

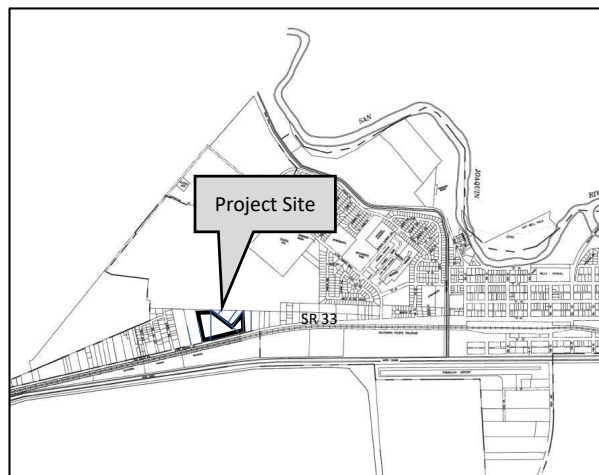
City of Firebaugh

Initial Environmental Study *and*

Proposed Mitigated Negative Declaration

for

“Cen Cal Builders” Project



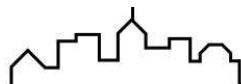
Prepared for

CITY OF FIREBAUGH

Prepared by

COLLINS & SCHOETTLER
PLANNING CONSULTANTS

URBAN PLANNING • PLANNING POLICY • DESIGN REVIEW



ENVIRONMENTAL REVIEW

GENERAL INFORMATION

What is being proposed?

The City of Firebaugh has received an application for the development of a 14.7 acre site with a combination of single family lots and multi family units. The project includes a General Plan Amendment, zone change, a Tentative Subdivision Map for the creation of 42 single family residential lots and a Site Plan Review for the development of 64 multi family units.

The Assessor Parcel Numbers are 007-040-003, 007-040-006, 007-050-004 and 007-050-005. There is a description of the specific planning actions along with maps and diagrams in the study.

What is this document?

The attached document is a review of potential environmental impacts that may occur if the City approves the proposed project.

Why is this document being prepared?

The California Environmental Quality Act of 1970 requires government agencies to analyze how development projects may impact the environment - before considering and approving or denying the project. Once the document is prepared, it must be made available to the public and circulated for review to potentially affected public agencies for a period of 20 days.

Will this study result in any changes to the project?

An environmental study may recommend measures to reduce or eliminate environmental impacts. These measures (called mitigation measures) may include actions to be taken during project construction (such as watering soils to keep down dust) or may include changes to the design of the project itself.

How do I comment on this study?

Send written comments to the City's planning consultant: Karl Schoettler, Collins & Schoettler Planning Consultants, 1002 W. Main Street, Visalia, CA 93291.

How is this project reviewed by the City?

Following review by City staff, this particular project will require a public hearing before the Firebaugh Planning Commission and Firebaugh City Council. If you are interested in knowing the time and date for these meetings, please contact the Firebaugh City Clerk at (559) 659-2043.

Who do I contact for more information?

Karl Schoettler, Planning Consultant
Collins & Schoettler
1002 W. Main Street
Visalia, CA 93291
(559) 734-8737 or

Ben Gallegos, City Manager
City of Firebaugh
1133 P Street
Firebaugh, CA 93622
(559) 659-2043

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A: Proposed Mitigated Negative Declaration

1.0 INTRODUCTION

Executive Summary

This document is an analysis of potential environmental impacts of the project titled the “Cen Cal Builders Project” being proposed within the City of Firebaugh. The project is a proposal to develop a 14.7 acre site with a combination of single family lots and multi family dwellings. The site is located on the east side of North Dos Palos Road (State Highway 33) at the Lyon Avenue alignment.

This environmental study determined the project will not have significant impacts on the environment provided that mitigation measures are incorporated into the project design and operation. As such, the study recommends the City adopt a "Mitigated Negative Declaration" for the project. Several measures were identified in the study that would reduce impacts that will occur. These measures and impacts pertain to the following issues:

- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Noise
- Circulation

A more thorough discussion of environmental impacts and mitigation measures is found in Section 4.0 of this document. Mitigation measures are also fully listed in the proposed Mitigated Negative Declaration, found in Appendix A.

1.1 What is This Document?

The following document is an analysis of potential environmental impacts of the project titled “Cen Cal Builders Project” being proposed in the City of Firebaugh. The project is a request to amend land use and zoning designations for the subject site, approve a Tentative Subdivision Map to create 42 single family residential lots, and also approval of a Site Plan Review permit for the development of 64 multi family units. The site contains approximately 14.7 acres located on the east side of North Dos Palos Road (State Highway 33) at the Lyon Avenue alignment. A more detailed project description can be found under Section 1.3 (Project Description), below.

The California Environmental Quality Act (CEQA) requires public agencies to evaluate the potential environmental effects of development projects and actions that may impact the environment. The action of amending zoning and land use designations, approving a subdivision map and Site Plan Review is considered to be a "project" under CEQA and must be evaluated for its environmental impacts.

