Czesinski
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Attachment 1: Aerial Map



Attachment 2: Site Plan



City of Parlier

Prodigy Square Revised CUP

Draft Initial Study / Mitigated Negative Declaration

January 2023

Prepared for:
City of Parlier
1100 E. Parlier Avenue
Parlier, CA 93648

Report Prepared for:

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Acronyms and Abbreviations

| | |
|----------------------------------|---|
| AB | Assembly Bill |
| ALUCP | Airport Land Use Compatibility Plan |
| APNs | Assessor's Parcel Numbers |
| BPS | Best Performance Standards |
| C ₂ H ₃ Cl | Vinyl Chloride |
| C-5 | General Commercial zone |
| CalEEMod | California Emissions Estimator Model [®] |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CCAA | California Clean Air Act |
| CEQA | California Environmental Quality Act |
| CFCs | Chlorofluorocarbons |
| CGS | California Geologic Survey |
| CH ₄ | Methane |
| City | City of Parlier |
| CO | Carbon Monoxide |
| CO ₂ | Carbon Dioxide |
| County | City of Fresno |
| CUP | Conditional Use Permit |
| dBA | A-weighted decibels |
| DOC | California Department of Conservation |
| DTSC | (California) Department of Toxic Substances Control |
| EIR | Environmental Impact Report |
| EPA | Environmental Protection Agency |
| ERP | Emergency Response Plan |
| FEMA | Federal Emergency Management Agency |
| FIRM | Flood Insurance Rate Maps |
| FMMP | Farmland Mapping and Monitoring Program |
| GCP | General Construction Permit |
| GHG | Greenhouse Gas |
| GIS | Geographic Information System |
| GPA | General Plan Amendment |

| | |
|--------------------------|---|
| HCP | Habitat Conservation Plan |
| HFCs | Hydrofluorocarbons |
| H ₂ S | Hydrogen Sulfide |
| IS | Initial Study |
| IS/MND..... | Initial Study/Mitigated Negative Declaration |
| mgd | million gallons per day |
| MMRP | Mitigation Monitoring and Reporting Program |
| MND..... | mitigated negative declaration |
| MRZ..... | Mineral Resource Zone |
| MTCO _{2e} | metric tons of carbon dioxide equivalent |
| NAAQS..... | National Ambient Air Quality Standards |
| ND | negative declaration |
| NO ₂ | Nitrogen Dioxide |
| NO _x | Nitrogen Oxides |
| N ₂ O | Nitrus Oxides |
| NRCS..... | Natural Resources Conservation Service |
| O ₃ | ozone |
| Pb | lead |
| PFCs..... | Perfluorocarbons |
| 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..... | Prodigy Square Revised CUP |
| QSD | Qualified Sediment Developer |
| QSP | Qualified Sediment Practitioner |
| QSR | Quick Serve Restaurant |
| ROG..... | Reactive Organic Gases |
| SF ₆ | Sulfur Hexafluoride |
| SF | Square Feet |
| SJVAB..... | San Joaquin Valley Air Basin |
| SJVAPCD..... | San Joaquin Valley Air Pollution Control District |
| SO ₂ | Sulfur Dioxide |
| SO ₄ | Sulfates |
| SO _x | Sulfur Oxide |

| | |
|-------------------------|--------------------------------------|
| SRA | State Responsibility Area |
| SWPPP..... | Stormwater Pollution Prevention Plan |
| SWRCB..... | State Water Resources Control Board |
| TAC | Toxic Air Contaminants |
| TPY | Tons Per Year |
| UST | Underground Storage Tank |
| µg/m ³ | micrograms per cubic meter |

Chapter 1 Introduction

The City of Parlier (City) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of the Prodigy Square Revised Conditional Use Permit (CUP) 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 (The City is the CEQA lead agency for this Project).

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

1.1 Regulatory Information

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

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

1.2 Document Format

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

implementation. **Chapter 5 Bibliography** provides sources used throughout the document. The CalEEMod Output Files 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

Prodigy Square Revised CUP

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
559.646.3545

Applicant
Shogy Saleh
559.367.6111

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 proposed site of the Prodigy Square CUP Revisions Project is located on Assessor's Parcel Numbers (APNs) 358-390-61, 358-390-62, 358-390-63, and a portion of 358-390-25.

2.1.5 Latitude and Longitude

The centroid of the Project area, is 36°36'14" N, 119°33'20" W

2.1.6 General Plan Designation

The City has designated the Project site as the Neighborhood Commercial land use. As a part of the Project, a General Plan Amendment (GPA) would be completed, changing the site's land use to General Commercial.

2.1.7 Zoning

The City currently has the Project site zoned C-4 Central Trading. As a part of the Project, the site would be rezoned to C-5 General Commercial.

2.1.8 Description of Project

The Project would develop an approximately 5.66-acre piece of land in the City of Parlier into a commercial development containing a gas station with 12 fuel pumps, a convenience store/Quick Serve Restaurant, and office space, a truck fueling station with four pumps, an overnight truck parking area, a future commercial

building to support the trucking area of the development, a drive thru car wash with a vacuum area, and two restaurants with associated drive thrus. Construction of the Project would involve demolition of an abandoned single family residence, grading, paving, building construction, and painting. Site access during construction would be via 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. Project construction commencement is subject to securing the permits required for the Project.

2.1.8.1 Project Description

The Project proposes to construct and operate a number of related facilities on approximately 5.66 acres at the southeast corner of E. Manning Avenue and Academy Avenue (Fresno County APNs 358-390-61, 358-390-62, 358-390-63, and a portion of 358-390-25. Development would include:

- Two-story building containing a 4,900-SF mini-mart/Quick Serve Restaurant and 2,400-SF of offices
- 3,142-SF automobile fuel canopy with 12 gasoline pumps
- 1,590-SF truck fuel canopy with 4 diesel pumps
- 3,750-SF commercial building associated with the trucking area of the development
- 2,331-SF drive thru carwash
- 4,864-SF vacuum canopy area
- 1,130-SF restaurant with drive thru
- 4,904-SF undefined retail space with drive thru

2.1.9 Site and Surrounding Land Uses and Setting

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 | Auto Sales, Residential, Vacant | General Commercial | C-5 |
| East | Vacant | General Commercial | C-5 |
| South | Agriculture | General Commercial, Light Industrial | C-5, M-1 |
| West | Vacant | General Commercial | C-5 |

See **Figure 2-5** and **Figure 2-6** for the zoning and general plan designations, respectively.

2.1.10 Other Public Agencies Whose Approval May Be Required

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

- San Joaquin Valley Air Pollution Control District (SJVAPCD)

2.1.11 Consultation with California Native American Tribes (AB 52)

Public Resources Code Section 21080.3.1, et seq. (codification of Assembly Bill 52)) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate 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, the City notified the Tribe of the proposed Project on December 2, 2022 and received a certified mail receipt dated December 14, 2022. Tribal representatives responded via email on January 9, 2023 that the Tribe would defer to other tribes that are more local to the Project.