The first step of environmental review is to determine whether a project is exempt from further review. CEQA contains a list of projects and actions normally considered to be exempt. The act of amending zoning and land use designations, approving a subdivision map and Site Plan Review, as proposed, is not exempt from review. The next step is to prepare an Initial Environmental Study (IES) (which is this document). The IES is an initial review of the project and its potential effects. The IES includes:

- A profile of existing conditions on the project site and vicinity.
- A checklist of potential environmental effects of the project. This checklist helps the agency focus its examination of environmental issues.
- A discussion of the environmental effects contained on the checklist.
- A list of measures (mitigation measures) that can be employed to reduce or eliminate environmental effects resulting from the project.

The purpose of the IES is to determine the magnitude of potential environmental impacts of the project. The IES will make one of three determinations regarding the project:

- **The project will not have a significant impact on the environment.** A “Negative Declaration” is prepared to adopt the findings of the study.
- **The project could have a significant impact on the environment,** however mitigation measures have been devised that will minimize those potential impacts to a level that is considered "less than significant". A "Mitigated Negative Declaration" is prepared to adopt the findings of the study.
- **The project will have a significant impact on the environment** and an Environmental Impact Report (EIR) must be prepared. An EIR is an in-depth discussion of the project and its impacts. Mitigation measures that can reduce the magnitude of the impacts should also be discussed. The EIR must also examine alternatives to the project that may or may not reduce environmental impacts. These alternatives could include an alternative site or a different way to design the project. The EIR must also discuss "cumulative impacts" which are impacts that will occur when the project is considered along with other development in the area or the region that may be occurring in the same time frame.

Within an EIR, impacts that cannot be reduced to a level that is "less than significant" must be acknowledged. When considering these impacts, the decision-making body (typically the Planning Commission and City Council) must consider and adopt a "Statement of Overriding Considerations" - a statement contained in a resolution that finds that the benefits of the project outweigh its negative environmental effects.

Environmental analysis must be conducted before the decision-making body can take action on the project itself - in this case, approving a zone change, General Plan amendment, Tentative Subdivision Map and Site Plan Review.

Public Review

CEQA requires the environmental analysis to be made available for public review. This allows members of the public, individuals, property owners and potentially affected public agencies to review the findings of the study. The review period for this Initial Environmental Study is 20 days. Individuals and agencies may submit comments on the study during the public review period. These comments must be considered by City of Firebaugh prior to taking action on the project.

The IES must also be considered by the Planning Commission and City Council in public hearings. Any person may speak on the environmental study at the public hearing and any comments must be considered by the decision-making bodies. If, after taking testimony from the public, considering written comments submitted during the public review period, and considering the environmental study itself, the decision-making bodies feel that the findings of the study are correct, they may then adopt the findings of the study. If however, the decision-making body feels the study does not adequately analyze and document the project, it may require additional study, or preparation of a full Environmental Impact Report.

What is a "Significant Impact"?

The word "significant" is a subjective term, however, CEQA contains a list of impacts that are normally considered to be "significant". Impacts most commonly found to be significant for development projects in valley communities include:

- Loss of prime farmland
- Impacts to air quality above threshold levels
- Loss of endangered plant and animal species or habitat
- Impacts on infrastructure – such as exceeding local water or sewer systems
- Groundwater
- Traffic/circulation – exceeding capacity of roadways
- Public services
- Cumulative impacts

This list is not all-inclusive - impacts will vary depending on the nature of a specific project, its site and surroundings. Further, if an impact was acknowledged as significant in a previous EIR (such as an EIR for a General Plan), preparation of a new EIR is not required.

1.2 Location

The City of Firebaugh is located along State Highway 33 and the San Joaquin River in the northern portion of western Fresno County. It is approximately 30 miles west of the Fresno-Clovis Metropolitan Area and 18 miles east of Interstate 5, the major surface transportation route between

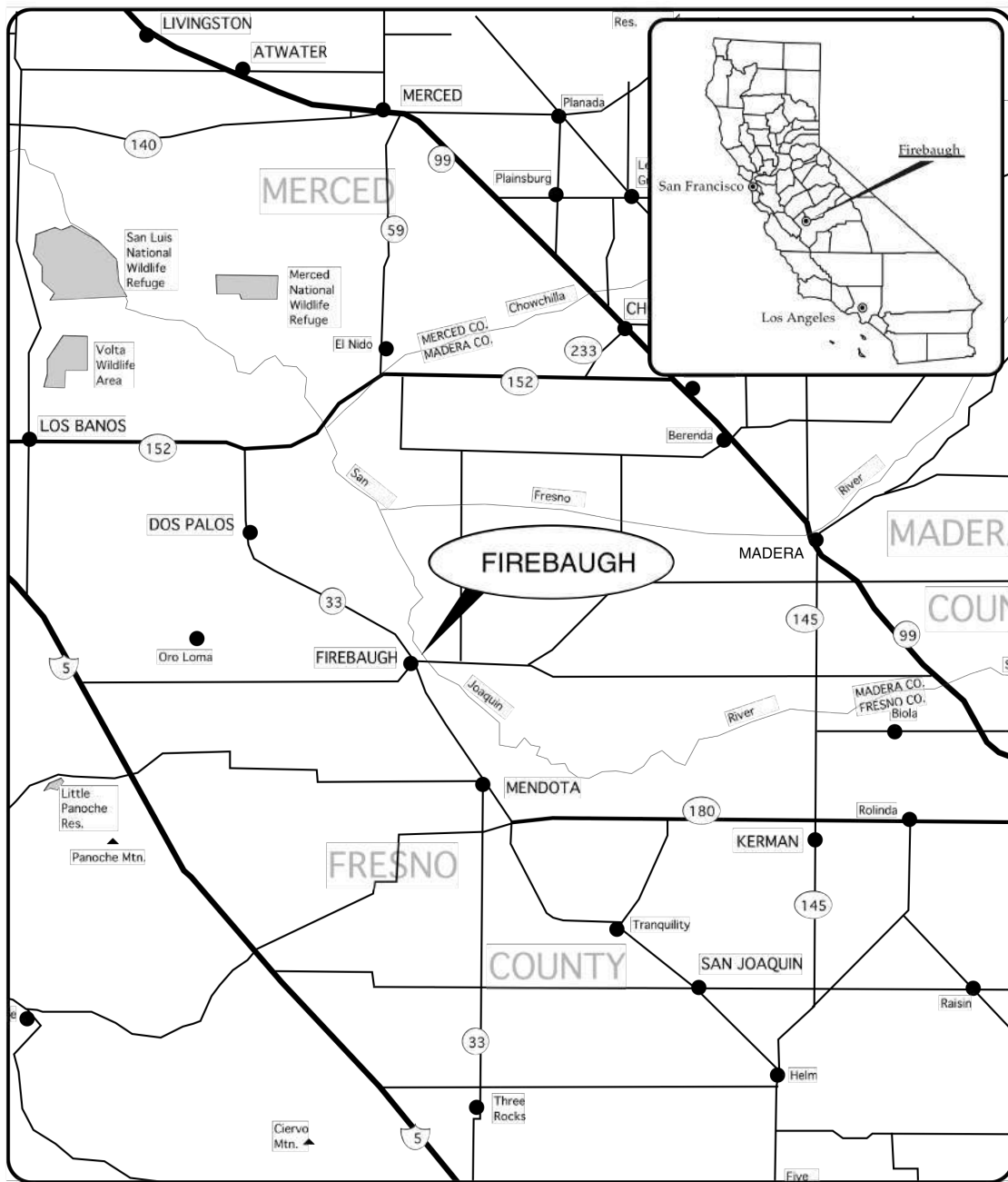
San Francisco and Los Angeles (see Map 1). The City of Mendota is located about 8 miles southeast of Firebaugh, while the City of Dos Palos is located about 15 miles to the northwest.

The project site includes five parcels containing approximately 14.7 acres located on the east side of North Dos Palos Road (State Highway 33) at the Lyon Avenue alignment (see Map 2).

1.3 Project Description

The project consists of a proposal to amend the land use and zoning designations for the site, approve a Tentative Subdivision Map to establish 42 single family residential lots, and a Site Plan Review permit to construct and operate a 64-unit multi family residential complex. These actions are summarized as follows:

- General Plan Amendment 2018-01. This action is an amendment of the Land Use Map of the 2030 Firebaugh General Plan to change the land use designation on portions of the project site from “Neighborhood Commercial” to “Medium Density Residential” and “High Density Residential”.
- Zone Change 2018-02. This action is a Zone Change, to change the zoning of the project site from C-1 (Neighborhood Commercial zone) to R-1-5 (Single Family Residential (5,000 square foot minimum lot area)) and R-3 (Medium Density Multiple Family Residential zone).
- Tentative Subdivision Map 2018-01. This action is a proposal to subdivide the northern portion of the site into 42 single family residential lots.
- Site Plan Review 2018-01. This action is a Site Plan Review permit to develop and operate a 64 unit multiple family residential apartment complex on the subject site. Parking lots with 103 parking spaces are proposed within the site. Associated improvements will include landscaping, utility connections and street frontage improvements.