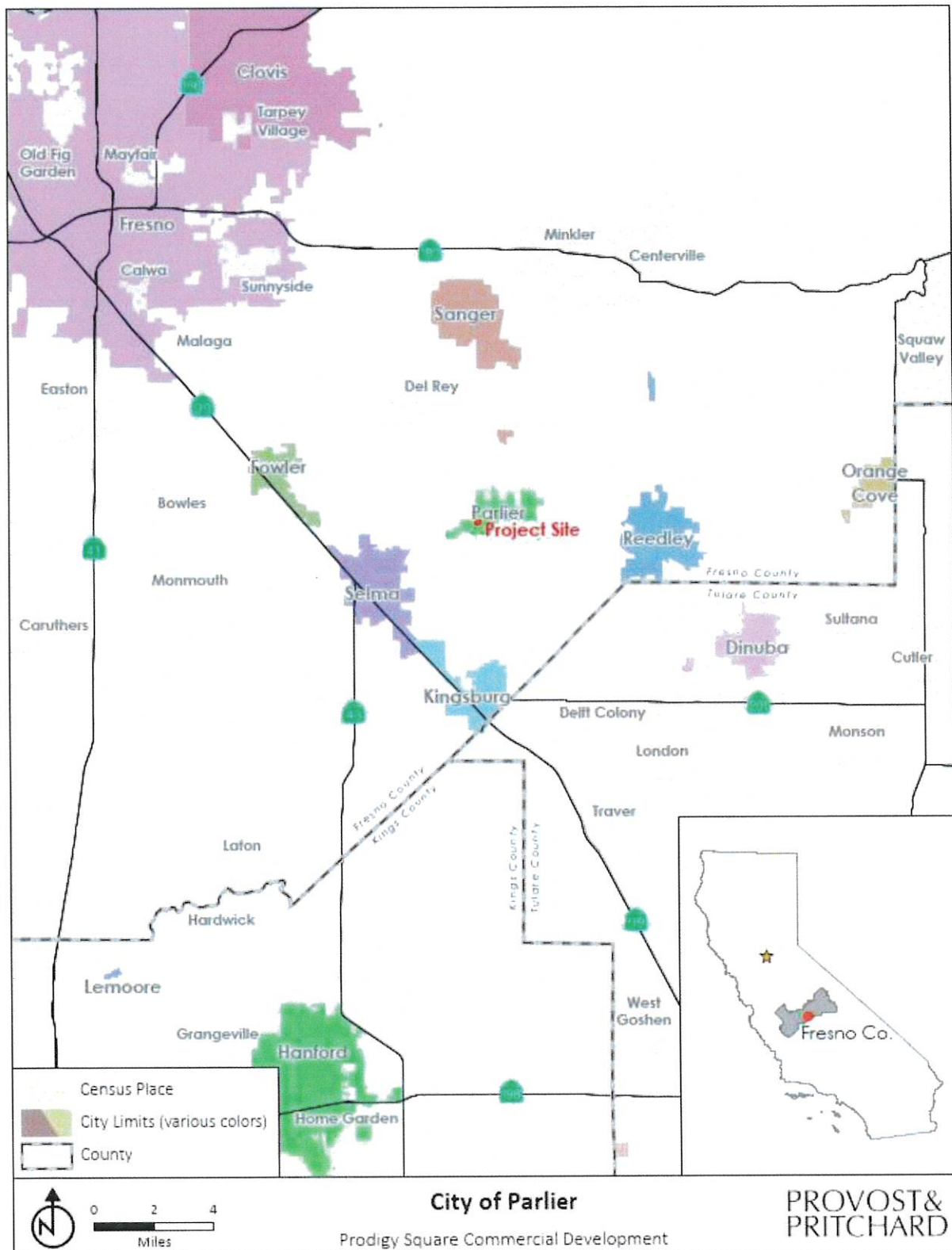


Figure 2-1. Regional Location

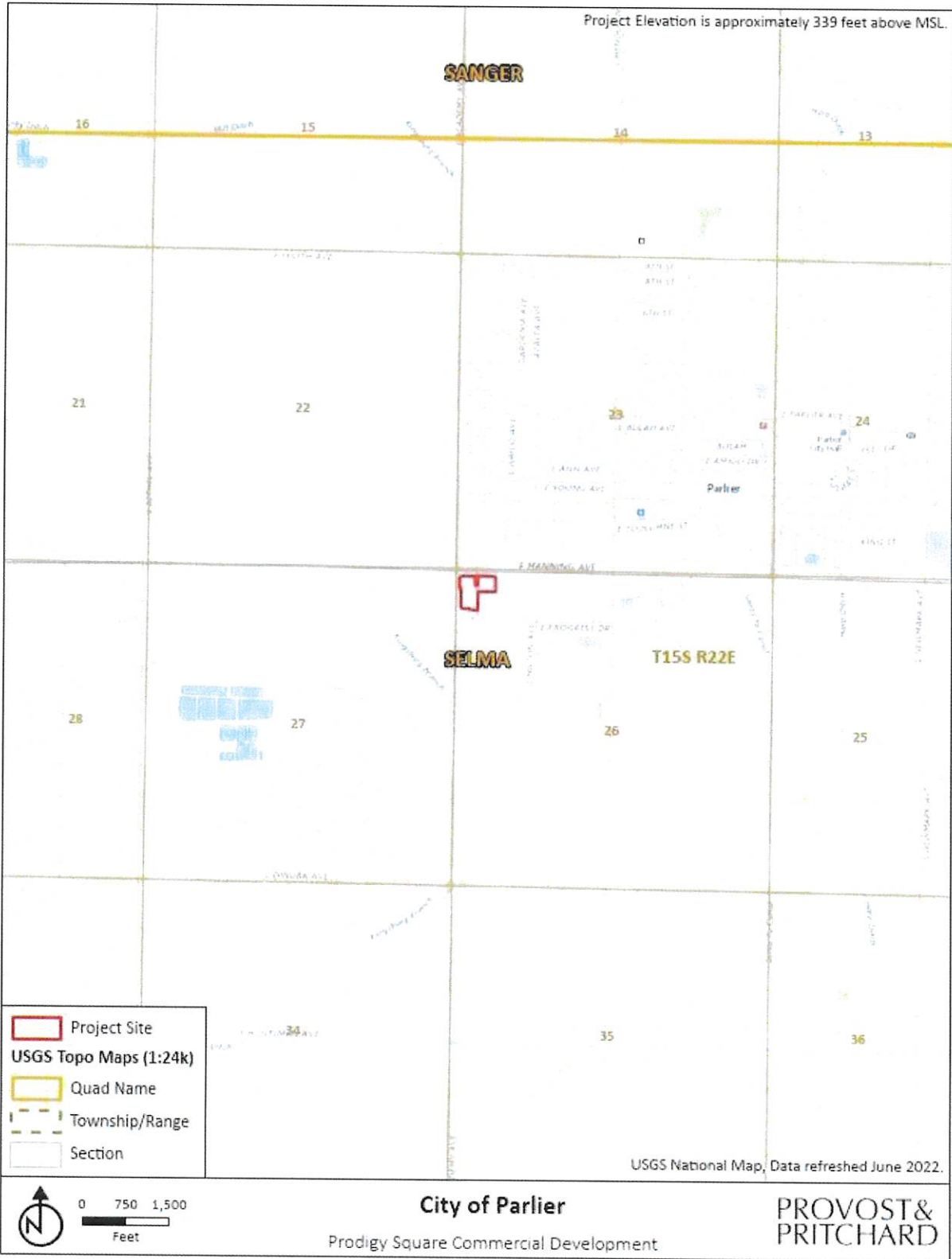


Figure 2-2. Topographic Quadrangle Map



Figure 2-3. Aerial Map

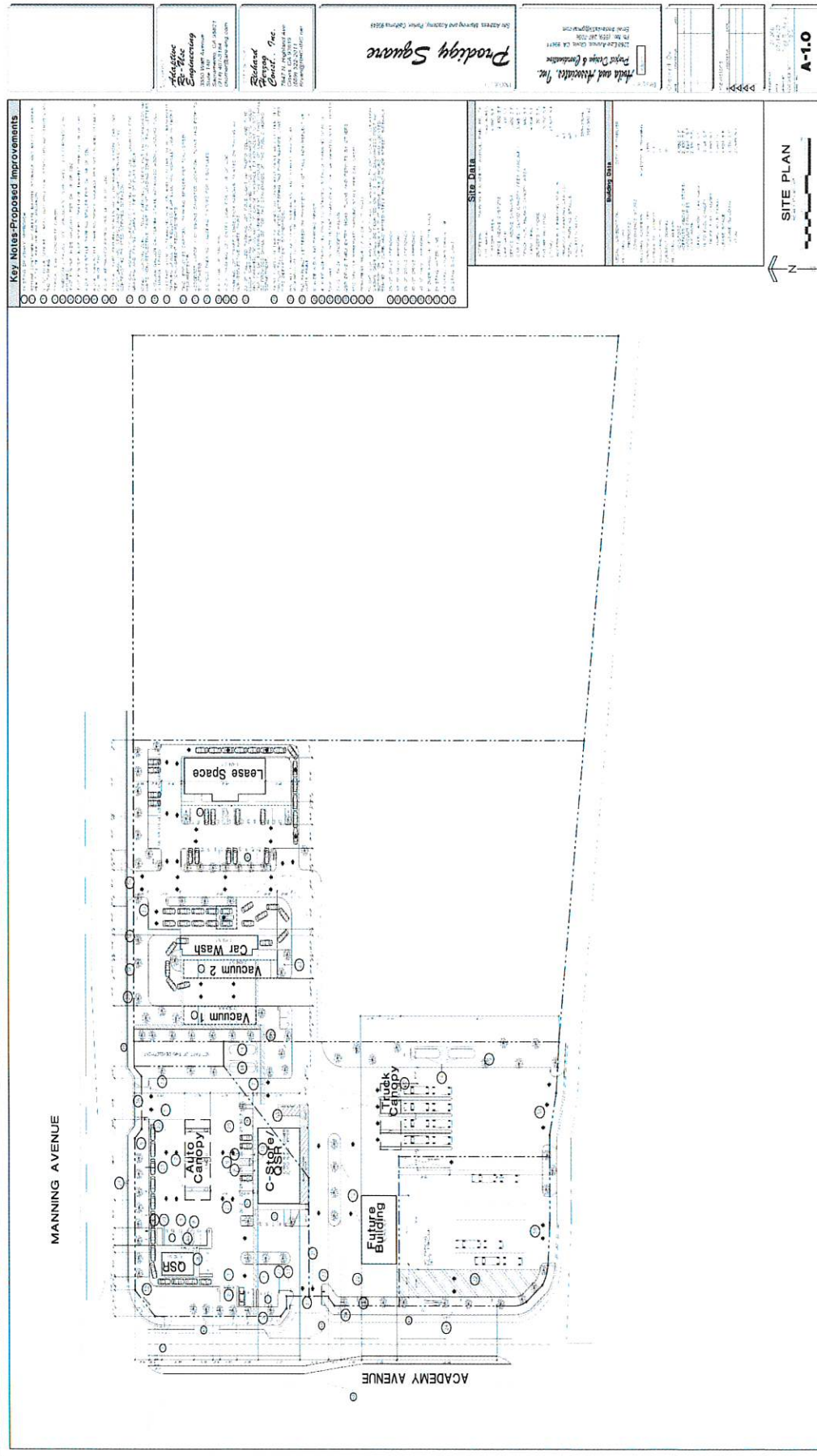


Figure 2-4. Site Plan

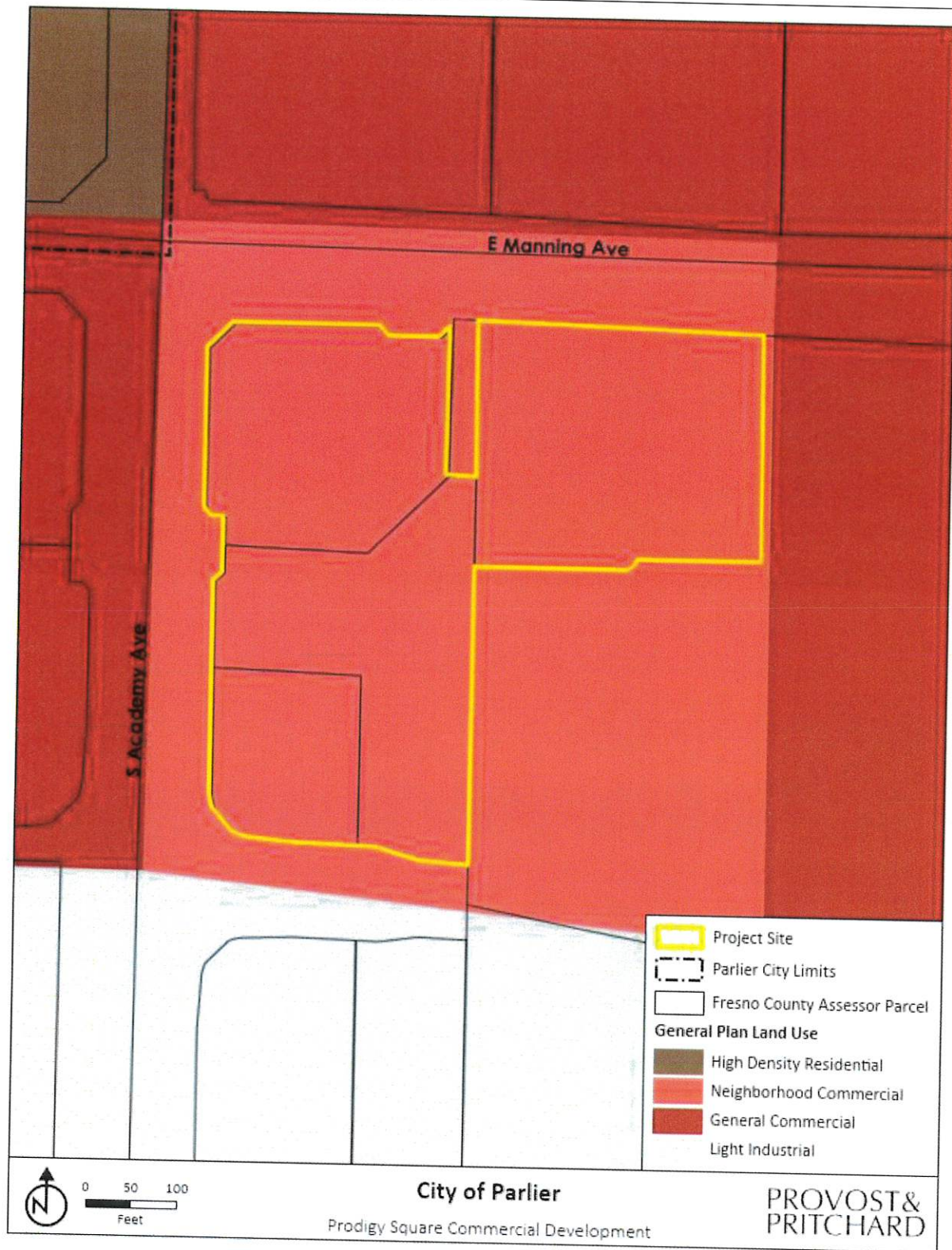


Figure 2-5. General Plan Land Use Designation Map



Figure 2-6. 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 checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input 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 **Mitigation Monitoring and Reporting Program** 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. The Project proposes to develop a vacant parcel on the southeast corner of E. Manning Avenue and S. Academy Avenue. Both are major roadways in Parlier, and as a result experience relatively high levels of traffic compared to other parts of the City.

The visual character in the immediate vicinity of the Project site is urbanized with housing and businesses to the north and east, with undeveloped and agricultural lands to the south and west. The proposed Project site is currently a vacant property 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.

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.

¹ (City of Parlier, 2010)

² (California Department of Transportation, 2018)

³ (United State Fish and Wildlife Service, 2022)

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The mountains are not viewable from the existing Project site. In addition, the Project site is zoned for commercial use and is located in an urbanized area. 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 buildings within a state scenic highway. As mentioned above, the Project would not be located near a scenic highway or river. The Project would develop vacant land in the City of Parlier and would not alter any scenic resources 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 governing scenic quality. The construction and operation of the uses associated with the Project would be appropriate in the C-5 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. Development associated with the Project would introduce new sources of light and potential glare to the area. The Project site is located on E. Manning Avenue, one of the busiest streets in the city, that connects Parlier to State Route 99 to the west and Reedley to the east. Traffic and facilities on E. Manning Avenue would experience many forms of lighting or glare along this street. Moreover, the Project site is located within an urbanized area of Parlier where lights and potential glare is to be expected in order for facilities in residential and commercial areas to be able to operate. 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

3.3.1 Environmental Setting and Baseline Conditions

The Project site is located in the southwest section of the City of Parlier, within the city limits. The site is comprised of vacant land that has been planned and zoned for commercial uses. A portion of the Project site has been designated as Unique Farmland and Farmland of Statewide Importance.⁴ The Project site is not considered to be, nor is it located near any lands that are designated as a forest or timberland according to the California Department of Fish and Wildlife⁵ and the United States Forest Service.⁶

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 (DOC'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 Conservation, 2022)

⁵ (California Department of Fish and Wildlife, 2022)

⁶ (United States Forest Service, 2022)

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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 below:

- **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 five miles of the Project site that are designated as Williamson Act properties. Williamson Act program lands are subject to contracts between landowners and local governments to specify lands for agricultural or open space use over a length of time. The agreement limits land use to compatible, non-urban uses for the length of the contract, and landowners receive property tax assessments that are much lower because they agree to use the space for those compatible uses. While the Project site is not subject to a Williamson Act contract, surrounding areas in unincorporated Fresno County are zoned for agricultural and open space use resulting in many Williamson Act properties.

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?

Less than Significant Impact. The Project would convert Unique Farmland and Farmland of Statewide Importance, identified by the to the Farmland Mapping and Monitoring Program, to a non-agricultural use. The City of Parlier General Plan Environmental Impact Report lists five possible mitigation options for the conversion of Prime Farmland; however, these mitigation options are no longer valid as a result of recent case law. The General Plan provides that land intended for continued agricultural production continue to be designated as agriculture, while allowing for land needed for urban use to be designated for such use. The Project site is currently designated for Neighborhood Commercial development. The Project represents the logical and efficient growth of urban uses into Unique Farmland and Farmland of Statewide Importance where such land is contiguous with existing urban development and infrastructure. Therefore, there impacts would be less than significant.

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

No Impact. The Project would not conflict with any zoning for agricultural use or a Williamson Act contract. The Project site is planned and zoned for commercial use and is not under 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 Project would not be in conflict with existing zoning that would cause the rezoning of forest land, timberland, or land zoned for timberland production. As mentioned above, the Project has not been designated as a forest or timberland. The site is planned and zoned for commercial development. 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. As previously mentioned, the Project has not been identified as either a forest or timberland and thus there would be no potential for loss or conversion of either. 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?

Less than Significant Impact. The Project would result in the conversion of farmland to non-agricultural, however, due to the reasons expressed earlier in this section, the conversion of this land to a non-agricultural use is not considered significant. Additionally, the Project would not result in the conversion of any forest or timberland to another use. Therefore, impacts would be less than significant.

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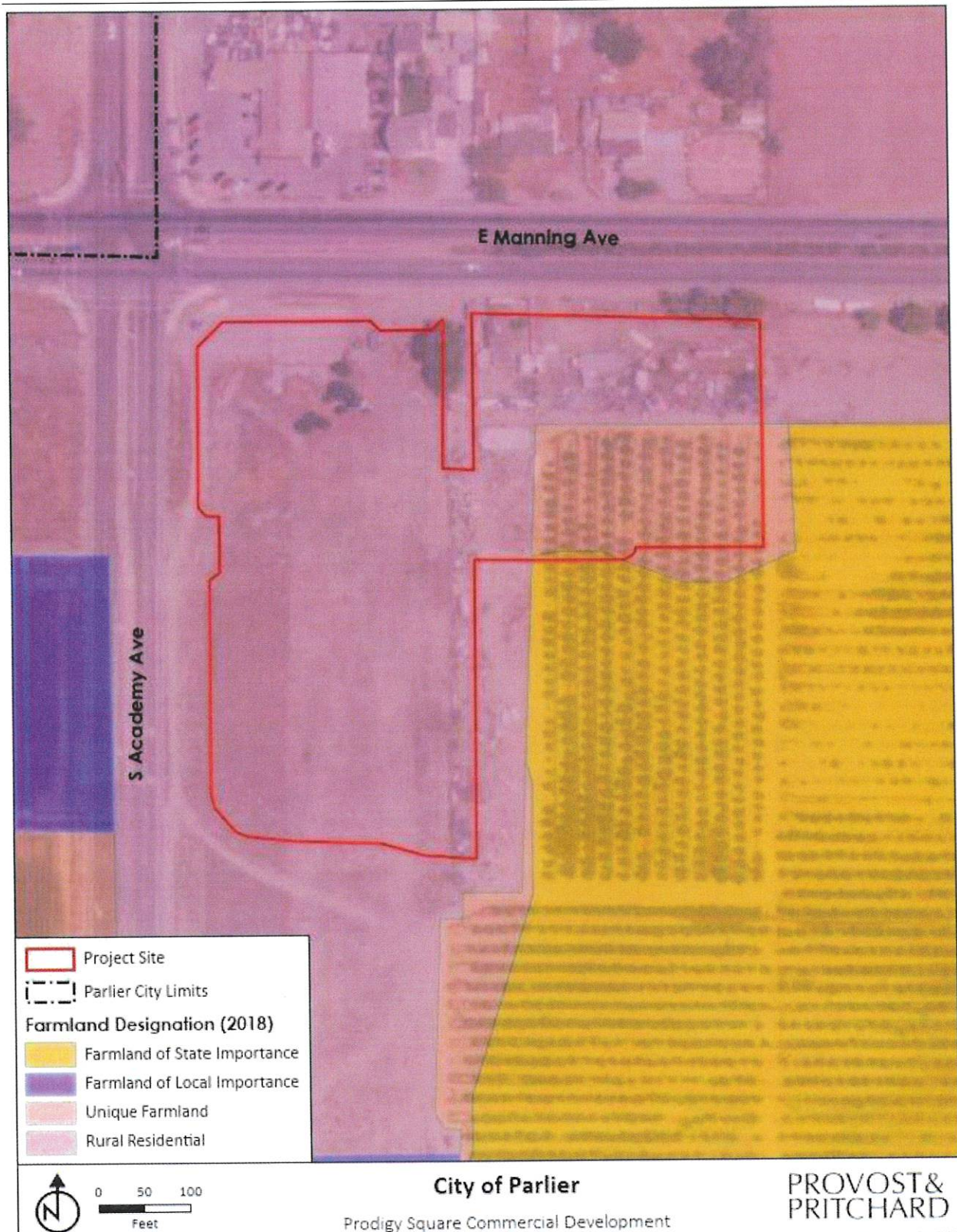


Figure 3-1. Farmland Designation Map

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

The Project would be located in the City of Parlier within the boundaries of the SJVAPCD and the San Joaquin Valley Air Basin (SJVAB). The San Joaquin Valley is bounded by the Sierra Nevada Mountain Range to the east and the Coastal Mountain Range to the west. Wind within the SJVAB typically channels south-southwest during the summer months, while wind flows to the north-northwest during the winter months. Wind velocity for the region is considered low for an area of such size. Due to a lack of strong wind and the natural confinement of the mountain ranges surrounding the SJVAB the region experiences some of the worst air quality in the world.

3.4.1.1 Regulatory Attainment Designations

Under the California Clean Air Act (CCAA), the California Air Resources Board (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 Environmental Protection Agency (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.”

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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 National Ambient Air Quality Standards (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.

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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/aqgs/aqgs2.pdf>

** No Federal 1-hour standard. Reclassified extreme nonattainment for the Federal 8-hour standard 12/5/22.

***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 2020.4.0 for the proposed Project in December of 2022. 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 are not expected to be substantial. Maintenance will be provided on an as needed basis by staff, and the operational equipment, such as the use of stationary electric pumps, will be similar to the existing system which results in negligible emissions. 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

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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 (TAC) 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 SJVAPCD. 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 by **Table 3-5** 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 ₂ |
| 2023 | 0.1750 | 1.5543 | 1.6429 | 0.3085 | 0.1682 | 3.5200e-003 |
| 2024 | 0.2996 | 0.9156 | 1.1641 | 0.0978 | 0.0521 | 2.4600e-003 |
| Maximum Annual Proposed Project Emissions: | 0.2996 | 1.5543 | 1.6429 | 0.3085 | 0.1682 | 3.5200e-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.

Table 3-6. Unmitigated Long-Term Operational Emissions

| Source | Annual Emissions (Tons/Year) ⁽¹⁾ | | | | | |
|-----------------------------------|---|-----------------|---------|------------------|-------------------|-----------------|
| | ROG | NO _x | CO | PM ₁₀ | PM _{2.5} | SO ₂ |
| Maximum Annual Project Emissions: | 2.6615 | 2.6586 | 14.6797 | 2.0598 | 0.5692 | 0.0230 |
| 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.

Long-Term Operational Emissions

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.

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. 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. While the Project would be located in an area near sensitive receptors such as the residential homes to the northwest and northeast, the Project would not exceed the daily emission thresholds set by the SJVAPCD (as shown in **Table 3-7**). Additionally, the HARP2 air dispersion model was run for the Project site to show the health risk the Project would have on sensitive receptors in the area. The model run, which can be viewed in **Appendix A**, indicates that the Project would result in a cancer risk of 4.39 in one million, which is less than the SJVAPCD's threshold of 20 in one million. The Project would also present a chronic risk of 0.0001 in one million and an acute risk of 0 in one million, which would be less than the SJVAPCD's threshold of one in one million for both chronic and acute. Therefore, impacts would be less than significant.

Table 3-7. Maximum Daily Unmitigated Emissions of Criteria Air Pollutants

| Source | Daily Emissions (in Pounds) | | | | | |
|---------------------------------|-----------------------------|-----------------|---------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
| Construction – Summer | 18.9181 | 27.5579 | 20.0517 | 0.0426 | 21.0716 | 11.3971 |
| Construction – Winter | 19.9108 | 27.5637 | 19.9927 | .00417 | 21.0716 | 11.3071 |
| Operations – Winter | 14.6897 | 17.2631 | 99.7026 | 0.1398 | 13.2144 | 3.6376 |
| Operations - Summer | 20.7935 | 15.4685 | 89.0332 | 0.1508 | 13.2141 | 3.6372 |
| 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. During operation the Project site would store and distribute gasoline to customers. Gasoline is odorous and could potentially serve as a carcinogen given high levels of exposure. Exposure to gasoline and its odor would be temporary for customers. Warning signs noting the risk of prolonged exposure would be placed near each pump on the site. Through following the standards and guidelines set by local, state, and federal laws and policies, and by following the best management practices regarding gasoline storage and distribution, impacts would remain less than significant.

3.5 Biological Resources

Table 3-7. Biological Resources Impacts

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

3.5.1 Environmental Setting and Baseline Conditions

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

The Project site is void of any natural features, such as seasonal drainages, riparian or wetland habitat, rock outcroppings, or other native habitat or associated species. A portion of the site was formerly utilized for agricultural purposes, but no longer currently operates in this manner. The property is periodically disced for weed control. No wetlands were reported or observed on the United States Fish and Wildlife Services website.⁷ Development of the site would not conflict with any local policies or ordinances protecting biological resources,

⁷ (United States Fish and Wildlife Service, 2022)

or conflict with the 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 United States Fish and Wildlife Service. A search of the California Department of Fish and Wildlife California Natural Diversity Database determined there were no at-risk animal or plant species located at the Project site. 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 Delhi Sand, Tujunga loamy sand 0-3 percent slope, and Tujunga loamy sand 3-9 percent slope⁸. Soil at the site has moderately coarse textures, moderate to high infiltration rates, and are moderate to well drained. The Project site is currently vacant 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.

⁸ (United States Department of Agriculture, 2022)

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

No impact. The Project site is currently vacant and devoid of any trees. 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. Therefore, there would be no impact.

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Figure 3-2. National Wetland Inventory Map

3.6 Cultural Resources

Table 3-8. Cultural Resources Impacts

| Cultural Resources Impacts | | | | |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5? | <input type="checkbox"/> | <input 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 and the City of Parlier General Plan Draft EIR⁹, 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. 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

⁹ (City of Parlier, 2009)

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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 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 3-9. Energy Impacts

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

3.7.1 Environmental Setting and Baseline Conditions

The Project site would be served by Pacific Gas and Electric for its energy needs. The site includes one single family residential home which is abandoned and not utilizing energy.

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 53,658.68 gallons of diesel fuel and 10,088.2 gallons of gasoline fuel.¹⁰ 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 351,119.27 kilowatt-hours and 14,889.1 therms of natural gas.¹¹ 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 effect and energy-consuming equipment reaches its end-of-life and necessitates replacement. Therefore, impacts would be less than significant.

¹⁰ Emissions for the Project were quantified using CalEEMod Output Files Version 2020.4.0. Refer to [Appendix A](#) for modeling results and assumptions.

¹¹ 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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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 are 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 3-10. Geology and Soils Impacts

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

3.8.1 Environmental Setting and Baseline Conditions

3.8.1.1 Geology and Soils

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

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

As discussed above, the Project site soils are composed of Delhi Sand, Tujunga loamy sand 0-3 percent slope, and Tujunga loamy sand 3-9 percent slope.

3.8.1.2 Faults and Seismicity

Parlier is situated within an area of relatively low seismic activity and is not located within a known active earthquake fault zone.¹² The Project is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known active faults within the City of Parlier. The nearest major fault is the San Andreas Fault, located approximately 75 miles southwest of the Project site. The San Andreas fault is the dominant active tectonic feature of the Coast Ranges and represents the boundary of the North American and Pacific plates. The Owens Valley Fault is located approximately 80 miles northwest of the Project site.

3.8.1.3 Liquefaction

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

3.8.1.4 Soil Subsidence

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

3.8.1.5 Dam and Levee Failure

According to the California Dam Breach Inundation Map¹³ 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. The City of 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

¹² (California Department of Conservation, 2015)

¹³ (California Department of Water Resources, 2022)

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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 the 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. 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 demolition, 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. The Project would not be located in an area 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. The DOC has not identified the Project site as being in an area that would be at risk of lateral

spreading, and liquefaction or collapse.¹⁴ In addition, the United States Geologic Survey has not identified the Project area as a location that is likely to experience soil subsidence.¹⁵ Like most of California, the Project site would experience seismic activity to a varying degree, however, the site has not been identified as a location that would present potential impacts due to seismic occurrences. 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, as defined in Table 18-1-B of the Uniform Building Code (1994) and would not create substantial direct or indirect risks to life or property. The Project soil type consists of Delhi Sand, Tujunga loamy sand 0-3 percent slope, and Tujunga loamy sand 3-9 percent slope. 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 outlined in **Section 3.6 Cultural Resources**, requires a condition of approval on all discretionary projects that the Planning Department be notified immediately if any prehistoric, archaeological, 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.

¹⁴ (California Department of Conservation, 2022)

¹⁵ (United States Geological Survey, 2022)

3.9 Greenhouse Gas Emissions

Table 3-11. Greenhouse Gas Emissions Impacts

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

3.9.1 Environmental Setting and Baseline Conditions

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. GHGs 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 2015.¹⁶ 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.

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

¹⁶ (National Aeronautics and Space Administration, 2017)

nature. Ozone is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds, nitrogen oxides, and sunlight.

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

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

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

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

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

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

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

An Air Quality and Greenhouse Gas Emissions Evaluation Report was prepared in December 2022, and is contained in **Appendix A**. The essential conclusions of this Report are as follows:

3.9.1.2 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 July 2024. Other assumptions were made on the default parameters in the model. The modeling output can be found in **Appendix A**.

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3.9.1.3 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 July 2024. 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](#).

3.9.1.4 Effects of Climate Change

The sections below detail the methodology of the report and its conclusions.

3.9.2 Impact Assessment

3.9.2.1 Thresholds of Significance

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

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

In accordance with SJVAPCD's *CEQA Greenhouse Gas Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects*,¹⁷ proposed projects complying with Best Performance Standards (BPS) would be determined to have a less-than-significant impact. The SJVAPCD does not have an adopted threshold for GHGs; however, the Sacramento Metropolitan Air Quality Management District has set a threshold of 1,100 MTCO_{2e} and has developed BPS and mitigation for the reduction of GHGs emitted from projects exceeding 1,100 MTCO_{2e}.¹⁸ This threshold has been applied to this Project. In addition, project-generated emissions complying with an approved plan or mitigation program would also be determined to have a less-than-significant impact.

Short-Term Construction-Generated Emissions

Estimated construction-generated emissions are summarized in [Table 3-12](#).

Table 3-12. Short-Term Construction-Generated GHG Emissions

| Year | Emissions (MT CO _{2e}) ⁽¹⁾ |
|---|---|
| Sacramento Metropolitan Air Quality Management District Threshold | 1,100 |
| Maximum Annual Project Emissions | 316.2790 |
| 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.

¹⁷ (San Joaquin Valley Air Pollution Control District, 2009)

¹⁸ (Sacramento Metropolitan Air Quality Management District, 2021)

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Long-Term Operational Emissions

Estimated long-term operational emissions are summarized in **Table 3-13**.

Table 3-13. Long-Term Operational GHG Emissions

| | Emissions (MT CO ₂ e) ⁽¹⁾ |
|---|---|
| Sacramento Metropolitan Air Quality Management District Threshold | 1,100 |
| Maximum Annual Project Emissions | 2,307.4065 |
| Exceed Threshold? | Yes |

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.

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?

a&b) Less than Significant Impact with Mitigation Incorporated. Operation of the Project would result in levels of MTCO₂e produced that would exceed the applicable thresholds. The Project would emit 2,307.4065 MTCO₂e. The Air District has not set a threshold for GHG emissions; however, the Sacramento Metropolitan Air Quality Management District has set a GHG threshold of 1,100 MTCO₂e.¹⁹ This threshold has been applied to the Project. The Sacramento Metropolitan Air Quality Management District has also developed mitigation measures for projects that exceed 1,100 MTCO₂e per year. Because the Project would exceed 1,100 MTCO₂e, this would result in a conflict with the SJVAPCD policies regarding emissions standards and would result in a significant impact for the surrounding environment. In order to mitigate for the exceedance of GHG emissions, the Project would be required to implement Mitigation Measure **GHG-1** and **GHG-2**, which have been developed by the Sacramento Metropolitan Air Quality Management District and are discussed further below. Additional mitigation would be warranted for projects that have an impact on VMT within the region, however due to the Project being less than 50,000 SF in size and being consider locally serving retail, the Project has been screened out of VMT analysis under County and State guidelines. **GHG-3** is shown in the event the developer wishes to use fossil fuel-powered cooking equipment. With implementation Mitigation Measure **GHG-1**, **GHG-2**, and **GHG-3** the Project's impacts would be reduced to a less than significant level.

- **GHG-1 - No Natural Gas:** The Project shall be designed and constructed without natural gas infrastructure.
- **GHG-2 – Electric Vehicle Ready:** The Project shall meet the current CalGreen Tier 2 standards, except all Electric Vehicle capable spaces shall instead be Electric Vehicle ready.
- **GHG-3 – GHG Credits for Cooking Equipment.** If the developer elects to use fossil fuel-powered cooking equipment, prior to issuance of final inspection of the Project, the developer shall demonstrate to the City that the developer has funded project(s) that reduce 157.19 metric tons of CO₂-equivalent greenhouse gas emissions. Projects may include, but are not limited to, purchasing GHG credits, funding City infrastructure projects (i.e. solar, energy efficiency projects), or other projects that are real, permanent, quantifiable, verifiable, and enforceable.

¹⁹ (Sacramento Metropolitan Air Quality Management District, 2021)

3.10 Hazards and Hazardous Materials

Table 3-14. 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 type="checkbox"/> | <input checked="" 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 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 SWRCB Geotracker database provides information on regulated hazardous waste facilities in California, including underground storage tank (UST) cases and non-

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UST cleanup programs, including Spills-Leaks-Investigations-Cleanups sites, Department of Defense sites, and Land Disposal program. A search of the DTSC EnviroStor²⁰ database and the SWRCB Geotracker²¹ performed on December 5, 2022, 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 6 miles northeast of the Selma Airport and approximately 7 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),²² 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. Sensitive receptors near the site would include rural residential homes to the west, the Parlier Migrant Center to the north, and residential homes and apartments to the northeast.

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 of 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 and trucks using the diesel fuel canopy area. 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.

²⁰ (California Department of Toxic Substances Control, 2022)

²¹ (California States Water Resources Control Board, 2022)

²² (Fresno County, 2017)

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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 underground storage tanks connected to the fuel pumps that would be routinely refilled. To reduce potential impacts, the Project site would 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 Project would not emit hazardous emissions or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project site is not located within one-quarter mile of an existing or proposed school. Therefore, there would be no impact.

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 databases discussed 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 E. 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 would not result in a safety hazard or excessive noise for people residing or working in the project area, when the Project is located within two miles of an airstrip or airport or within an airport land use plan. The Project 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 (SRA) 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 3-15. 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 Subbasin²³ and the City of Parlier is a part of the South Kings Groundwater Sustainability Agency.²⁴ 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 four miles northeast and five miles east of the Project site. The river starts at Helen Lake near John Muir Pass at an elevation of nearly 12,000 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

²³ (California Department of Water Resources, 2019)

²⁴ (South Kings Groundwater Sustainability Agency, 2022)

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multiple floodways located in Parlier. The nearest floodplain is approximately 1.1 miles to the northeast of the Project site.²⁵

FEMA FIRM Panel No. 06019C26604 (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. Wash water would be recycled. 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 and 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 and submittal of a SWPPP to the 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.

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 Project would substantially increase the amount of impervious surface area on the Project site with the construction of buildings, parking lots, and driveways. However, the requirement to construct curb and gutters, and to direct drainage to specified drainage basins will ensure flooding on or off site is unlikely. Therefore, impacts would be less than significant.

²⁵ (Federal Emergency Management Agency, 2021)

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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. Project related runoff would flow to the City owned Industrial Basin drainage basin. The Project would be required to comply with the City's Master Plan, ordinances, and standard practices for stormwater drainage. Therefore, impacts would be less than significant.

c-iv) impede or redirect flood flows?

Less than Significant Impact. All Project-related storm flows and runoff would be captured on-site and percolated in the existing soil base or conveyed to Industrial Basin to the southeast of the Project site. Therefore, 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 Project inundations. 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 their Groundwater Sustainability Plan. Therefore, impacts would be less than significant.

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Figure 3-3 FEMA Map

3.12 Land Use and Planning

Table 3-16. 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

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The Project site is currently designated as General Commercial on the City's land use diagram and is zoned as C-5

See

Figure

2-5

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and Figure 2-6, respectively.

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 is primarily vacant, with an abandoned house located on APN 358-390-25. The development of this Project would be done in an area planned and zoned for commercial use. Therefore, 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. The Project would developed accordingly with the intent of the General Commercial land use and the C-5 General Commercial zone. 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 resources²⁶. 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.²⁷ While the CGS lists aggregate minerals being located near Parlier, the Parlier General Plan and the Fresno County General Plan²⁸ 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 Parlier General Plan and the Fresno County General Plan do not designate the Project site as being a mineral resource recovery site. Therefore, there would be no impact.

²⁶ (California Department of Conservation, 2022)

²⁷ Public Resources Code, Section 2762(a)(1).

²⁸ (Fresno County, 2000).

3.14 Noise

Table 3-17. 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 at the southeast corner of Manning Avenue and Academy Avenue. The surrounding area is made up of a mix of rural residences, businesses, and single-family neighborhoods. Construction activities needed to complete the Project would cause temporary noise that exceed the allowed noise within the City. However, the City provides an exemption for an exceedance of noise levels when the source is from construction activities, as long as activities do not take place before 7 am and after 7 pm Monday through Friday, and before 9 am and after 5 pm on Saturday and Sunday. Noise and vibrations created by construction activities diminish six decibels with each doubling of distance from the source.²⁹ In addition, the Project site is not located within any ALUCP that would cause the Project site to experience excessive noise levels. Table 3-18 below shows the dBA (A-weighted decibels) emission levels for commonly used construction equipment, including those that would be used for this Project.

²⁹ (Laborers' Health and Safety Fund of North America, 2022)

Table 3-18. 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 Project may result from a temporary increase in ambient noise levels in the vicinity of the Project in excess of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The construction required for the completion of this Project would temporarily increase noise levels above what is allowed by the City's Noise Ordinance; however, construction activities are allowed between 7 am – 7 pm during the week and between 9 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. In addition, noise diminishes from its source by six dBA with each doubling of distance from origin. 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.

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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 6.5 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 3-19. 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. The population of Parlier is approximately 14,691, while the County of Fresno currently has a population of 1,013,581 based on United States Census data.³¹ Construction and operation of the Project would not result in a substantial rise in population.

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 would not introduce any new form of housing and would not introduce a business large enough to induce substantial population growth for the City of Parlier. 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 would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. The Project site contains an abandoned house that would be demolished during construction of the Project. The Project would add a commercial use to a property planned and zoned commercially. Therefore, there would be no impact.

³¹ (United States Census Bureau, 2022)

3.16 Public Services

Table 3-20. 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 a mile northeast of the Project site.
- The nearest Police Station serving the Project area is the City of Parlier Police Department, located approximately 2600 feet northeast of the Project site.
- Parlier has multiple schools within the City. There are three schools located within 1.2 miles of the Project site. John C Martinez Elementary School is located approximately 2800 feet northeast of the Project site, S Ben Benavidez Elementary School is located approximately 4100 feet northeast of the Project site, and Parlier Junior High School is located approximately one mile northeast of the Project site.
- There are three parks located in Parlier. The combined Veterans and Veterans Memorial Park is located approximately 4800 feet northeast of the Project site, Heritage Park is located approximately 1.5 miles northeast of the Project site, and Earl Ruth Park is located approximately 1.6 miles northeast of the Project site.
- Parlier, and the Project site, is served by the American Avenue Landfill located south of Kerman, approximately 32 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

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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 result in the creation of several new businesses that would require fire protection. This would expand the amount of responsibility for the existing fire station within the City and could result in the expansion of staff. The Project would be required to be reviewed and approved by the Fire Chief. Therefore, impacts would be less than significant.

Police Protection: Less than significant impact. The Project would result in the introduction of several new businesses that would require police protection. This would expand the responsibility of the existing staff and could result in an expansion of staff. The Project would be required to be reviewed and approved by the Police Chief. Therefore, impacts would be less than significant.

Schools: No Impact. The Project would not result in the need for the creation or altering of a governmental facility to maintain school classroom ratios within the community. It would not result in an increase of population that would require an increase in the number of classrooms, schools, or school staff and services. Therefore, there would be no impact.

Parks: No Impact. The Project would not result in the need for the creation or altering of a governmental facility to maintain park to resident ratios within the community. It would not result in an increase of population that would require an increase in park and green areas to serve a growth in population, nor will it require the hiring of additional staff to maintain current parks. 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 of the new facilities located on the Project site waste would be generated and sent to the American Avenue Landfill located south of Kerman, approximately 32 miles to the northwest. The landfill is expected to reach capacity in the year 2031 according to the City of Fresno Department of Public Utilities.³² Therefore, impacts would be less than significant

³² (City of Fresno, 2022)

3.17 Recreation

Table 3-21. 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 on the southeast intersection of Manning Avenue and Academy Avenue. The nearest parks to the Project site are the combined Veterans Park and Veterans Memorial Park approximately 4800 feet to the northeast, Heritage Park approximately 1.5 miles to the northeast, and Earl Ruth Park approximately 1.6 miles northeast of the Project site. There are also three schools within the vicinity of the Project site that could be used for recreational purposes. John C Martinez Elementary School is located approximately 2800 feet northeast of the Project site, S Ben Benavidez Elementary School is located approximately 4100 feet northeast of the Project site, and Parlier Junior High School is located approximately 1.2 miles northeast of the Project site.

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 neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The Project proposes commercial development that would not directly affect recreational facilities within the City. The development of these facilities 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. As discussed in Impact A, the Project would not result in any new recreational facilities. Moreover, due to a lack in a rise in population as a result of the Project, 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 3-22. 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 on the southeast intersection of Manning Avenue and Academy Avenue. This intersection is relatively busy compared to others within Parlier. The Parlier General Plan designates both Manning Avenue and Academy Avenue as Arterial Streets. Arterial streets are major roadways that connect to other cities in the region. 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.

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 primarily be completed 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 major transportation corridors. E. Manning Avenue and Academy Avenue are the primary east-west and north-south corridors, respectively, for vehicles and goods movement in central Fresno County. Additionally, the Project would be considered locally serving retail and would not exceed 50,000 SF of retail use, thus being screened out of VMT analysis according to County and State guidelines. Therefore, there impact is 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 three locations: Manning Avenue to the north, Academy Avenue to the west, and Progress Drive to the south. 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 would 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. Construction activities will cause impediments such as truck deliveries, hauling materials, and construction crews. The City Engineer will impose a condition of approval that the Project developer 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 3-23. Tribal Cultural Resources Impacts

| Tribal Cultural Resources Impacts | | | | |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | Potentially Significant Impact | Less than Significant with Mitigation Incorporated | Less than Significant Impact | No Impact |
| a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: | | | | |
| i. Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input 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

Public Resources Code Section 21080.3.1, et seq. (codification of Assembly Bill 52, (2013-14)) requires that a lead agency, within 14 days of determining that it will undertake a project, must notify in writing any California Native American Tribe traditionally and culturally affiliated with the geographic area of the project if that Tribe has previously requested notification about projects in that geographic area. The notice must briefly describe the project and inquire whether the Tribe wishes to initiate 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 Santa Rosa Rancheria Tachi Yokut Tribe received notification of the Project on December 14, 2022. The Tribe notified the City on January 9, 2023 that it would defer comment on the Project.

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

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geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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

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

Less than Significant Impacts. The Santa Rosa Rancheria Tachi Yokut Tribe notified the City that due to the Project location, it would defer to other Tribes that were more local. No other Tribe has requested notification under AB 52.. While the Parlier General Plan and EIR have not identified any tribal cultural resources on the Project site, one may be uncovered during construction. In the event that a resource is discovered during construction, construction activities would cease and tribes within the area would be notified. Therefore, impacts would be less than significant.

3.20 Utilities and Service Systems

Table 3-24. 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

The Project site would be connected to the City's water system.

3.20.1.2 Wastewater Collection and Treatment

The Project site is served by the Parlier Wastewater Treatment Plant located approximately 0.8 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 has a capacity of 2.0 mgd (million gallons per day). The Project would not put enough stress on the plant to exceed this level. Wastewater created by the operation of the car wash would be recycled completely on site and would not require the transportation of this wastewater.

3.20.1.3 Landfills

The landfill serving the Project site is the American Avenue Landfill located 32 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. New facilities constructed as a part of this Project would connect to existing utilities. Therefore, impacts would be less than significant.

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

Less than Significant Impact. The 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. Review and approval by the City Engineer would ensure that the Project would not have a substantial impact on water availability within the City. 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 0.8 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 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 3-25. 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.³³ The Project site is also not located in an area designated as being an SRA.³⁴ The Project area is served by local firefighters from the Fresno County Fire Protection District Parlier Station 71, located approximately a mile 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?**

³³ (CALFIRE, 2022)

³⁴ (CALFIRE, 2022)

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 Impact. The Project is not located in an area that is designated as an SRA, nor is it designated as being an area that is a very-high fire hazard severity zone. The Project site is located within the City of Parlier and is served by local firefighters. Therefore, there would be no impact.

3.22 CEQA Mandatory Findings of Significance

Table 3-26. 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 checked="" type="checkbox"/> | <input 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 Environmental Settings and Baseline Conditions

3.22.2 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 with Mitigation Incorporated. The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the Project, with incorporation of mitigation measures, would have a less than significant effect on the environment. The potential for impacts to greenhouse gases from the implementation of the proposed Project would be less than significant with the incorporation of the mitigation measures identified in this analysis. Accordingly, the proposed Project would involve no potential for significant impacts through the degradation of the quality of the environment, the reduction in the habitat or population of fish or wildlife, including endangered plants or animals, the elimination of a plant or animal community or example of a major period of California history or prehistory.