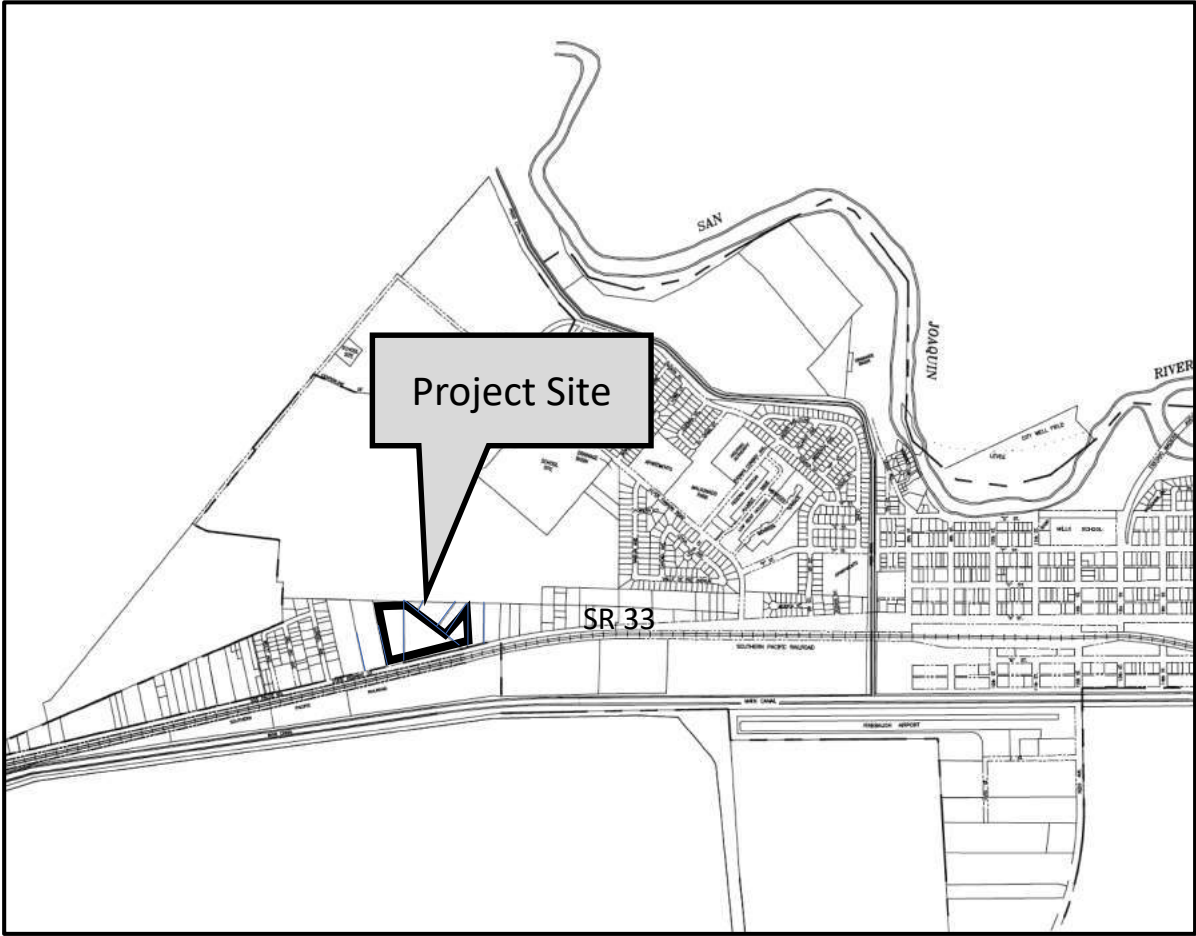


CITY OF FIREBAUGH

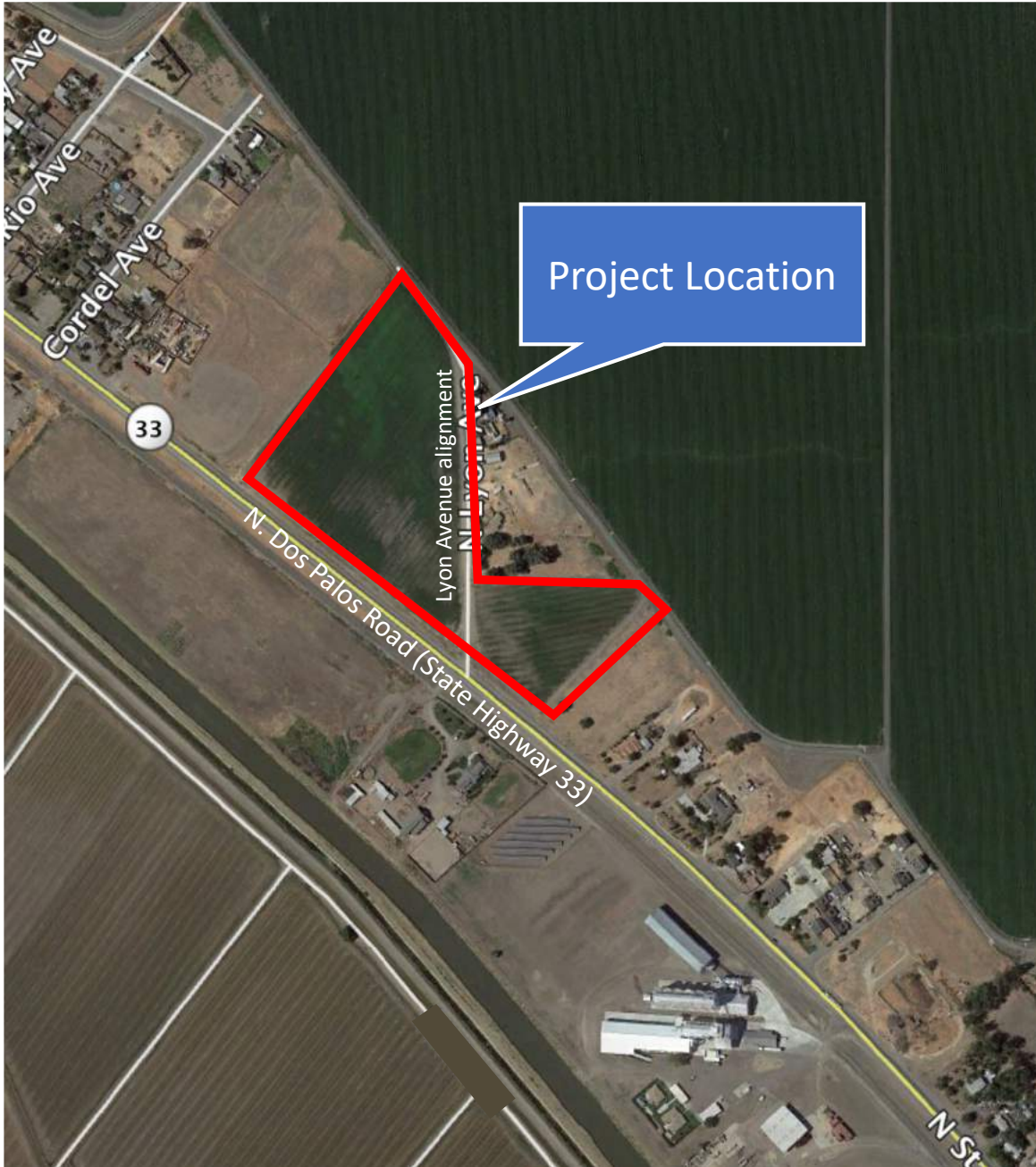
Regional
Location

map
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Map 2: Project Location



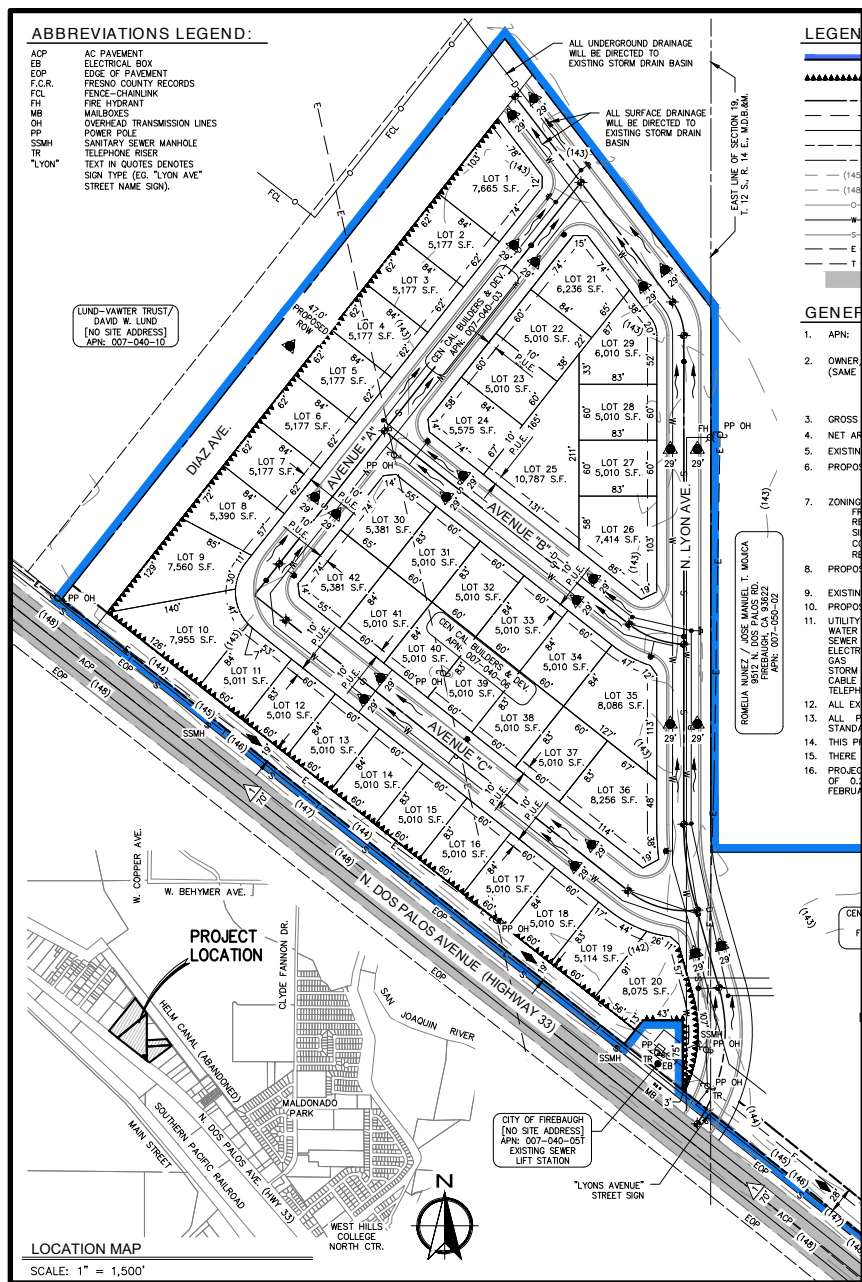
Map 3: Aerial Photo of Site



Proposed Subdivision Map

The subdivision proposes 42 single family residential lots, situated on the east side of State Route 33 