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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 within the City of Parlier, the effects of which would 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 in the southwest section of the City of Parlier. 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

January 13, 2021

Date

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Printed Name/Position

Chapter 4 Mitigation Monitoring and Reporting Program

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

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

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

Table 4-1 Mitigation Monitoring and Reporting Program

| Mitigation Measure/Condition of Approval | When Monitoring is to Occur | Frequency of Monitoring | Agency Responsible for Monitoring | Method to Verify Compliance | Verification of Compliance |
|--|---------------------------------------|-------------------------|-----------------------------------|---|----------------------------|
| Greenhouse Gases | | | | | |
| Mitigation Measure GHG-1: No Natural Gas | | | | | |
| The Project shall be designed and constructed without natural gas infrastructure | Plan Check | Once | City of Partier | Verification of no natural gas infrastructure | |
| Mitigation Measure GHG-2: Electric Vehicle Ready | | | | | |
| The Project shall meet the current CalGreen Tier 2 standards, except all Electric Vehicle capable spaces shall be installed as Electric Vehicle ready. | Prior to Occupancy | Once | City of Partier | Verification that applicable number of Electric Vehicle ready spaces have been provided | |
| Mitigation Measure GHG-3: GHG Credits for Cooking Equipment | | | | | |
| If the developer elects to use fossil fuel-powered cooking equipment, prior to issuance of final inspection of the Project, the developer shall demonstrate to the City that the developer has funded project(s) that reduce 157.19 metric tons of CO ₂ -equivalent greenhouse gas emissions. Projects may include, but are not limited to, purchasing GHG credits, funding City infrastructure projects (i.e. solar, energy efficiency projects), or other projects that are real, permanent, quantifiable, verifiable, and enforceable. | Prior to issuance of final inspection | Once | City of Partier | Verification that credits have been purchased if cooking equipment is used. | |

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Appendix A

Air Quality and Greenhouse Gas Emissions Evaluation Report

Prodigy Square CUP Revisions - Fresno County, Annual

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

Prodigy Square CUP Revisions

Fresno County, Annual

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 | 0.11 | 4,980.00 | 0 |
| General Office Building | 2.40 | 1000sqft | 0.06 | 2,400.00 | 0 |
| Fast Food Restaurant with Drive Thru | 1.13 | 1000sqft | 0.03 | 1,130.00 | 0 |
| Fast Food Restaurant with Drive Thru | 4.90 | 1000sqft | 0.11 | 4,904.00 | 0 |
| Automobile Care Center | 2.33 | 1000sqft | 0.05 | 2,331.00 | 0 |
| Gasoline/Service Station | 4.00 | Pump | 0.01 | 564.70 | 0 |
| Automobile Care Center | 3.75 | 1000sqft | 0.09 | 3,750.00 | 0 |
| Parking Lot | 4.11 | Acre | 4.11 | 179,031.60 | 0 |
| Other Non-Asphalt Surfaces | 1.09 | Acre | 1.09 | 47,480.40 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------|-------|------------------|-----|---------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 45 |
| Climate Zone | 3 | | | Operational Year | 2024 |

Utility Company Pacific Gas and Electric Company

| | | | | | |
|--------------------------|--------|--------------------------|-------|--------------------------|-------|
| CO2 Intensity (lb/MW/hr) | 203.98 | CH4 Intensity (lb/MW/hr) | 0.033 | N2O Intensity (lb/MW/hr) | 0.004 |
|--------------------------|--------|--------------------------|-------|--------------------------|-------|

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Size of C-Store

Construction Off-road Equipment Mitigation -

Prodigy Square CUP Revisions - Fresno County, Annual

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

| Table Name | Column Name | Default Value | New Value |
|------------|-------------------|---------------|-----------|
| tblLandUse | LandUseSquareFeet | 1,694.10 | 4,980.00 |
| tblLandUse | LotAcreage | 0.04 | 0.11 |

2.0 Emissions Summary

Prodigy Square CUP Revisions - Fresno County, Annual

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 | | | | | |
| 2023 | 0.1750 | 1.5543 | 1.6429 | 3.5200e-003 | 0.2398 | 0.0688 | 0.3085 | 0.1039 | 0.0643 | 0.1682 | 0.0000 | 312.2703 | 312.2703 | 0.0594 | 8.4700e-003 | 316.2790 |
| 2024 | 0.2996 | 0.9156 | 1.1841 | 2.4600e-003 | 0.0595 | 0.0383 | 0.0978 | 0.0162 | 0.0360 | 0.0521 | 0.0000 | 218.6871 | 218.6871 | 0.0366 | 6.9400e-003 | 221.6694 |
| Maximum | 0.2996 | 1.5543 | 1.6429 | 3.5200e-003 | 0.2398 | 0.0688 | 0.3085 | 0.1039 | 0.0643 | 0.1682 | 0.0000 | 312.2703 | 312.2703 | 0.0594 | 8.4700e-003 | 316.2790 |

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 | | | | | |
| 2023 | 0.1750 | 1.5543 | 1.6429 | 3.5200e-003 | 0.1366 | 0.0688 | 0.2054 | 0.0522 | 0.0643 | 0.1165 | 0.0000 | 312.2700 | 312.2700 | 0.0594 | 8.4700e-003 | 316.2787 |
| 2024 | 0.2996 | 0.9156 | 1.1841 | 2.4600e-003 | 0.0595 | 0.0383 | 0.0978 | 0.0162 | 0.0360 | 0.0521 | 0.0000 | 218.6870 | 218.6870 | 0.0366 | 6.9400e-003 | 221.6692 |
| Maximum | 0.2996 | 1.5543 | 1.6429 | 3.5200e-003 | 0.1366 | 0.0688 | 0.2054 | 0.0522 | 0.0643 | 0.1165 | 0.0000 | 312.2700 | 312.2700 | 0.0594 | 8.4700e-003 | 316.2787 |

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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 |
|-------------------|------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|------|------|------|
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 34.47 | 0.00 | 25.38 | 43.06 | 0.00 | 23.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | | | | | Maximum Mitigated ROG + NOX (tons/quarter) | | | | |
|---------|------------|------------|--|--|--|--|--|--|--|--|--|--|
| 1 | 5-1-2023 | 7-31-2023 | 0.7264 | | | | | 0.7264 | | | | |
| 2 | 8-1-2023 | 10-31-2023 | 0.6005 | | | | | 0.6005 | | | | |
| 3 | 11-1-2023 | 1-31-2024 | 0.5907 | | | | | 0.5907 | | | | |
| 4 | 2-1-2024 | 4-30-2024 | 0.5534 | | | | | 0.5534 | | | | |
| 5 | 5-1-2024 | 7-31-2024 | 0.4599 | | | | | 0.4599 | | | | |
| | | Highest | 0.7264 | | | | | 0.7264 | | | | |

2.2 Overall Operational

Unmitigated Operational

| Category | 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 |
|----------|-------------|--------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-------------|-------------|-------------|-------------|-------------|
| Area | 0.1117 | 0.0000 | 3.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6.4000e-004 | 6.4000e-004 | 0.0000 | 0.0000 | 6.8000e-004 |
| Energy | 8.0300e-003 | 0.0730 | 0.0613 | 4.4000e-004 | | 5.5500e-003 | 5.5500e-003 | | 5.5500e-003 | 5.5500e-003 | 0.0000 | 111.9410 | 111.9410 | 6.7800e-003 | 2.0900e-003 | 112.7344 |
| Mobile | 2.5418 | 2.5856 | 14.6181 | 0.0225 | 2.0332 | 0.0210 | 2.0543 | 0.5440 | 0.0197 | 0.5637 | 0.0000 | 2,084.0024 | 2,084.0024 | 0.2236 | 0.1690 | 2,139.9614 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 19.7064 | 0.0000 | 19.7064 | 1.1646 | 0.0000 | 48.8217 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.9541 | 1.7772 | 2.7313 | 0.0983 | 2.3500e-003 | 5.8884 |
| Total | 2.6615 | 2.6586 | 14.6797 | 0.0230 | 2.0332 | 0.0266 | 2.0598 | 0.5440 | 0.0252 | 0.5692 | 20.6605 | 2,197.7212 | 2,218.3817 | 1.4933 | 0.1735 | 2,307.4065 |

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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

| Category | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|----------|-------------|--------|-------------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|-----------------------|-----------------------|-----------------|------------------|-------------------|
| tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Area | 0.1117 | 0.0000 | 3.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6.4000e-004 | 6.4000e-004 | 0.0000 | 0.0000 | 6.8000e-004 |
| Energy | 8.0300e-003 | 0.0730 | 0.0613 | 4.4000e-004 | | 5.5500e-003 | 5.5500e-003 | | 5.5500e-003 | 5.5500e-003 | 0.0000 | 111.9410 | 111.9410 | 6.7800e-003 | 2.0900e-003 | 112.7344 |
| Mobile | 2.5418 | 2.5856 | 14.6181 | 0.0225 | 2.0332 | 0.0210 | 2.0543 | 0.5440 | 0.0197 | 0.5637 | 0.0000 | 2,084.0024 | 2,084.0024 | 0.2236 | 0.1690 | 2,139.9614 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 19.7064 | 0.0000 | 19.7064 | 1.1646 | 0.0000 | 48.8217 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.9541 | 1.7772 | 2.7313 | 0.0983 | 2.3500e-003 | 5.8884 |
| Total | 2.6615 | 2.6586 | 14.6797 | 0.0230 | 2.0332 | 0.0266 | 2.0598 | 0.5440 | 0.0252 | 0.5692 | 20.6605 | 2,197.7212 | 2,218.3817 | 1.4933 | 0.1735 | 2,307.4065 |

| | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | CO ₂ e |
|-------------------|------|------|------|-----------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|-----------------------|-----------------------|-----------------|------------------|-------------------|
| 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 | 5/1/2023 | 5/26/2023 | 5 | 20 | |
| 2 | Site Preparation | Site Preparation | 5/27/2023 | 6/9/2023 | 5 | 10 | |
| 3 | Grading | Grading | 6/10/2023 | 7/7/2023 | 5 | 20 | |

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

| | | | | | |
|---|-----------------------|-----------|-----------|---|-----|
| 4 | Building Construction | 7/8/2023 | 5/24/2024 | 5 | 230 |
| 5 | Paving | 5/25/2024 | 6/21/2024 | 5 | 20 |
| 6 | Architectural Coating | 6/22/2024 | 7/19/2024 | 5 | 20 |

Acres of Grading (Site Preparation Phase): 15**Acres of Grading (Grading Phase): 20****Acres of Paving: 5.2**

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 30,090; Non-Residential Outdoor: 10,030; Striped Parking Area: 13,591
(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 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Building Construction | Cranes | 1 | 7.00 | 231 | 0.29 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Grading | Excavators | 1 | 8.00 | 158 | 0.38 |
| Building Construction | Forklifts | 3 | 8.00 | 89 | 0.20 |
| Building Construction | Generator Sets | 1 | 8.00 | 84 | 0.74 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 3 | 8.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |

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

| | | | | | |
|-----------------------|---------|----|-------|-----|------|
| Building Construction | Welders | 1: | 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 | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 102.00 | 40.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 20.00 | 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 - 2023Unmitigated 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 | 0.0227 | 0.2148 | 0.1964 | 3.9000e-004 | 9.9800e-003 | 9.9800e-003 | 9.9800e-003 | 9.2800e-003 | 9.2800e-003 | 9.2800e-003 | 0.0000 | 33.9921 | 33.9921 | 9.5200e-003 | 0.0000 | 34.2301 |
| Total | 0.0227 | 0.2148 | 0.1964 | 3.9000e-004 | 9.9800e-003 | 9.9800e-003 | 9.9800e-003 | 9.2800e-003 | 9.2800e-003 | 9.2800e-003 | 0.0000 | 33.9921 | 33.9921 | 9.5200e-003 | 0.0000 | 34.2301 |

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.2 Demolition - 2023

Unmitigated Construction Off-Site

| Category | 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 |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| | 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 | 4.6000e-004 | 3.0000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9431 | 0.9431 | 3.0000e-005 | 3.0000e-005 | 0.9519 |
| Total | 4.6000e-004 | 3.0000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9431 | 0.9431 | 3.0000e-005 | 3.0000e-005 | 0.9519 |

Mitigated Construction On-Site

| Category | 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 |
|----------|---------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0227 | 0.2148 | 0.1964 | 3.9000e-004 | | 9.9800e-003 | 9.9800e-003 | | 9.2800e-003 | 9.2800e-003 | 0.0000 | 33.9920 | 33.9920 | 9.5200e-003 | 0.0000 | 34.2300 |
| Total | 0.0227 | 0.2148 | 0.1964 | 3.9000e-004 | | 9.9800e-003 | 9.9800e-003 | | 9.2800e-003 | 9.2800e-003 | 0.0000 | 33.9920 | 33.9920 | 9.5200e-003 | 0.0000 | 34.2300 |

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

3.2 Demolition - 2023

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.6000e-004 | 3.0000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9431 | 0.9431 | 3.0000e-005 | 3.0000e-005 | 0.9519 |
| Total | 4.6000e-004 | 3.0000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9431 | 0.9431 | 3.0000e-005 | 3.0000e-005 | 0.9519 |

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0983 | 0.0000 | 0.0983 | 0.0505 | 0.0000 | 0.0505 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0133 | 0.1376 | 0.0912 | 1.9000e-004 | 6.3300e-003 | 6.3300e-003 | 6.3300e-003 | 5.8200e-003 | 5.8200e-003 | 5.8200e-003 | 0.0000 | 16.7254 | 16.7254 | 5.4100e-003 | 0.0000 | 16.8606 |
| Total | 0.0133 | 0.1376 | 0.0912 | 1.9000e-004 | 0.0983 | 6.3300e-003 | 0.1046 | 0.0505 | 5.8200e-003 | 0.0563 | 0.0000 | 16.7254 | 16.7254 | 5.4100e-003 | 0.0000 | 16.8606 |

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NEBio- 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 | 2.8000e-004 | 1.8000e-004 | 2.1200e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5659 | 0.5659 | 2.0000e-005 | 2.0000e-005 | 0.5712 |
| Total | 2.8000e-004 | 1.8000e-004 | 2.1200e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5659 | 0.5659 | 2.0000e-005 | 2.0000e-005 | 0.5712 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| | 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 |
| Fugitive Dust | | | | | 0.0383 | 0.0000 | 0.0383 | 0.0197 | 0.0000 | 0.0197 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0133 | 0.1376 | 0.0912 | 1.9000e-004 | | 6.3300e-003 | 6.3300e-003 | | 5.8200e-003 | 5.8200e-003 | 0.0000 | 16.7253 | 16.7253 | 5.4100e-003 | 0.0000 | 16.8606 |
| Total | 0.0133 | 0.1376 | 0.0912 | 1.9000e-004 | 0.0383 | 6.3300e-003 | 0.0447 | 0.0197 | 5.8200e-003 | 0.0255 | 0.0000 | 16.7253 | 16.7253 | 5.4100e-003 | 0.0000 | 16.8606 |

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

| Category | 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 |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| | 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 | 2.8000e-004 | 1.8000e-004 | 2.1200e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5659 | 0.5659 | 2.0000e-005 | 2.0000e-005 | 0.5712 |
| Total | 2.8000e-004 | 1.8000e-004 | 2.1200e-003 | 1.0000e-005 | 7.2000e-004 | 0.0000 | 7.2000e-004 | 1.9000e-004 | 0.0000 | 1.9000e-004 | 0.0000 | 0.5659 | 0.5659 | 2.0000e-005 | 2.0000e-005 | 0.5712 |

3.4 Grading - 2023

Unmitigated Construction On-Site

| Category | 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 |
|---------------|---------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0708 | 0.0000 | 0.0708 | 0.0343 | 0.0000 | 0.0343 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0171 | 0.1794 | 0.1475 | 3.0000e-004 | | 7.7500e-003 | 7.7500e-003 | 7.1300e-003 | 7.1300e-003 | 7.1300e-003 | 0.0000 | 26.0606 | 26.0606 | 8.4300e-003 | 0.0000 | 26.2713 |
| Total | 0.0171 | 0.1794 | 0.1475 | 3.0000e-004 | 0.0708 | 7.7500e-003 | 0.0786 | 0.0343 | 7.1300e-003 | 0.0414 | 0.0000 | 26.0606 | 26.0606 | 8.4300e-003 | 0.0000 | 26.2713 |

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.4 Grading - 2023

Unmitigated Construction Off-Site

| Category | 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 |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| | 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 | 4.6000e-004 | 3.0000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9431 | 0.9431 | 3.0000e-005 | 3.0000e-005 | 0.9519 |
| Total | 4.6000e-004 | 3.0000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9431 | 0.9431 | 3.0000e-005 | 3.0000e-005 | 0.9519 |

Mitigated Construction On-Site

| Category | 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 |
|---------------|---------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.0276 | 0.0000 | 0.0276 | 0.0134 | 0.0000 | 0.0134 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0171 | 0.1794 | 0.1475 | 3.0000e-004 | 7.7500e-003 | 7.7500e-003 | 7.7500e-003 | 7.1300e-003 | 7.1300e-003 | 7.1300e-003 | 0.0000 | 26.0606 | 26.0606 | 8.4300e-003 | 0.0000 | 26.2713 |
| Total | 0.0171 | 0.1794 | 0.1475 | 3.0000e-004 | 0.0276 | 7.7500e-003 | 0.0354 | 0.0134 | 7.1300e-003 | 0.0205 | 0.0000 | 26.0606 | 26.0606 | 8.4300e-003 | 0.0000 | 26.2713 |

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.4 Grading - 2023

Mitigated Construction Off-Site

| Category | 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 |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| | 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 | 4.6000e-004 | 3.0000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9431 | 0.9431 | 3.0000e-005 | 3.0000e-005 | 0.9519 |
| Total | 4.6000e-004 | 3.0000e-004 | 3.5400e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9431 | 0.9431 | 3.0000e-005 | 3.0000e-005 | 0.9519 |

3.5 Building Construction - 2023

Unmitigated Construction On-Site

| Category | 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 |
|----------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.0983 | 0.8991 | 1.0153 | 1.6800e-003 | | 0.0437 | 0.0437 | | 0.0412 | 0.0412 | 0.0000 | 144.8780 | 144.8780 | 0.0345 | 0.0000 | 145.7396 |
| Total | 0.0983 | 0.8991 | 1.0153 | 1.6800e-003 | | 0.0437 | 0.0437 | | 0.0412 | 0.0412 | 0.0000 | 144.8780 | 144.8780 | 0.0345 | 0.0000 | 145.7396 |

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 2.6900e-003 | 0.1099 | 0.0329 | 5.0000e-004 | 0.0166 | 7.0000e-004 | 0.0173 | 4.7900e-003 | 6.7000e-004 | 5.4600e-003 | 0.0000 | 48.0815 | 48.0815 | 2.6000e-004 | 7.2400e-003 | 50.2447 |
| Worker | 0.0197 | 0.0128 | 0.1503 | 4.4000e-004 | 0.0510 | 2.5000e-004 | 0.0512 | 0.0136 | 2.3000e-004 | 0.0138 | 0.0000 | 40.0808 | 40.0808 | 1.2200e-003 | 1.1600e-003 | 40.4577 |
| Total | 0.0224 | 0.1226 | 0.1833 | 9.4000e-004 | 0.0676 | 9.5000e-004 | 0.0685 | 0.0183 | 9.0000e-004 | 0.0192 | 0.0000 | 88.1623 | 88.1623 | 1.4800e-003 | 8.4000e-003 | 90.7024 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|----------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|--|
| | 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 | |
| Off-Road | 0.0963 | 0.8991 | 1.0153 | 1.6800e-003 | | 0.0437 | 0.0437 | | 0.0412 | 0.0412 | 0.0000 | 144.8778 | 144.8778 | 0.0345 | 0.0000 | 145.7394 | |
| Total | 0.0963 | 0.8991 | 1.0153 | 1.6800e-003 | | 0.0437 | 0.0437 | | 0.0412 | 0.0412 | 0.0000 | 144.8778 | 144.8778 | 0.0345 | 0.0000 | 145.7394 | |

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.5 Building Construction - 2023

Mitigated Construction Off-Site

| Category | 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 |
|----------|-------------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| 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 | 2.6900e-003 | 0.1099 | 0.0329 | 5.0000e-004 | 0.0166 | 7.0000e-004 | 0.0173 | 4.7900e-003 | 6.7000e-004 | 5.4600e-003 | 0.0000 | 48.0815 | 48.0815 | 2.6000e-004 | 7.2400e-003 | 50.2447 |
| Worker | 0.0197 | 0.0128 | 0.1503 | 4.4000e-004 | 0.0510 | 2.5000e-004 | 0.0512 | 0.0136 | 2.3000e-004 | 0.0138 | 0.0000 | 40.0808 | 40.0808 | 1.2200e-003 | 1.1600e-003 | 40.4577 |
| Total | 0.0224 | 0.1226 | 0.1833 | 9.4000e-004 | 0.0676 | 9.5000e-004 | 0.0685 | 0.0183 | 9.0000e-004 | 0.0192 | 0.0000 | 88.1623 | 88.1623 | 1.4800e-003 | 8.4000e-003 | 90.7024 |