and the west side of the Lyon Avenue alignment. All lots will exceed 5,000 square feet in area, per standards of the R-1-5 zone. Exhibit 1 shows the proposed subdivision layout.

Exhibit 1: Proposed Subdivision

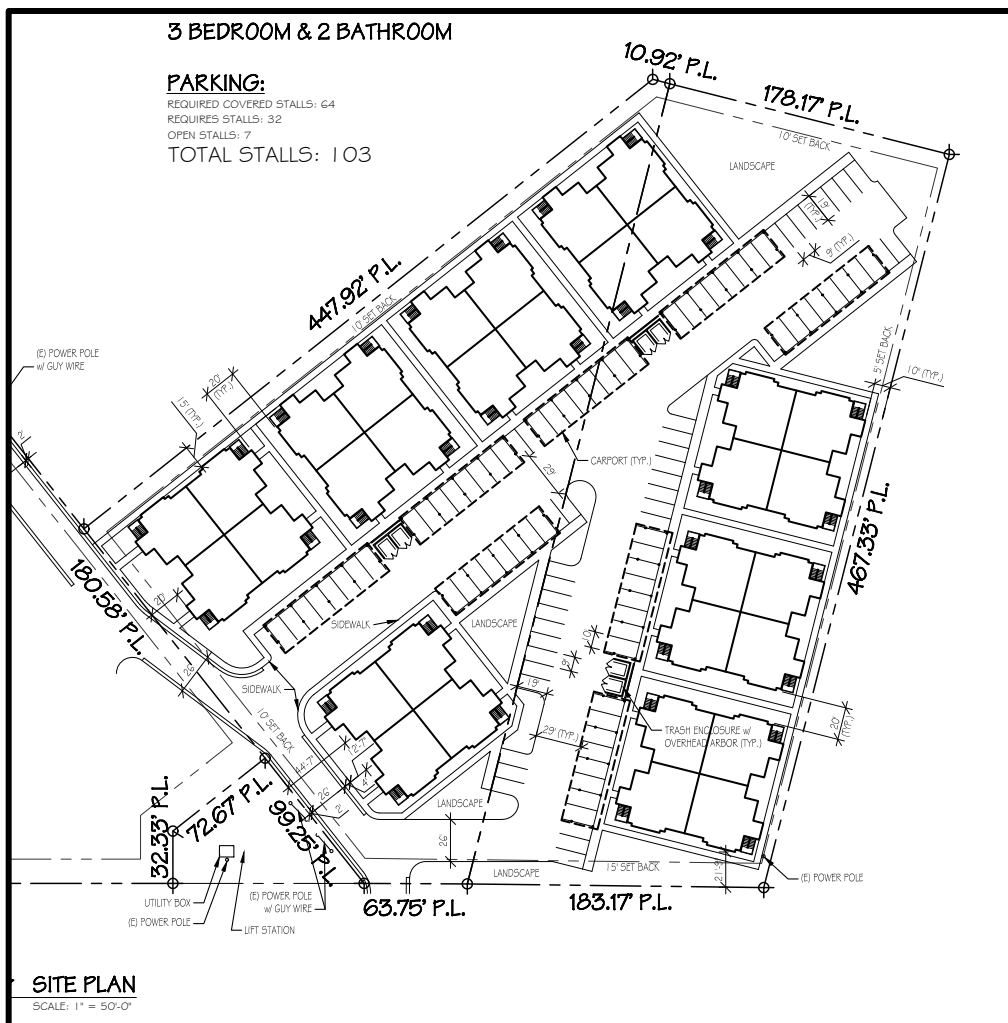


Proposed Multi Family Site Plan Design

The site plan proposes 64 multi family dwellings within eight 2-story buildings on the subject parcel (see Exhibit 2 (Site Plan)). The buildings are generally situated along the perimeter of the site around a looped parking area. Other features of the project include:

- Parking lots with 103 parking spaces. Sixty four spaces will be covered with carports.
- Landscaping between buildings and around the perimeter of the site.
- Trash enclosures situated throughout the site.
- Utility connections.
- Exterior lighting.