3.5 Building Construction - 2024

Unmitigated Construction On-Site

| Category | 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 |
|----------|--------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|----------|
| tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Off-Road | 0.0773 | 0.7058 | 0.8488 | 1.4100e-003 | | 0.0322 | 0.0322 | | 0.0303 | 0.0303 | 0.0000 | 121.7208 | 121.7208 | 0.0288 | 0.0000 | 122.4404 |
| Total | 0.0773 | 0.7058 | 0.8488 | 1.4100e-003 | | 0.0322 | 0.0322 | | 0.0303 | 0.0303 | 0.0000 | 121.7208 | 121.7208 | 0.0288 | 0.0000 | 122.4404 |

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

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | |
|----------|-------------|-------------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|
| | 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 |
| 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 |
| Vendor | 2.1900e-003 | 0.0923 | 0.0270 | 4.1000e-004 | 0.0139 | 6.0000e-004 | 0.0145 | 4.0200e-003 | 5.7000e-004 | 4.5900e-003 | 0.0000 | 39.6981 | 39.6991 | 2.1000e-004 | 5.9800e-003 |
| Worker | 0.0153 | 9.4600e-003 | 0.1164 | 3.6000e-004 | 0.0428 | 2.0000e-004 | 0.0430 | 0.0114 | 1.8000e-004 | 0.0116 | 0.0000 | 32.5594 | 32.5594 | 9.2000e-004 | 9.0000e-004 |
| Total | 0.0175 | 0.1017 | 0.1434 | 7.7000e-004 | 0.0567 | 8.0000e-004 | 0.0575 | 0.0154 | 7.5000e-004 | 0.0162 | 0.0000 | 72.2585 | 72.2585 | 1.1300e-003 | 6.8800e-003 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | |
|----------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|--------|
| | 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 |
| Off-Road | 0.0773 | 0.7058 | 0.8488 | 1.4100e-003 | | 0.0322 | 0.0322 | | 0.0303 | 0.0303 | 0.0000 | 121.7206 | 121.7206 | 0.0288 | 0.0000 |
| Total | 0.0773 | 0.7058 | 0.8488 | 1.4100e-003 | | 0.0322 | 0.0322 | | 0.0303 | 0.0303 | 0.0000 | 121.7206 | 121.7206 | 0.0288 | 0.0000 |

Prodigy Square CUP Revisions - Fresno County, Annual

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

3.5 Building Construction - 2024

Mitigated Construction Off-Site

| Category | 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 |
|----------|-------------|-------------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|
| tons/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 | 2.1900e-003 | 0.0923 | 0.0270 | 4.1000e-004 | 0.0139 | 6.0000e-004 | 0.0145 | 4.0200e-003 | 5.7000e-004 | 4.5900e-003 | 0.0000 | 39.6991 | 39.6991 | 2.1000e-004 | 5.9800e-003 | 41.4851 |
| Worker | 0.0153 | 9.4600e-003 | 0.1164 | 3.6000e-004 | 0.0428 | 2.0000e-004 | 0.0430 | 0.0114 | 1.8000e-004 | 0.0116 | 0.0000 | 32.5594 | 32.5594 | 9.2000e-004 | 9.0000e-004 | 32.8515 |
| Total | 0.0175 | 0.1017 | 0.1434 | 7.7000e-004 | 0.0567 | 8.0000e-004 | 0.0575 | 0.0154 | 7.5000e-004 | 0.0162 | 0.0000 | 72.2585 | 72.2585 | 1.1300e-003 | 6.8800e-003 | 74.3366 |

3.6 Paving - 2024

Unmitigated Construction On-Site

| Category | 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 |
|----------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| tons/yr | | | | | | | | | | | | | | | | |
| Off-Road | 9.8800e-003 | 0.0953 | 0.1463 | 2.3000e-004 | | 4.6900e-003 | 4.6900e-003 | | 4.3100e-003 | 4.3100e-003 | 0.0000 | 20.0265 | 20.0265 | 6.4800e-003 | 0.0000 | 20.1885 |
| Paving | 5.3800e-003 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0153 | 0.0953 | 0.1463 | 2.3000e-004 | | 4.6900e-003 | 4.6900e-003 | | 4.3100e-003 | 4.3100e-003 | 0.0000 | 20.0265 | 20.0265 | 6.4800e-003 | 0.0000 | 20.1885 |

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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 - 2024

Unmitigated Construction Off-Site

| Category | 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 |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| tons/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 | 4.3000e-004 | 2.7000e-004 | 3.2600e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9120 | 0.9120 | 3.0000e-005 | 3.0000e-005 | 0.9202 |
| Total | 4.3000e-004 | 2.7000e-004 | 3.2600e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9120 | 0.9120 | 3.0000e-005 | 3.0000e-005 | 0.9202 |

Mitigated Construction On-Site

| Category | 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 |
|----------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|---------|
| tons/yr | | | | | | | | | | | | | | | | |
| Off-Road | 9.8800e-003 | 0.0953 | 0.1463 | 2.3000e-004 | | 4.6900e-003 | 4.6900e-003 | 4.3100e-003 | 4.3100e-003 | 4.3100e-003 | 0.0000 | 20.0265 | 20.0265 | 6.4800e-003 | 0.0000 | 20.1884 |
| Paving | 5.3800e-003 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0153 | 0.0953 | 0.1463 | 2.3000e-004 | | 4.6900e-003 | 4.6900e-003 | 4.3100e-003 | 4.3100e-003 | 4.3100e-003 | 0.0000 | 20.0265 | 20.0265 | 6.4800e-003 | 0.0000 | 20.1884 |

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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 - 2024

Mitigated Construction Off-Site

| Category | 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 |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| 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 | 4.3000e-004 | 2.7000e-004 | 3.2600e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9120 | 0.9120 | 3.0000e-005 | 3.0000e-005 | 0.9202 |
| Total | 4.3000e-004 | 2.7000e-004 | 3.2600e-003 | 1.0000e-005 | 1.2000e-003 | 1.0000e-005 | 1.2000e-003 | 3.2000e-004 | 1.0000e-005 | 3.2000e-004 | 0.0000 | 0.9120 | 0.9120 | 3.0000e-005 | 3.0000e-005 | 0.9202 |

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

| Category | 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 |
|-----------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Archit. Coating | 0.1867 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.8100e-003 | 0.0122 | 0.0181 | 3.0000e-005 | | 6.1000e-004 | 6.1000e-004 | | 6.1000e-004 | 6.1000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5569 |
| Total | 0.1885 | 0.0122 | 0.0181 | 3.0000e-005 | | 6.1000e-004 | 6.1000e-004 | | 6.1000e-004 | 6.1000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5569 |

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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 - 2024

Unmitigated Construction Off-Site

| Category | 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 |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 5.7000e-004 | 3.5000e-004 | 4.3500e-003 | 1.0000e-005 | 1.6000e-003 | 1.0000e-005 | 1.6100e-003 | 4.2000e-004 | 1.0000e-005 | 4.3000e-004 | 0.0000 | 1.2160 | 1.2160 | 3.0000e-005 | 3.0000e-005 | 1.2269 |
| Total | 5.7000e-004 | 3.5000e-004 | 4.3500e-003 | 1.0000e-005 | 1.6000e-003 | 1.0000e-005 | 1.6100e-003 | 4.2000e-004 | 1.0000e-005 | 4.3000e-004 | 0.0000 | 1.2160 | 1.2160 | 3.0000e-005 | 3.0000e-005 | 1.2269 |

Mitigated Construction On-Site

| Category | 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 |
|-----------------|-------------|--------|--------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|--------|--------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 0.1867 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 1.8100e-003 | 0.0122 | 0.0181 | 3.0000e-005 | | 6.1000e-004 | 6.1000e-004 | | 6.1000e-004 | 6.1000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5568 |
| Total | 0.1885 | 0.0122 | 0.0181 | 3.0000e-005 | | 6.1000e-004 | 6.1000e-004 | | 6.1000e-004 | 6.1000e-004 | 0.0000 | 2.5533 | 2.5533 | 1.4000e-004 | 0.0000 | 2.5568 |

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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 - 2024
Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|--------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 5.7000e-004 | 3.5000e-004 | 4.3500e-003 | 1.0000e-005 | 1.6000e-003 | 1.0000e-005 | 1.6100e-003 | 4.2000e-004 | 1.0000e-005 | 4.3000e-004 | 0.0000 | 1.2160 | 1.2160 | 3.0000e-005 | 3.0000e-005 | 1.2269 |
| Total | 5.7000e-004 | 3.5000e-004 | 4.3500e-003 | 1.0000e-005 | 1.6000e-003 | 1.0000e-005 | 1.6100e-003 | 4.2000e-004 | 1.0000e-005 | 4.3000e-004 | 0.0000 | 1.2160 | 1.2160 | 3.0000e-005 | 3.0000e-005 | 1.2269 |

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 | 2.5418 | 2.5856 | 14.6181 | 0.0225 | 2.0332 | 0.0210 | 2.0543 | 0.5440 | 0.0197 | 0.5637 | 0.0000 | 2,084.002 ₄ | 2,084.002 ₄ | 0.2236 | 0.1690 | 2,139.961 ₄ |
| Unmitigated | 2.5418 | 2.5856 | 14.6181 | 0.0225 | 2.0332 | 0.0210 | 2.0543 | 0.5440 | 0.0197 | 0.5637 | 0.0000 | 2,084.002 ₄ | 2,084.002 ₄ | 0.2236 | 0.1690 | 2,139.961 ₄ |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | | Unmitigated | | Mitigated | |
|--------------------------------------|-------------------------|-----------------|-----------------|--|------------------|--|------------------|--|
| | Weekday | Saturday | Sunday | | Annual VMT | | Annual VMT | |
| Automobile Care Center | 55.29 | 55.29 | 27.69 | | 51,153 | | 51,153 | |
| Automobile Care Center | 88.95 | 88.95 | 44.55 | | 82,292 | | 82,292 | |
| Convenience Market with Gas Pumps | 3,870.00 | 3,870.00 | 3870.00 | | 2,075,884 | | 2,075,884 | |
| Fast Food Restaurant with Drive Thru | 532.17 | 696.22 | 534.02 | | 519,364 | | 519,364 | |
| Fast Food Restaurant with Drive Thru | 2,309.54 | 3,021.45 | 2317.53 | | 2,253,950 | | 2,253,950 | |
| Gasoline/Service Station | 688.04 | 728.68 | 667.52 | | 398,083 | | 398,083 | |
| General Office Building | 23.38 | 5.30 | 1.68 | | 42,286 | | 42,286 | |
| Other Non-Asphalt Surfaces | 0.00 | 0.00 | 0.00 | | | | | |
| Parking Lot | 0.00 | 0.00 | 0.00 | | | | | |
| Total | 7,567.37 | 8,465.89 | 7,462.99 | | 5,423,012 | | 5,423,012 | |

4.3 Trip Type Information

| Land Use | Miles | | | | Trip % | | | | Trip Purpose % | | |
|-----------------------------|------------|------------|-------------|------------|------------|-------------|---------|----------|----------------|----|--|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverfed | Pass-by | | |
| Automobile Care Center | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 21 | 51 | | 28 | |
| 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 | |

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

| Land Use | Miles | | | | Trip % | | | | Trip Purpose % | | | |
|--------------------------------------|------------|------------|------------|-------------|------------|------------|------------|-------------|----------------|----------|---------|--|
| | H-W or C-W | H-S or C-C | H-O or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-C | H-O or C-NW | Primary | Diverted | Pass-by | |
| Fast Food Restaurant with Drive Thru | 9.50 | 7.30 | 7.30 | 7.30 | 2.20 | 78.80 | 19.00 | 19.00 | 29 | 21 | 50 | |
| Fast Food Restaurant with Drive Thru | 9.50 | 7.30 | 7.30 | 7.30 | 2.20 | 78.80 | 19.00 | 19.00 | 29 | 21 | 50 | |
| Gasoline/Service Station | 9.50 | 7.30 | 7.30 | 7.30 | 2.00 | 79.00 | 19.00 | 19.00 | 14 | 27 | 59 | |
| General Office Building | 9.50 | 7.30 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 | 19.00 | 77 | 19 | 4 | |
| Other Non-Asphalt Surfaces | 9.50 | 7.30 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | |
| Parking Lot | 9.50 | 7.30 | 7.30 | 7.30 | 0.00 | 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 | 0.515888 | 0.053153 | 0.175761 | 0.156529 | 0.025865 | 0.006829 | 0.014141 | 0.022504 | 0.000707 | 0.000289 | 0.023863 | 0.001496 | 0.002975 |
| Convenience Market with Gas Pumps | 0.515888 | 0.053153 | 0.175761 | 0.156529 | 0.025865 | 0.006829 | 0.014141 | 0.022504 | 0.000707 | 0.000289 | 0.023863 | 0.001496 | 0.002975 |
| Fast Food Restaurant with Drive Thru | 0.515888 | 0.053153 | 0.175761 | 0.156529 | 0.025865 | 0.006829 | 0.014141 | 0.022504 | 0.000707 | 0.000289 | 0.023863 | 0.001496 | 0.002975 |
| Gasoline/Service Station | 0.515888 | 0.053153 | 0.175761 | 0.156529 | 0.025865 | 0.006829 | 0.014141 | 0.022504 | 0.000707 | 0.000289 | 0.023863 | 0.001496 | 0.002975 |
| General Office Building | 0.515888 | 0.053153 | 0.175761 | 0.156529 | 0.025865 | 0.006829 | 0.014141 | 0.022504 | 0.000707 | 0.000289 | 0.023863 | 0.001496 | 0.002975 |
| Other Non-Asphalt Surfaces | 0.515888 | 0.053153 | 0.175761 | 0.156529 | 0.025865 | 0.006829 | 0.014141 | 0.022504 | 0.000707 | 0.000289 | 0.023863 | 0.001496 | 0.002975 |
| Parking Lot | 0.515888 | 0.053153 | 0.175761 | 0.156529 | 0.025865 | 0.006829 | 0.014141 | 0.022504 | 0.000707 | 0.000289 | 0.023863 | 0.001496 | 0.002975 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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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 | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 32.4869 | 32.4869 | 5.2600e-003 | 6.4000e-004 | 32.8081 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 32.4869 | 32.4869 | 5.2600e-003 | 6.4000e-004 | 32.8081 |
| Natural Gas Mitigated | 8.0300e-003 | 0.0730 | 0.0613 | 4.4000e-004 | | 5.5500e-003 | 5.5500e-003 | | 5.5500e-003 | 5.5500e-003 | 0.0000 | 79.4541 | 79.4541 | 1.5200e-003 | 1.4600e-003 | 79.9263 |
| Natural Gas Unmitigated | 8.0300e-003 | 0.0730 | 0.0613 | 4.4000e-004 | | 5.5500e-003 | 5.5500e-003 | | 5.5500e-003 | 5.5500e-003 | 0.0000 | 79.4541 | 79.4541 | 1.5200e-003 | 1.4600e-003 | 79.9263 |

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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

| Land Use | NaturalGas Use kBtu/yr | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------------------------------|---------------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|----------|-----------|-----------|-------------|-------------|---------|--|
| | | 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 | |
| Automobile Care Center | 48251.7 | 2.8000e-004 | 2.3700e-003 | 1.9900e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5749 | 2.5749 | 5.0000e-005 | 5.0000e-005 | 2.5902 | |
| Automobile Care Center | 77625 | 4.2000e-004 | 3.8100e-003 | 3.2000e-003 | 2.0000e-005 | | 2.9000e-004 | 2.9000e-004 | | 2.9000e-004 | 2.9000e-004 | 0.0000 | 4.1424 | 4.1424 | 8.0000e-005 | 8.0000e-005 | 4.1670 | |
| Convenience Market with Gas Pumps | 52837.8 | 2.8000e-004 | 2.5900e-003 | 2.1800e-003 | 2.0000e-005 | | 2.0000e-004 | 2.0000e-004 | | 2.0000e-004 | 2.0000e-004 | 0.0000 | 2.8196 | 2.8196 | 5.0000e-005 | 5.0000e-005 | 2.8364 | |
| Fast Food Restaurant with Drive Thru | 103013e+006 | 5.5500e-003 | 0.0505 | 0.0424 | 3.0000e-004 | | 3.8400e-003 | 3.8400e-003 | | 3.8400e-003 | 3.8400e-003 | 0.0000 | 54.9719 | 54.9719 | 1.0500e-003 | 1.0100e-003 | 55.2986 | |
| Fast Food Restaurant with Drive Thru | 237368 | 1.2800e-003 | 0.0116 | 9.7700e-003 | 7.0000e-005 | | 8.8000e-004 | 8.8000e-004 | | 8.8000e-004 | 8.8000e-004 | 0.0000 | 12.6669 | 12.6669 | 2.4000e-004 | 2.3000e-004 | 12.7421 | |
| Gasoline/Service Station | 11689.3 | 6.0000e-005 | 5.7000e-004 | 4.8000e-004 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.6238 | 0.6238 | 1.0000e-005 | 1.0000e-005 | 0.6275 | |
| General Office Building | 31008 | 1.7000e-004 | 1.5200e-003 | 1.2800e-003 | 1.0000e-005 | | 1.2000e-004 | 1.2000e-004 | | 1.2000e-004 | 1.2000e-004 | 0.0000 | 1.6547 | 1.6547 | 3.0000e-005 | 3.0000e-005 | 1.6645 | |
| Other Non-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 | |
| Parking Lot | 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 | | 8.0200e-003 | 0.0730 | 0.0613 | 4.3000e-004 | | 5.5500e-003 | 5.5500e-003 | | 5.5500e-003 | 5.5500e-003 | 0.0000 | 79.4541 | 79.4541 | 1.5100e-003 | 1.4600e-003 | 79.9263 | |