Exhibit 2: Proposed Site Plan



2.0 CITY OF FIREBAUGH

2.1 Overview

Since incorporation in 1914, the City of Firebaugh has grown to an estimated population of 8,112 in 2018, according to the California Department of Finance. Since 1970 the City's population has grown by nearly 200% - or an average annual growth rate of 2.6%. Since 2010 the average annual growth rate has dropped to about 0.9%. By 2025, Firebaugh is projected to have a population of 11,800 persons – based on the General Plan's "medium" growth projection. The average household size in Firebaugh in 2018 was 4.01 persons – considerably larger than the average size in Fresno County at 3.21 persons per household. This rate points to a need for the development of more affordable housing.

Agriculture is the mainstay of Firebaugh's economy, with the major crops grown in the area being alfalfa, melons, rice, cotton and various vegetables. The majority of employment within the area is related to agriculture, involving either farm labor or employment in industries processing agricultural products. Toma-Tek is the largest agricultural operation employing upwards of 700 persons during peak processing periods. Major non-agriculture related employers include the Firebaugh School District and the City of Firebaugh. Firebaugh has historically had unemployment rates significantly higher than Fresno County, California, and the nation as a whole. Rates upward of 25% are typical. To a great extent, these high rates are due to the seasonal nature of the agricultural industry.

3.0 PROJECT SETTING

The purpose of this section of the Initial Study is to provide a description of the existing environmental conditions in the vicinity of the project site.

3.1 Project Site

Existing Land Use & Surrounding Lands:

The site includes five existing parcels that are currently vacant though at times have been planted with field crops, such as alfalfa. The parcels total approximately 14.7 acres.

Land in the vicinity of the site is characterized by a variety of existing uses, as follows:

North: Vacant land

East: Field crops

South: Single family dwellings and vacant land

West: Highway 33, vacant land and railroad

3.2 Land Use Controls

The project site is designated “Neighborhood Commercial” on the Proposed Land Use Map of the 2030 Firebaugh General Plan. As noted previously, the land use designation for the portion of the site between Highway 33 and Lyon Avenue is proposed to be amended to “Medium Density Residential” while the area east of Lyon Avenue is proposed to be amended to the “High Density Residential” category.

The site is currently zoned C-1 (Neighborhood Commercial) by the City of Firebaugh. According to the Firebaugh Zoning Ordinance, the C-1 zone is intended for “retail commercial uses limited to providing convenience shopping goods to an immediate residential area and developed within a unified master planned shopping center”.

The proposed zoning of the area between Highway 33 and Lyon Avenue is the R-1-5 zone. This zone is intended to *“provide living areas within Firebaugh where development is consistent with the Firebaugh General Plan and is generally limited to low density concentrations of single-family dwellings, and where regulations are designed to promote the following: (1) encourage a suitable environment for family life, (2) provide space for community facilities, including parks, schools, churches and other facilities that will complement the residential environment; (3) a circulation system that is pedestrian-friendly, is properly connected to the community at-large and adjacent residential developments, and provides for alternative forms of transportation; (4) an attractive and unique neighborhood design that ranges from streetscape to the residential dwellings themselves; and (5) the conservation of valuable resources ranging from water to energy.”*

The minimum lot size of the R-1 zone is 5,000 square feet.

The proposed zoning for the parcels east of Lyon Avenue is R-3 (Medium Density Multiple Family Residential). This zone is intended to “provide for the development of medium density multiple family residential structures for purposes of rental or sale to permanent occupants on lots not less than seven thousand five hundred (7,500) square feet in area”. The zone allows for development at a density of up to one unit per 1,500 square feet of lot area.

Surrounding Lands

According to the 2030 Firebaugh General Plan’s Proposed Land Use Map, land to the north of the site is designated both “Service Commercial” and “Public/Quasi Public”; land to the east is designated “Medium Density Residential”; land to the south is designated “Service Commercial” and “Light Industrial” and land to the west is designated “Light Industrial”.

In terms of zoning, land to the north is zoned C-3 (General Commercial), land to the east is zoned “R-1” (Single Family Residential), land to the south is zoned R-3 and land to the west is outside city limits and zoned by Fresno County for agricultural use.

3.3 Traffic and Circulation

Circulation

The subject site currently has access from State Highway 33. In the vicinity of the site the highway is improved with one travel lane in each direction and graded gravel shoulders, within an approximate 90-foot wide right-of-way. The highway is designated an “Arterial” roadway in the Circulation Element of the Firebaugh General Plan.

Ultimate improvement plans call for the roadway to feature two travel lanes and a parking lane in each direction, along with a landscaped median divider. The project applicant will be required to secure an encroachment permit from Caltrans for access and all improvements proposed within the highway right-of-way.

Additional information on circulation issues can be found in the Circulation Element of the Firebaugh General Plan.

3.4 Utilities

Sewer

Firebaugh's Wastewater Treatment Plant (WWTP) located on the south side of the City and is designed to accommodate a daily maximum flow of 1.5 million gallons per day (mgd). In recent months the plant has been experiencing an average daily flow of 0.5 - 0.6 mgd. Peak flow during the winter is about 1.1 mgd. According to City staff, the WWTP has adequate capacity to serve the proposed development.