Prodigy Square CUP Revisions - 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

| Land Use | NaturalGas Use kBtu/yr | tons/yr | | | | | | | | | | MT/yr | | | | | CO ₂ e |
|--------------------------------------|---------------------------|--------------------|---------------|---------------|--------------------|---------------------------|--------------------------|------------------------|----------------------------|---------------------------|-------------------------|----------------------|------------------------|-----------------------|--------------------|--------------------|-------------------|
| | | ROG | NOx | CO | SO ₂ | Fugitive PM ₁₀ | Exhaust PM ₁₀ | PM ₁₀ Total | Fugitive PM _{2.5} | Exhaust PM _{2.5} | PM _{2.5} Total | Bio- CO ₂ | NEBio- CO ₂ | Total CO ₂ | CH ₄ | N ₂ O | |
| Automobile Care Center | 48251.7 | 2.6000e-004 | 2.3700e-003 | 1.9800e-003 | 1.0000e-005 | | 1.8000e-004 | 1.8000e-004 | | 1.8000e-004 | 1.8000e-004 | 0.0000 | 2.5749 | 2.5749 | 5.0000e-005 | 5.0000e-005 | 2.5902 |
| Automobile Care Center | 77625 | 4.2000e-004 | 3.8100e-003 | 3.2000e-003 | 2.0000e-005 | | 2.9000e-004 | 2.9000e-004 | | 2.9000e-004 | 2.9000e-004 | 0.0000 | 4.1424 | 4.1424 | 8.0000e-005 | 8.0000e-005 | 4.1670 |
| Convenience Market with Gas Pumps | 52837.8 | 2.8000e-004 | 2.5900e-003 | 2.1800e-003 | 2.0000e-005 | | 2.0000e-004 | 2.0000e-004 | | 2.0000e-004 | 2.0000e-004 | 0.0000 | 2.8196 | 2.8196 | 5.0000e-005 | 5.0000e-005 | 2.8364 |
| Fast Food Restaurant with Drive Thru | 1,03013e+006 | 5.5500e-003 | 0.0505 | 0.0424 | 3.0000e-004 | | 3.8400e-003 | 3.8400e-003 | | 3.8400e-003 | 3.8400e-003 | 0.0000 | 54.9719 | 54.9719 | 1.0500e-003 | 1.0100e-003 | 55.2986 |
| Fast Food Restaurant with Drive Thru | 237368 | 1.2800e-003 | 0.0116 | 9.7700e-003 | 7.0000e-005 | | 8.8000e-004 | 8.8000e-004 | | 8.8000e-004 | 8.8000e-004 | 0.0000 | 12.6669 | 12.6669 | 2.4000e-004 | 2.3000e-004 | 12.7421 |
| Gasoline/Service Station | 11689.3 | 6.0000e-005 | 5.7000e-004 | 4.8000e-004 | 0.0000 | | 4.0000e-005 | 4.0000e-005 | | 4.0000e-005 | 4.0000e-005 | 0.0000 | 0.6238 | 0.6238 | 1.0000e-005 | 1.0000e-005 | 0.6275 |
| General Office Building | 31008 | 1.7000e-004 | 1.5200e-003 | 1.2800e-003 | 1.0000e-005 | | 1.2000e-004 | 1.2000e-004 | | 1.2000e-004 | 1.2000e-004 | 0.0000 | 1.6547 | 1.6547 | 3.0000e-005 | 3.0000e-005 | 1.6645 |
| Other Non-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 |
| Parking Lot | 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 | | 8.0200e-003 | 0.0730 | 0.0613 | 4.3000e-004 | | 5.5500e-003 | 5.5500e-003 | | 5.5500e-003 | 5.5500e-003 | 0.0000 | 79.4541 | 79.4541 | 1.5100e-003 | 1.4600e-003 | 79.9253 |

Prodigy Square CUP Revisions - 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 | 20069.9 | 1.8569 | 3.0000e- 004 | 4.0000e- 005 | 1.8753 |
| Automobile Care Center | 32287.5 | 2.9874 | 4.8000e- 004 | 6.0000e- 005 | 3.0169 |
| Convenience Market with Gas Pumps | 39441.6 | 3.6493 | 5.9000e- 004 | 7.0000e- 005 | 3.6854 |
| Fast Food Restaurant with Drive Thru | 138636 | 12.8271 | 2.0800e- 003 | 2.5000e- 004 | 12.9540 |
| Fast Food Restaurant with Drive Thru | 31945.1 | 2.9557 | 4.8000e- 004 | 6.0000e- 005 | 2.9849 |
| Gasoline/Service Station | 4862.07 | 0.4499 | 7.0000e- 005 | 1.0000e- 005 | 0.4543 |
| General Office Building | 21216 | 1.9630 | 3.2000e- 004 | 4.0000e- 005 | 1.9824 |
| Other Non- Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 62661.1 | 5.7976 | 8.4000e- 004 | 1.1000e- 004 | 5.8550 |
| Total | | 32.4869 | 5.2600e- 003 | 6.4000e- 004 | 32.8081 |

Prodigy Square CUP Revisions - 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 | 20069.9 | 1.8569 | 3.0000e-004 | 4.0000e-005 | 1.8753 |
| Automobile Care Center | 32287.5 | 2.9874 | 4.8000e-004 | 6.0000e-005 | 3.0169 |
| Convenience Market with Gas Pumps | 39441.6 | 3.6493 | 5.9000e-004 | 7.0000e-005 | 3.6854 |
| Fast Food Restaurant with Drive Thru | 138636 | 12.8271 | 2.0800e-003 | 2.5000e-004 | 12.9540 |
| Fast Food Restaurant with Drive Thru | 31945.1 | 2.9557 | 4.8000e-004 | 6.0000e-005 | 2.9849 |
| Gasoline/Service Station | 4862.07 | 0.4499 | 7.0000e-005 | 1.0000e-005 | 0.4543 |
| General Office Building | 21216 | 1.9630 | 3.2000e-004 | 4.0000e-005 | 1.9824 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 62661.1 | 5.7976 | 9.4000e-004 | 1.1000e-004 | 5.8550 |
| Total | | 32.4869 | 5.2600e-003 | 6.4000e-004 | 32.8081 |

6.0 Area Detail

6.1 Mitigation Measures Area

Prodigy Square CUP Revisions - Fresno County, Annual

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

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|-------------|---------|--------|-------------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|--|
| | 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 | |
| Mitigated | 0.1117 | 0.0000 | 3.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6.4000e-004 | 6.4000e-004 | 0.0000 | 0.0000 | 6.8000e-004 | |
| Unmitigated | 0.1117 | 0.0000 | 3.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6.4000e-004 | 6.4000e-004 | 0.0000 | 0.0000 | 6.8000e-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 |
|-----------------------|-------------|--------|-------------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-------------|-------------|--------|--------|-------------|
| Sub-Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.0187 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0930 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.0000e-005 | 0.0000 | 3.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6.4000e-004 | 6.4000e-004 | 0.0000 | 0.0000 | 6.8000e-004 |
| Total | 0.1117 | 0.0000 | 3.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6.4000e-004 | 6.4000e-004 | 0.0000 | 0.0000 | 6.8000e-004 |

Prodigy Square CUP Revisions - 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 | 0.0187 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 0.0930 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Landscaping | 3.0000e-005 | 0.0000 | 3.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6.4000e-004 | 6.4000e-004 | 0.0000 | 0.0000 | 6.8000e-004 |
| Total | 0.1117 | 0.0000 | 3.3000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 6.4000e-004 | 6.4000e-004 | 0.0000 | 0.0000 | 6.8000e-004 |

7.0 Water Detail

7.1 Mitigation Measures Water

Prodigy Square CUP Revisions - 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 | 2.7313 | 0.0983 | 2.3500e-003 | 5.8884 |
| Unmitigated | 2.7313 | 0.0983 | 2.3500e-003 | 5.8884 |

Prodigy Square CUP Revisions - Fresno County, Annual

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

Unmitigated

| Land Use | Indoor/Outdoor Use | MT/yr | | | |
|--------------------------------------|-----------------------|---------------|---------------|--------------------|---------------|
| | | Total CO2 | CH4 | N2O | CO2e |
| Automobile Care Center | 0.572013 / 0.350589 | 0.5814 | 0.0187 | 4.5000e-004 | 1.1825 |
| Convenience Market with Gas Pumps | 0.125486 / 0.0769108 | 0.1275 | 4.1000e-003 | 1.0000e-004 | 0.2594 |
| Fast Food Restaurant with Drive Thru | 1.83031 / 0.116828 | 1.5348 | 0.0598 | 1.4300e-003 | 3.4550 |
| Gasoline/Service Station | 0.0531276 / 0.0325621 | 0.0540 | 1.7400e-003 | 4.0000e-005 | 0.1086 |
| General Office Building | 0.428561 / 0.261441 | 0.4336 | 0.0140 | 3.3000e-004 | 0.8818 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 2.7313 | 0.0983 | 2.3500e-003 | 5.8884 |

Prodigy Square CUP Revisions - Fresno County, Annual

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

| Land Use | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|--------------------------------------|-----------------------|---------------|---------------|--------------------|---------------|
| MT/yr | | | | | |
| Automobile Care Center | 0.572013 / 0.350589 | 0.5814 | 0.0187 | 4.5000e-004 | 1.1825 |
| Convenience Market with Gas Pumps | 0.125486 / 0.0769109 | 0.1275 | 4.1000e-003 | 1.0000e-004 | 0.2594 |
| Fast Food Restaurant with Drive Thru | 1.83031 / 0.116828 | 1.5348 | 0.0598 | 1.4300e-003 | 3.4550 |
| Gasoline/Service Station | 0.0531276 / 0.0325821 | 0.0540 | 1.7400e-003 | 4.0000e-005 | 0.1098 |
| General Office Building | 0.426561 / 0.261441 | 0.4336 | 0.0140 | 3.3000e-004 | 0.8818 |
| Other Non-Asphalt Surfaces | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 / 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 2.7313 | 0.0983 | 2.3500e-003 | 5.8884 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Prodigy Square CUP Revisions - 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 | 19.7064 | 1.1646 | 0.0000 | 48.8217 |
| Unmitigated | 19.7064 | 1.1646 | 0.0000 | 48.8217 |

Prodigy Square CUP Revisions - 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

Unmitigated

| Land Use | Waste Disposed | Total CO2 | CH4 | N2O | CO2e |
|--------------------------------------|----------------|----------------|---------------|---------------|----------------|
| | tons | MT/yr | | | |
| Automobile Care Center | 23.23 | 4.7155 | 0.2787 | 0.0000 | 11.8824 |
| Fast Food Restaurant with Drive Thru | 69.46 | 14.0998 | 0.8333 | 0.0000 | 34.9315 |
| Gasoline/Service Station | 2.16 | 0.4385 | 0.0259 | 0.0000 | 1.0863 |
| General Office Building | 2.23 | 0.4527 | 0.0268 | 0.0000 | 1.1215 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 19.7064 | 1.1645 | 0.0000 | 48.8217 |

Prodigy Square CUP Revisions - 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 | 23.23 | 4.7155 | 0.2787 | 0.0000 | 11.6824 |
| Fast Food Restaurant with Drive Thru | 69.46 | 14.0988 | 0.8333 | 0.0000 | 34.9315 |
| Gasoline/Service Station | 2.16 | 0.4385 | 0.0259 | 0.0000 | 1.0863 |
| General Office Building | 2.23 | 0.4527 | 0.0268 | 0.0000 | 1.1215 |
| Other Non-Asphalt Surfaces | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Parking Lot | 0 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | | 19.7064 | 1.1646 | 0.0000 | 48.8217 |

9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

Prodigy Square CUP Revisions - Fresno County, Annual

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

| | | | | | |
|----------------|--------|----------------|-----------------|---------------|-----------|
| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|

User Defined Equipment

| | |
|----------------|--------|
| Equipment Type | Number |
|----------------|--------|

11.0 Vegetation

RESOLUTION 2023-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARLIER ADOPTING A MITIGATED NEGATIVE DECLARATION PREPARED FOR THE PRODIGY SQUARE COMMERCIAL DEVELOPMENT PROJECT AS REVISED

WHEREAS, S & H Group, LLC (Applicant) intends to develop Assessor's Parcel Numbers (APN) 358-390-61, 358-390-62, 358-390-63, and a portion of APN 358-390-25 (Site), consisting of approximately 5.66 acres situated at the southeast corner of E. Manning Avenue and S. Academy Avenue; and

WHEREAS, the development would consist of construction and operation of several components, including:

- Two-story building containing a 4,900-SF mini-mart/Quick Serve Restaurant and 2,400-SF of office space
- 3,142-SF automobile fuel canopy with 12 gasoline pumps
- 1,590-SF truck fuel canopy with 4 diesel pumps
- 3,750-SF commercial building associated with the trucking area of the development
- 2,331-SF drive thru carwash
- 4,864-SF vacuum canopy area
- 1,130-SF Restaurant with drive thru
- 4,904-SF undefined retail space with drive thru; and

WHEREAS, the Applicant has requested that the City of Parlier 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, 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 December 2, 2022 the City provided notice of the Project to the Santa Rosa Rancheria Tachi Yokut Tribe, said Tribe deferring consultation and further input to other tribes in closer proximity to the Project site; 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, with mitigation incorporated, would not result in any significant impacts to the environment, and accordingly adoption of a mitigated negative declaration would be appropriate; and

WHEREAS, on January 23, 2023 the City filed a notice of intent to adopt a mitigated negative declaration with the Fresno County Clerk and the State Clearinghouse and published said notice in *The Business Journal*, said notice indicating that the initial study and proposed

mitigated negative declaration (IS/MND) would be available for public review starting on January 23, 2023 and ending on February 15, 2023; and

WHEREAS, on January 23, 2023 the City provided copies of said IS/MND to various local entities for review; and

WHEREAS, the San Joaquin Valley Air Pollution Control District (SJVAPCD) provided a comment letter dated February 6, 2023; and

WHEREAS, the recommendations from SJVAPCD did not result in substantive changes to the IS/MND, did not identify a new potentially significant effect, and did not identify new mitigation measures to reduce a previously-identified significant effect, and therefore nothing further is required; 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 mitigated 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; and

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

1. Finds and affirms that, with incorporation of mitigation, the Prodigy Square Commercial Development Project as revised will not have a significant effect on the environment, and
2. Adopts the mitigated negative declaration and mitigation monitoring and reporting program as proposed, with mitigation measures incorporated as conditions of project approval as appropriate, 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 February 16, 2023 by the following vote to wit:

AYES:

NOES:

ABSENT:
ABSTAIN:

Dorothy Garza, City Clerk

Hon. Alma Beltran, Mayor

RESOLUTION 2023-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARLIER APPROVING A CONDITIONAL USE PERMIT FOR VARIOUS USES AS PART OF THE PRODIGY SQUARE COMMERCIAL DEVELOPMENT PROJECT AS REVISED

WHEREAS, S & H Group, LLC (Applicant) intends to develop Assessor's Parcel Numbers (APN) 358-390-61, 358-390-62, 358-390-63, and a portion of APN 358-390-25 (Site), consisting of approximately 5.66 acres situated at the southeast corner of E. Manning Avenue and S. Academy Avenue; and

WHEREAS, the development would consist of construction and operation of several components, including:

- Two-story building containing a 4,900-SF mini-mart/Quick Serve Restaurant and 2,400-SF of office space
- 3,142-SF automobile fuel canopy with 12 gasoline pumps
- 1,590-SF truck fuel canopy with 4 diesel pumps
- 3,750-SF commercial building associated with the trucking area of the development
- 2,331-SF drive thru carwash
- 4,864-SF vacuum canopy area
- 1,130-SF Restaurant with drive thru
- 4,904-SF undefined retail space with drive thru; and

WHEREAS, the Applicant has requested that the City of Parlier 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, 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, as the agency primarily responsible for carrying out or approving said project, the City of Parlier assumes the role of lead agency pursuant to CEQA; and

WHEREAS, via adoption of Resolution No. 2023-XX, the City Council has determined that, with mitigation incorporated, the proposed Project does not have the potential to result in significant adverse effects to the environment and has adopted a mitigated negative declaration; and

WHEREAS, on February 6, 2023 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 posted at City Hall and on the City's website; and

WHEREAS, at a regular meeting on February 16, 2023 the Parlier City Council did conduct a public hearing to consider the Project; 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.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Parlier approves the conditional use permit for the Prodigy Square 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 February 16, 2023 by the following vote to wit:

AYES:

NOES:

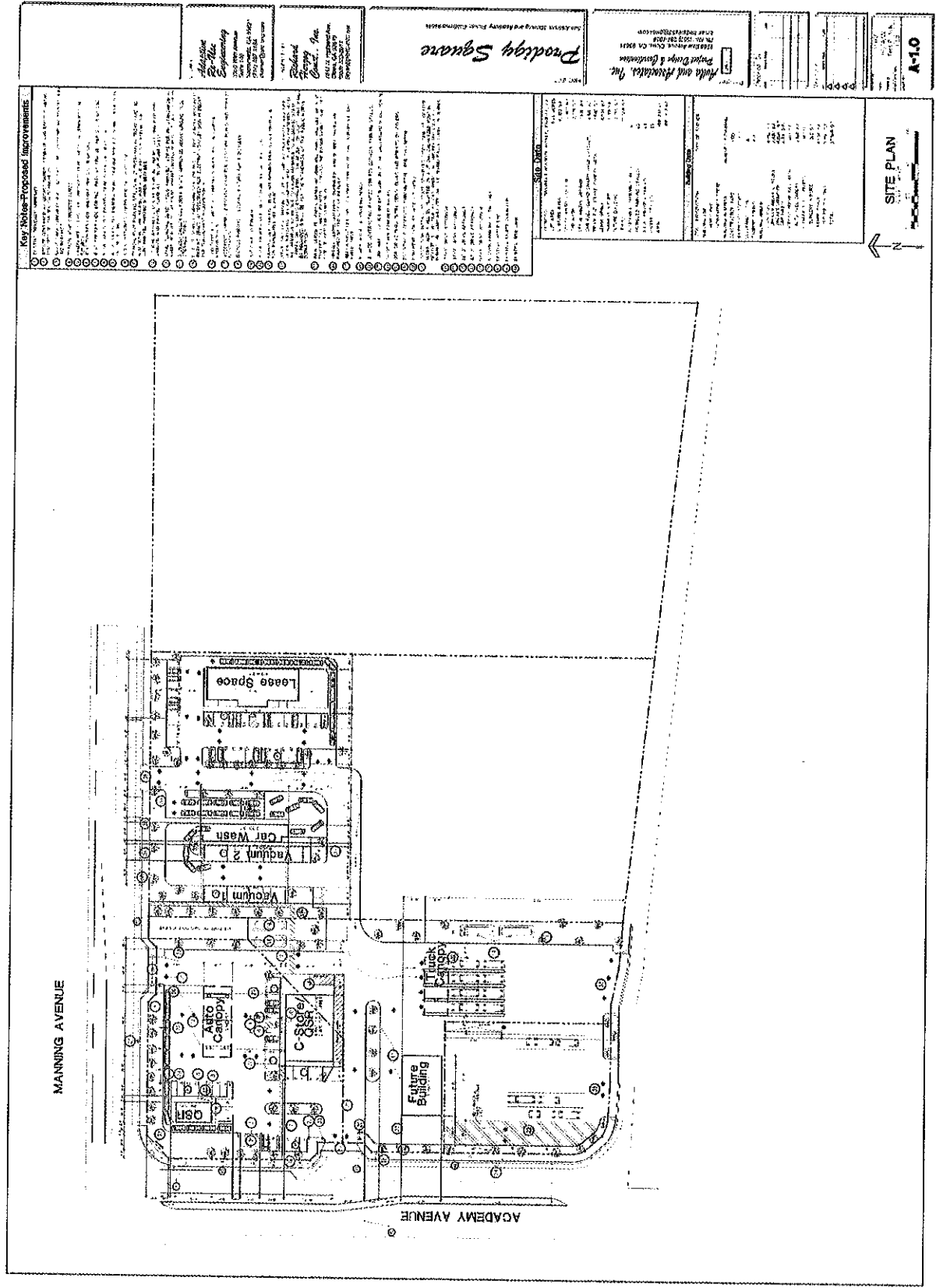
ABSENT:

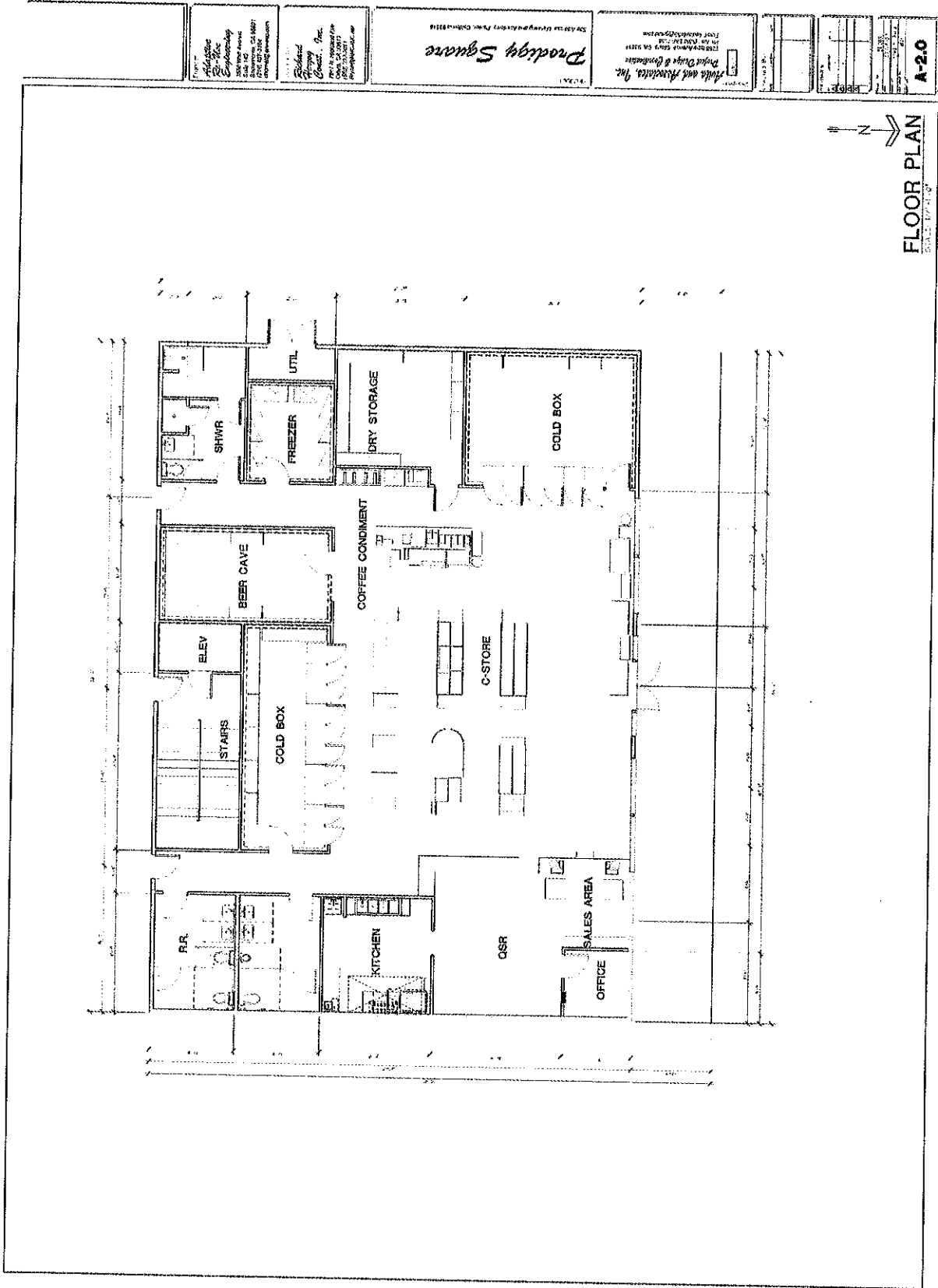
ABSTAIN:

Dorothy Garza, City Clerk

Hon. Mayor Alma Beltran

APNs 358-390-61, 62, 63, & 25 (portion)





Allegre & Co.
Engineering
2000 N. 10th St.
Suite 100
Phoenix, AZ 85016
Phone: (602) 233-1111
Fax: (602) 233-1112

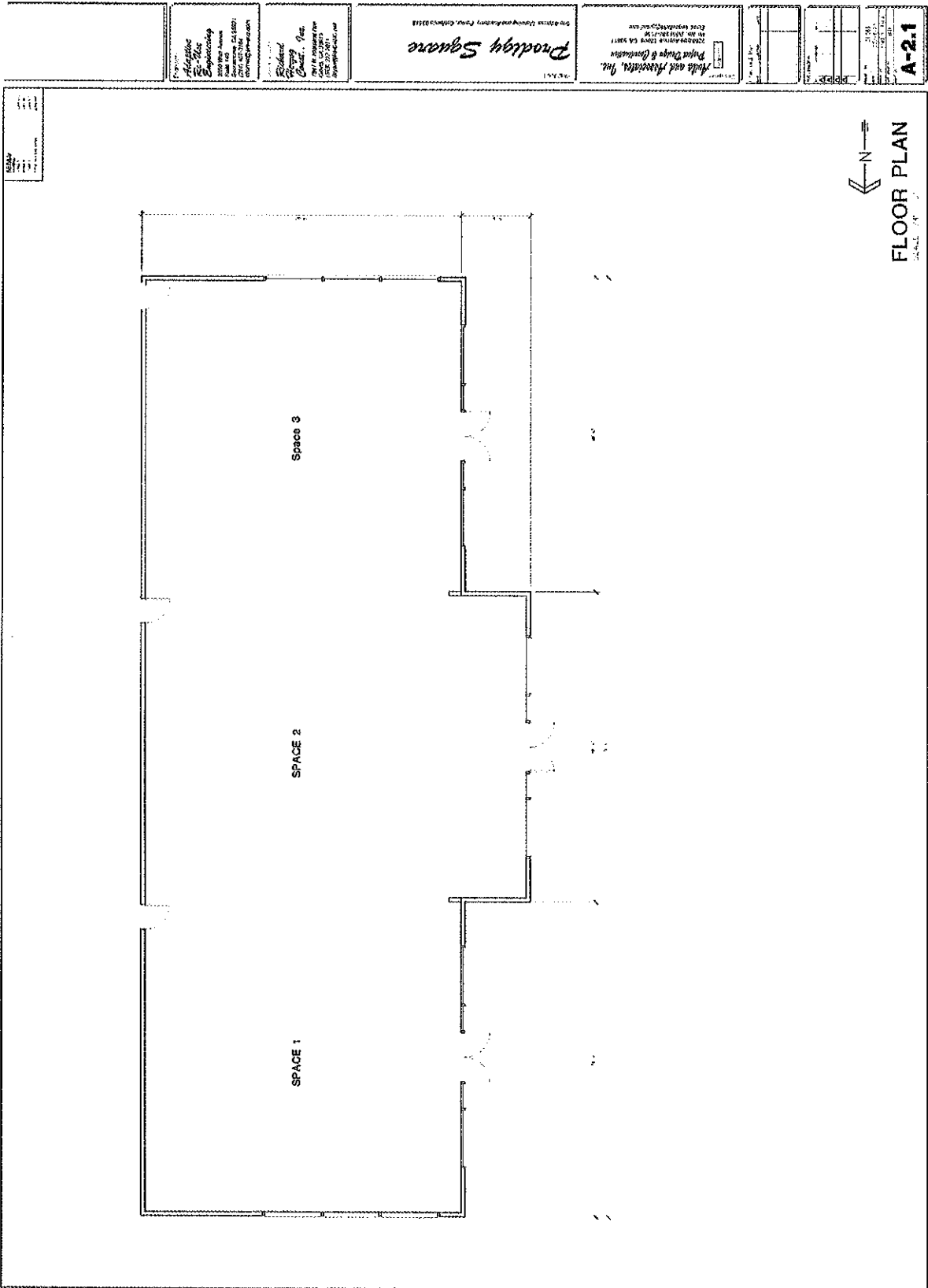
Richard H. Hays, Inc.
Architects
1000 N. 10th St.
Suite 100
Phoenix, AZ 85016
Phone: (602) 233-1111
Fax: (602) 233-1112

Prodiety Square
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Suite 100
Phoenix, AZ 85016
Phone: (602) 233-1111
Fax: (602) 233-1112

Prodiety and Associates, Inc.
Project Design & Construction
1000 N. 10th St.
Suite 100
Phoenix, AZ 85016
Phone: (602) 233-1111
Fax: (602) 233-1112

| NO. | DESCRIPTION | DATE |
|-----|-------------------------|----------|
| 1 | ISSUED FOR PERMITTING | 01/15/01 |
| 2 | ISSUED FOR CONSTRUCTION | 01/15/01 |
| 3 | ISSUED FOR AS-BUILT | 01/15/01 |
| 4 | ISSUED FOR RECORD | 01/15/01 |
| 5 | ISSUED FOR ARCHIVE | 01/15/01 |

A-2.0



FLOOR PLAN
1" = 10'

A-2.1

| | | | |
|-----|----------|-------------------|-------------|
| NO. | DATE | BY | CHKD. |
| 1 | 11/11/11 | W. J. [illegible] | [illegible] |
| 2 | 11/11/11 | [illegible] | [illegible] |
| 3 | 11/11/11 | [illegible] | [illegible] |
| 4 | 11/11/11 | [illegible] | [illegible] |

| | | | |
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| NO. | DATE | BY | CHKD. |
| 1 | 11/11/11 | [illegible] | [illegible] |
| 2 | 11/11/11 | [illegible] | [illegible] |
| 3 | 11/11/11 | [illegible] | [illegible] |
| 4 | 11/11/11 | [illegible] | [illegible] |

Wells and Associates, Inc.
Professional Engineers
2000 W. 10th Avenue
Suite 100
Denver, CO 80202
(303) 733-1111
www.wellsinc.com

Prology Square
1000 W. 10th Avenue
Suite 100
Denver, CO 80202
(303) 733-1111
www.prology.com

Richard
Wright
Contract, Inc.
1000 W. 10th Avenue
Suite 100
Denver, CO 80202
(303) 733-1111
www.rwright.com

Wright
Contract, Inc.
1000 W. 10th Avenue
Suite 100
Denver, CO 80202
(303) 733-1111
www.rwright.com

11/11/11

Lighting Requirements

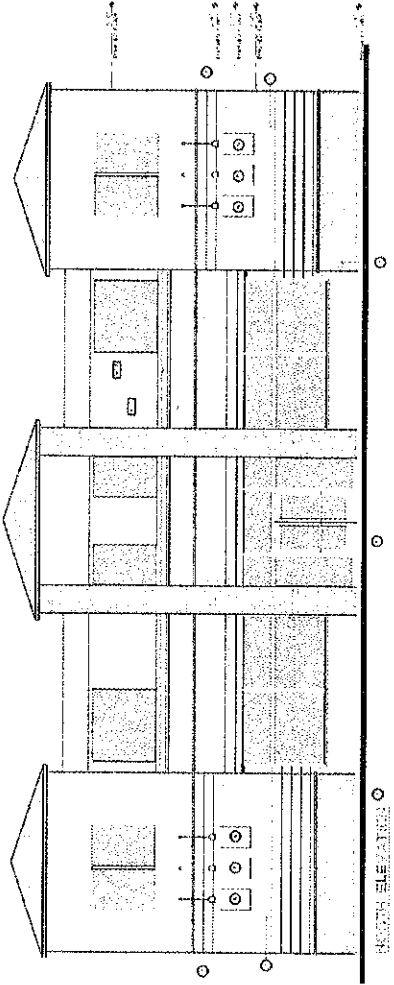
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Material Colors

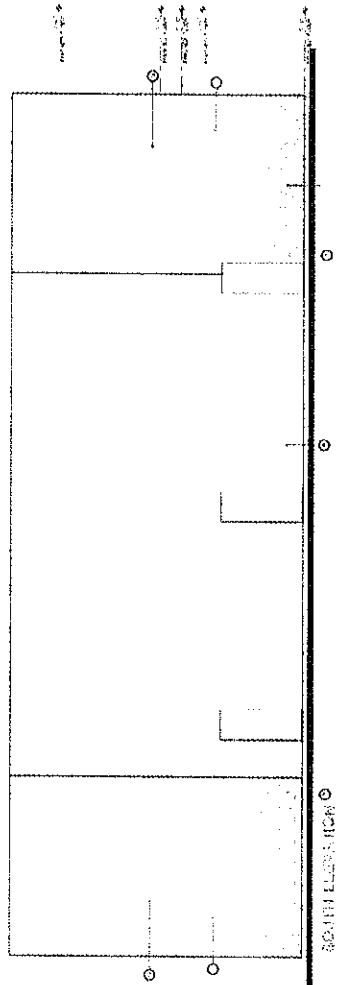
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Key Notes

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10. SEE ATTACHED TO THE EXTERIOR LIGHTING PLAN FOR



NORTH ELEVATION



SOUTH ELEVATION

PROPOSED EXTERIOR ELEVATIONS

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

A-3.0

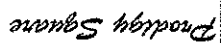
Prodiqy Square
 10000 Prodiqy Square, Suite 100
 Dallas, Texas 75244
 (214) 343-1000
 Fax: (214) 343-1001
 Email: info@prodiqy.com
 Website: www.prodiqy.com

Hill and Associates, Inc.
 10000 Prodiqy Square, Suite 100
 Dallas, Texas 75244
 (214) 343-1000
 Fax: (214) 343-1001
 Email: info@hilland.com
 Website: www.hilland.com

10000 Prodiqy Square, Suite 100
 Dallas, Texas 75244
 (214) 343-1000
 Fax: (214) 343-1001
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10000 Prodiqy Square, Suite 100
 Dallas, Texas 75244
 (214) 343-1000
 Fax: (214) 343-1001
 Email: info@prodiqy.com
 Website: www.prodiqy.com

4-3-2



Lighting Requirements

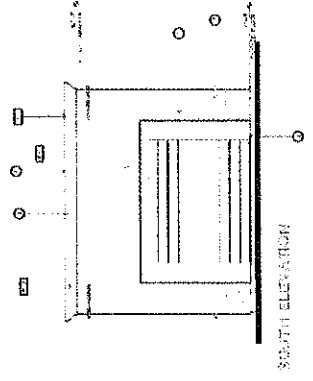
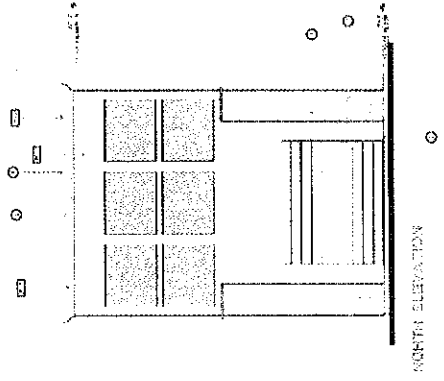
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Material Colors

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Key Notes

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10. ALL MATERIALS SHALL BE PROVIDED WITHIN THE BUILDING.



PROPOSED EXTERIOR ELEVATIONS

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

A-3-3

Prodiq Square
 12000 Prodiq Square
 Suite 100
 San Diego, CA 92121
 (619) 594-1234
 prodiq@prodiq.com

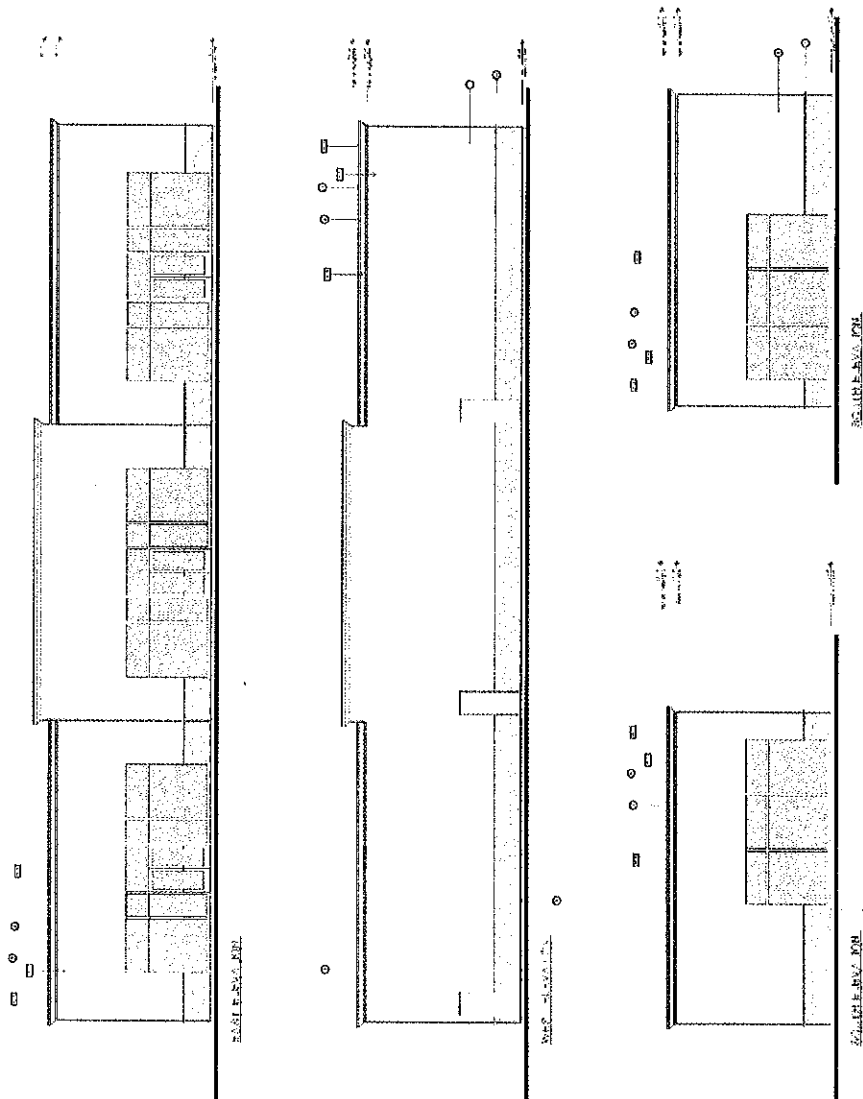
Prodiq Square
 12000 Prodiq Square
 Suite 100
 San Diego, CA 92121
 (619) 594-1234
 prodiq@prodiq.com

Prodiq Square
 12000 Prodiq Square
 Suite 100
 San Diego, CA 92121
 (619) 594-1234
 prodiq@prodiq.com

Prodiq Square
 12000 Prodiq Square
 Suite 100
 San Diego, CA 92121
 (619) 594-1234
 prodiq@prodiq.com

[illegible]

1. The first step is to identify the problem. In this case, the problem is that the system is not working properly. The user has reported that the system is not working properly, and the user has provided some information about the problem. The first step is to identify the problem.

[illegible]

PROPOSED EXTERIOR ELEVATIONS

1-3-4

Producty Square

Wells and Associates, Inc.
Payroll Design & Consulting
2700 E. 7th Avenue, Suite 204, Aurora, CO 80017
Tel: (303) 297-3055
Fax: (303) 297-3055

**Adaptive
Re-Use
Engineering**
10001 West Ardmore
Suite 103
Encinitas, CA 92024
714/437-3764
www.adaptive-reuse.com

Richard
Hogg
Const. Inc.

EXHIBIT "B" TO RESOLUTION NO. 2023-XX
CONDITIONS OF APPROVAL
PRODIGY SQUARE COMMERCIAL DEVELOPMENT (S & H GROUP, LLC)
APNs 358-390-61, 62, 63, & 25 (portion)

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. Each business operator shall acquire and maintain a City of Parlier Business license, including payment of applicable business license fees, prior to commencing operation.
3. 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.
4. Hours of operation, except for fueling, may occur between 5:00 AM and 2:00 AM up to seven days per week. Delivery services shall also occur during these hours. Fueling may occur at any hour.
5. 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 and subject to authorization from the owner of the property.
6. 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

7. Development of the project site shall be in substantial conformance with the Site Plan Sheet Set dated July 14, 2022 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.
8. 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.

9. 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 site plan shall be submitted to the Community Development Department prior to occupancy.
10. 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.
11. Use of the site shall conform to all applicable City requirements for the C-5 General Commercial Zone District.
12. All exterior lights shall be shielded or otherwise oriented to prevent disturbance to surrounding or neighboring properties or traffic on abutting rights-of-way.
13. 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.
14. 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.
15. 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.
16. Hours of construction shall be limited to 6:00 AM to 7:00 PM, Monday through Saturday.
17. Construction debris shall be contained within an on-site trash bin and the project site shall be watered for dust control during construction.
18. 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.
19. Any non-structural fencing shall be subject to approval by the Community Development Department consistent with Standard Drawing Nos. M-3 through M-7.

20. Bollards shall be installed consistent with City of Parlier Standard Drawing No. M-8 or as approved by the City Engineer.
21. All signage must be approved pursuant to the standards and guidelines of the Parlier Municipal Code prior to installation.
22. The applicant shall provide a geotechnical report prepared by a CA-licensed civil engineer for the review and approval of the City Engineer.
23. 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.
24. 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.
25. The **owner** shall comply with the provisions of Resolution No. 2019-12 regarding installation of video cameras for use by the Parlier Police Department.
26. 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.
27. The applicant shall comply with the City of Parlier Cross-Connection Control Regulations contained within PMC Section 13.30.
28. 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.
29. 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).
30. The applicant shall coordinate with Mid Valley Disposal and the City Engineer 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.
31. 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.

32. 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.
33. 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.
34. 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.
35. 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.
36. 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.
37. 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.
38. The site plan proposes 69 parking spaces, of which 6 are accessible spaces. Any modification to parking shall be subject to review and approval by the City Planner.
39. 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, and loading). All areas vehicular circulation 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.
40. All onsite improvements (sidewalk, curb, plantings, etc.) shall comply with their respective Standard Drawings or at the discretion of the City Engineer.

Grading

41. A grading permit is required prior to starting excavation.
42. The grading plan shall conform to the most current California Building Code.

43. 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.
44. 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.
45. 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.
46. The grading plan shall identify all finish elevations for the site and exterior boundaries.
47. 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

48. 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.
49. 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.
50. Fire hydrants shall be spaced not to exceed 300 feet on center and shall be individually valved between the hydrant and the remaining system.
51. Fire flow conditions are subject to review and approval by the Fresno County Fire Protection District/CAL FIRE.
52. 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.
53. No water services are allowed within drive approaches.
54. 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.
55. 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.

56. 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.
57. The project shall be served by the 12-inch water main in S. Academy Avenue or as determined by the City Engineer. At the discretion of the City Engineer, a looped system may be required, which may include connection to both S. Academy Avenue and E. Manning Avenue (also 12-inch). 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

58. The project shall install an 8-inch sewer main in the E. Progress Drive Alignment beginning at the terminus of the existing 8-inch sewer main in E. Progress Drive approximately 1,100 feet to the east and extending to the west as determined by the City Engineer. The sewer shall not extend west to the existing 14-inch force main in S. Academy Avenue. The applicant shall acquire an easement through the property to the east in order to accommodate this construction.
59. 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.
60. No sewer laterals are allowed within driveways.
61. 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

62. The project must comply with the state's small MS4 permit and the National Pollutant Discharge Elimination System (NPDES).
63. Consistent with Condition No. 2 of Parcel Map No. 2010-02, in addition to surface runoff from the project site, the project is also responsible for accommodating runoff from the south one-half of E. Manning Avenue, the east one-half of S. Academy Avenue, and the north one-half of E. Progress Drive.
64. The project site shall be served by the regional basin located within the Industrial Park approximately 1,100 feet to the southeast near S. Milton Drive and E. Industrial Drive.
65. 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.

66. The project shall utilize the existing inlet on the east side of S. Academy Avenue approximately 170 feet south of E. Manning Avenue. The applicant shall provide calculations for gutter inlet capacity for collection of storm water at that inlet. If site and other drainage cannot be accommodated by that inlet, the applicant shall provide an alternative mechanism for site drainage for the consideration of the City Engineer.
67. 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 |

68. Within the fenced basin area, provide a 10-foot service and equipment roadway, and basin slope banks shall not exceed a 4:1 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.
69. 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.
70. Underdrain pipe, if applicable, shall be consistent with City of Parlier Standard Drawing No. D-6.

Streets

71. Developer shall submit a site & parking lot circulation plan. Submit a site circulation plan showing all turn movements in and out of driveways and demonstrate how existing street circulation may be impacted.
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. At the discretion of the City Engineer, the existing curb return and ramp at the southeast corner of E. Manning Avenue and S. Academy Avenue shall be removed and reconstructed with north- and west-facing ramps to align with existing crosswalks.
75. The project shall install a south-facing ramp on the north side of E. Progress Drive east of S. Academy Avenue at a location agreeable to the City Engineer.
76. Developer shall provide an accessible path of travel to the public right of way. An accessible path of travel must be provided across all driveways.
77. 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.
78. 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.
79. 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.
80. 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.
81. E. Manning Avenue
 - a. The project shall install sidewalk, curb, and gutter on the south side of E. Manning Avenue along the entire project frontage consistent with Standard Drawing No. ST-7 or as directed by the City Engineer. At the discretion of the City Engineer, transition improvements may be required to the east of the project frontage.
 - b. The project shall install and maintain a minimum 10-foot-wide landscaped area behind the sidewalk.
 - c. The project shall be responsible for any reconstruction of E. Manning Avenue necessary to accommodate drainage as described above.
82. S. Academy Avenue
 - a. All setbacks and geometry on Academy Avenue are subject to design approval.
 - b. The project shall remove sidewalk, curb, and gutter on the eastern side of S. Academy Avenue beginning at a point approximately 275 south of the centerline of E. Manning Avenue and extending to at least the centerline of E. Progress Drive. The applicant shall construct new pavement, sidewalk, curb, and gutter consistent with Standard Drawing No. ST-7 (or as directed by the City Engineer) approximately 12 feet to the east to account for northbound deceleration/turning. The applicant shall coordinate with the City Engineer regarding the extent of the reconstruction to provide for appropriate transitioning, as well as lane striping, bicycle lanes, etc.

- c. The project shall install and maintain a minimum 10-foot-wide landscaped area behind the sidewalk.
- d. The project shall be responsible for any reconstruction of S. Academy Avenue necessary to accommodate drainage as described above.

83. E. Progress Drive

- a. The Project shall construct (at minimum) the north one-half of E. Progress Drive extending from S. Academy Avenue to the project site's eastern limit consistent with Standard Drawing No. ST-7 or as directed by the City Engineer.
- b. A 6-inch AC dike shall be installed along the southerly extent of the E. Progress Drive pavement. Said dike shall transition to the existing concrete curb along the east side of S. Academy Avenue south of the project extent.
- c. The project shall install a temporary timber barricade consistent with City of Parlier Standard Drawing No. ST-20 along the eastern terminus of E. Progress drive.

Fees

- 84. Owner shall be responsible for payment of any and all outstanding planning, building, plan check, and engineering fees prior to occupancy.
- 85. 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.
- 86. 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.

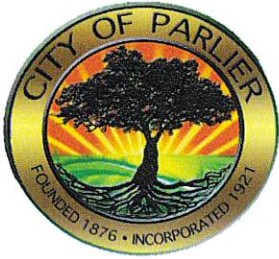
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| CITY OF PARLIER PRODIGY SQUARE DEVELOPMENT IMPACT FEES | | | | |
|---|-----------|-------|--------------|--------------------|
| Fee | Unit Type | Units | Fee per Unit | TOTAL |
| City Management and General Services | AC | 5.66 | \$319.53 | \$1,808.54 |
| Public Safety | AC | 5.66 | \$319.53 | \$1,808.54 |
| Storm Drainage | AC | 5.66 | \$5,591.79 | \$31,649.53 |
| Wastewater Treatment ¹ | EDU | 4.17 | \$1,834.11 | \$7,642.13 |
| Domestic Water ¹ | EDU | 4.17 | \$2,156.84 | \$8,986.83 |
| Fire Flow ¹ | EDU | 4.17 | \$1,078.40 | \$4,493.33 |
| City Parks ¹ | EDU | 4.17 | \$559.18 | \$2,329.92 |
| Water Hook-up ² | EDU | 14.24 | \$400.19 | \$5,697.37 |
| Sewer Hook-up ² | EDU | 14.24 | \$615.65 | \$8,764.80 |
| Total | | | | \$73,180.99 |
| ¹ EDUs based on 25 total employees | | | | |
| ² Water and Sewer Hook-up charge EDUs valued at 1,200 SF (19,015 SF/1,200 = 15.84 EDU) | | | | |

87. 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.
88. 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.

Mitigation Measure

89. The applicant shall apply a combination of the following mitigation measures that, based on assessment by the City, reduces effects from greenhouse gas emissions to a less than significant level:
- a. **GHG-1 – No Natural Gas:** The Project shall be designed and constructed without natural gas infrastructure.
 - b. **GHG-2 – Electric Vehicle Ready:** The Project shall meet the current CalGreen Tier 2 standards, except all Electric Vehicle capable spaces shall instead be Electric Vehicle ready.
 - c. **GHG-3 – GHG Credits for Cooking Equipment:** Prior to issuance of final inspection of the Project, the developer shall demonstrate to the City that the developer has funded project(s) that reduce 157.19 metric tons of CO₂-equivalent greenhouse gas emissions.



AGENDA ITEM: 11

MEETING DATE: 2/16/23

DEPARTMENT: Administration/Community
Development

REPORT TO CITY COUNCIL

SUBJECT: Adoption of Resolution No. 2023-____ authorizing the Submittal of an application to the California Department of Housing and Community Development for funding under the CalHOME Investment Partnerships Program; and if selected, the execution of necessary documents.

RECOMMENDATION: City staff recommends the City Council adopt Resolution No. 2023-____ authorizing the Submittal of an application to the California Department of Housing and Community Development for funding under the CalHOME Program; and if selected, the execution of necessary documents.

BACKGROUND: The California Department of Housing and Community Development (HCD or Department) is pleased to announce the release of this Homeownership Super Notice of Funding Availability (HOSN or Super NOFA) for approximately \$170 million, which may be augmented based on the availability of funds.

CalHome Program (CalHome) supports Homeownership programs aimed at lower and very low-income households, and in the case of a disaster, households at or below moderate income, and operated by private nonprofit and local government agencies, to increase homeownership, encourage neighborhood revitalization and sustainable development, and maximize use of existing homes

First-Time Homebuyer Mortgage Assistance (including the purchase of homes with ADUs or JADUs) (commencing with Guidelines §402) for Loans to Households at or below 80 percent of Area Median Income (AMI). Homebuyer Education (Guidelines §402.2) will be reimbursed in the form of a Grant from the Department to the Recipient in an amount not to exceed \$250 per assisted unit. Maximum appraised home values at time of purchase or upon completion of acquisition/Rehabilitation work shall not exceed the most recent median sales price, by county, posted at the California Association of Realtors website at <https://www.car.org/en/marketdata/data/countysalesactivity>. However, if prices have significantly changed, Recipients may request Department approval to use different limits based on a local calculation of median values. Financial assistance provided to qualified individual homeowners for Mortgage Assistance shall be in the form of deferred payment Loans, repayable upon the sale or transfer of the homes, when the home ceases to be owner-occupied, or upon the Loan maturity date, whichever occurs first (HSC § 50650.3

(c)(1)). The Loan shall be up to a 30-year term with the following exception: when USDA, Rural Housing Service (RHS) 502 Mortgage Loans are in first lien position the term shall be the term of the 502 Mortgage (30-38 years) (Guidelines §301). The interest rate is set by the Recipient at up to 3 percent simple interest per annum (Guidelines §301(d)). Borrowers shall occupy units as their principal place of residence for the term of the Loan (Guidelines §203(d)). If the Borrower will occupy an ADU or JADU, then residents of the single-family residence shall not be considered as part of the Household receiving program funding (Guidelines §203). Recipients shall comply with the Homeowner/Homebuyer Loan-to-Value Limits for Mortgage Assistance program Loans defined in Guidelines §302.

Owner-Occupied Rehabilitation Assistance (including repair, full reconstruction, or the addition of an ADU or JADU) (Guidelines §403) for Loans to Households at or below 80 percent of AMI. All assisted units shall have After-Rehabilitation Values at or below the current local median sales price of a single-family home. Recipients may use the most recent median sales price, by county, posted at the California Association of Realtors website at <https://www.car.org/en/marketdata/data/countysalesactivity>. However, if there is a significant price discrepancy, Recipients may request Department approval to use different limits based on a local calculation of median values. Manufactured Housing is also eligible, including replacement of a manufactured home not on a permanent foundation in the case where it has been determined by the Recipient it is infeasible to rehabilitate the home, whether located in a Mobile home Park or elsewhere (Guidelines §403.2). Financial assistance provided to qualified individual homeowners for Owner Occupied Rehabilitation shall be in the form of deferred payment Loans, repayable upon the sale or transfer of the homes, when the home ceases to be owner-occupied, or upon the Loan maturity date, whichever occurs first (HSC §50650.3(c)(1)). The Loan shall be up to a 30-year term (Guidelines §301). The interest rate is set by the Recipient up to 3 percent simple interest per annum (Guidelines §301). Borrowers must occupy units as their principal place of residence for the term of the Loan (Guidelines §203). If the Borrower will occupy an ADU or JADU, then residents of the single-family residence shall not be considered as part of the Household receiving funding (Guidelines §203). Recipients shall comply with the Homeowner/Homebuyer loan-to-value limits for Owner-Occupied Rehabilitation program Loans defined in Guidelines §302. Financial assistance provided to individual Households to rehabilitate, repair, or replace Manufactured Housing located in a Mobile home Park and not permanently affixed to a foundation shall be in the form of a secured forgivable Loan, which shall also be made in a manner consistent with the Guidelines and applicable Statutes (HSC §50650.3(c) and Guidelines §403.2). The Loan shall be due and payable in 20 years, with 10 percent of the original principal to be forgiven annually for each additional year beyond the 10th year that the home is owned and continuously occupied by the Borrower (HSC §50650.3 (c)). Pursuant to HSC

§50650.3(c), not more than 10 percent of the funds available in a given fiscal year shall be used for financial assistance in the form of secured forgivable Loans.

Funds in support of an ADU/JADU Program shall be used for:

- Construction, reconstruction, repair, conversion, or Rehabilitation
- Structural modifications to the existing home necessary to accommodate an ADU or a JADU
- Building permits and other related government fees, including all fees necessary to build and occupy the ADU/JADU
- Consulting services which are directly related to construction, such as appraisal, architectural, or engineering services
- Non-recurring Loan costs
- CalHome Activity Delivery Fees

FISCAL IMPACT: No Fiscal Impact

Prepared by: Sonia Hall

Approved by: Sonia Hall

Approved by: 

Attachments:

- Resolution

| TYPE OF ITEM: | COUNCIL ACTION: | APPROVED | DENIED | NO ACTION |
|---|-----------------|---|--------|-----------|
| <input type="checkbox"/> Consent | | <input type="checkbox"/> Public Hearing | | |
| <input type="checkbox"/> Info Item | | <input type="checkbox"/> Matter Initiated by a Council Member | | |
| <input checked="" type="checkbox"/> Action Item | | <input type="checkbox"/> Other | | |
| <input type="checkbox"/> Department Report | | <input type="checkbox"/> Continued to: _____ | | |
| <input type="checkbox"/> Redevelopment Agency | | | | |

RESOLUTION NO: 2023-06

THE GOVERNING BOARD OF

City of Parlier
[Title of Applicant]

HEREBY AUTHORIZES THE SUBMITTAL OF AN APPLICATION TO THE CALIFORNIA STATE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR FUNDING UNDER THE CALHOME PROGRAM; THE EXECUTION OF A STANDARD AGREEMENT IF SELECTED FOR SUCH FUNDING AND ANY AMENDMENTS THERETO; AND ANY RELATED DOCUMENTS NECESSARY TO PARTICIPATE IN THE CALHOME PROGRAM.

WHEREAS:

- A. [REDACTED] wishes to apply for and receive an allocation of funds through the CalHome Program; and
- B. The California Department of Housing and Community Development (hereinafter referred to as "HCD") has issued a Notice of Funding Availability ("NOFA") on Jan 6, 2023 for the CalHome program established by Chapter 84, Statutes of 2000 (SB 1656 Alarcon), and codified in Chapter 6 (commencing with Section 50650) of Part 2 of Division 31 of the Health and Safety Code (the "statute"). Pursuant to the statute, HCD is authorized to approve funding allocations utilizing monies made available by the State Legislature to the CalHome program, subject to the terms and conditions of the statute and the CalHome Program Regulations adopted by HCD in April 2004; and
- C. The City of Parlier wishes to submit an application to obtain from HCD an allocation of CalHome funds in the amount of \$5,000,000.00

IT IS NOW THEREFORE RESOLVED THAT:

1. The City of Parlier shall submit to HCD an application to participate in the CalHome Program in response to the NOFA issued on Jan 6, 2023 which will request a funding allocation for the following activities **[Briefly describe the proposed activities, including dollar amount of each]:**

\$2,000,000 in Mortgage Assistance \$1,000,000 in ADU \$2,000,000 in Owner Occupied Rehabilitation

Located in City of Parlier
[Program/Project location(s)]

2. If the application for funding is approved, the City of Parlier hereby agrees to use the CalHome funds for eligible activities in the manner presented in the application as approved by HCD and in accordance with program regulations cited above. The application in full is incorporated as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the application are enforceable through the Standard Agreement. City of Parlier acknowledges and agrees that it may be required to execute any and all other instruments necessary or required by HCD for participation in the CalHome Program.

3. The City of Parlier authorizes the City Manager to execute in the name of the City of Parlier the application, the Standard Agreement, and any subsequent amendments or modifications thereto, as well as any other documents required by HCD for participation in the CalHome Program, and any amendments thereto.

INSTRUCTION: Fill in all four vote-count fields below, if none, indicate "0" for that field. Vote totals will be compared to current organizational bylaws, or other governing documents for cities and counties, to verify that an adequate quorum was present for a valid vote by the organization, and that the total number of votes matches the stated number of directors/members/councilmembers/supervisors, etc.

PASSED AND ADOPTED THIS _____ Day of _____ 20_____, by the following vote:

AYES: _____ NAYS: _____ ABSTAIN: _____ ABSENT: _____

The undersigned _____ [title of officer] of the _____ [name of applicant] there before
_____ City of Parlier
named does hereby attest and certify that the foregoing is a true and full copy of a resolution of the
Governing Board adopted at a duly convened meeting on the date above-mentioned, which has not been
altered, amended or repealed.

Signature

Date