In the vicinity of the project site there is a sewer main that runs within the right of way of Highway 33. This line was installed primarily to serve existing development in the Del Rio area and has limited capacity for additional development. According to the City Engineer however, the proposed project can be accommodated by this line.

Water

The City of Firebaugh provides water service to developed properties within its city limits. The existing system consists of a network of 4, 6, 8, 10, 12, and 14-inch collection lines that connect to 10 and 12 inch mains. The city pumps groundwater from six wells situated along the San Joaquin River. The depth of the wells range from 210-300 feet, with a pumping capacity ranging from 750 to 900 gallons per minute (gpm).

The system has a peak production capacity of about 6,000 gallons per minute (gpm) or nearly 8.6 million gallons per day (mgd). The City has approximately 1,400 customers in its system with an

annual water usage of 793 million gallons. This annual usage translates to an average usage of 2.17 mgd, with the demand during peak periods reaching 5.4 mgd.

The City filters its water supply through two water treatment plants, with two filter tanks operating at each plant. Historically, the water supplied by the City has been of good quality although elevated levels of iron and manganese have been observed during peak water demand periods. One water treatment plant was recently rebuilt and now has the capacity to filter the City's water supply during peak production in order to meet safe drinking water standards for iron and manganese. The City's water system also includes three storage tanks that combine to hold a capacity of 4.35 million gallons of water.

In the vicinity of the project site there is a water line within the right of way of State Highway 33. This line was installed to serve existing development within the Del Rio area and has limited capacity to serve additional development. In addition, the line is not "looped" as is customary policy for new installations in the City. According to the City Engineer, however, this line can accommodate water demands of the proposed project.

Storm Drainage

Storm drainage within the community is provided by the City of Firebaugh. The City currently operates three storm drainage basins in the north part of the City. Most storm water in Firebaugh has historically been pumped into Central California Irrigation District canals or allowed to flow by gravity into the San Joaquin River.

The nearest storm drainage facility is a city-owned basin immediately north of the site, off Cordell Avenue. The project has been designed to discharge storm drainage to this basin. The City Engineer indicates there is adequate capacity in this basin to serve the project.

Gas and Electricity

Natural gas and electricity service in the Firebaugh area are provided by Pacific Gas and Electric Company. There are existing utility lines along Highway 33 and the site would connect to these lines.

3.5 Biological Resources

Though the project site is currently vacant, it and the surrounding areas have been utilized for agricultural purposes for many years. As such, the site is not expected to provide suitable habitat for rare, threatened or endangered species. The closest area of significant natural habitat exists in the form of riparian vegetation along the channel of the San Joaquin River, about one-half mile east of the site.

3.6 Geological Hazards

Firebaugh is not in an area with known active faults that constitute potential hazards to structures. The closest active faults to Firebaugh include the Ortigalita Fault (approx. 30 miles west), the Paicines, San Andreas, and Calaveras Faults (about 45 miles to the west). Although these fault systems have the capability of significant damage, the distance is great enough to reduce the prospect of significant damage to a minimal level. New development in Firebaugh is required to adhere to the Zone II seismic standards of the Uniform Building Code.

3.8 Soils

According to the Soil Conservation Service (SCS), there are no Class I or Class II soils (soils considered to be prime for agricultural use) in the Firebaugh area. Although there are some Class II soils within Firebaugh's Sphere of Influence, the Department of Soil Conservation has stated that none of the Class II soils on the Fresno County side of the San Joaquin River are prime agricultural soils. The project site is not entered into a Williamson Act contract which would prevent the development of non-agricultural uses.

3.9 Flooding

According to Flood Insurance Rate Map No 06019C1430H, prepared by the Federal Emergency Management Agency (FEMA), the project site is located within Zone "X" – defined as "Other Areas: Areas determined to be outside the 0.2% annual chance floodplain." According to this information the potential for flooding of the site is remote.

4.0 DISCUSSION OF POTENTIAL ENVIRONMENTAL IMPACTS

This section of the Initial Study analyzes potential impacts of the proposed project. For each topic a determination of the magnitude of the impact is made (via checklist) and then the impact is analyzed and discussed. Where appropriate, mitigation measures are identified that will reduce or eliminate an impact.

I. AESTHETICS -- Would the project:

1. *Have a substantial adverse effect on a scenic vista?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The site is currently vacant. There are no recognized scenic vistas on the site or surrounding area. The project proposes new buildings and landscaping which will create a more attractive entryway into Firebaugh for travelers on Highway 33. From this perspective the project will have a beneficial impact on aesthetics.

2. *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: There are no significant stands of trees, rock outcroppings, historic buildings or other recognized scenic features on the project site. This portion of State Highway 33 is not designated a State Scenic Highway according to Caltrans records. There will be no impact.

3. *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See I 1. & 2. There are no recognized scenic aspects of the project site or surrounding parcels. The proposed project will include both one level single family homes and also two-story multi family buildings. Intervening areas and perimeter areas will be landscaped according to City standards. From this perspective the project is expected to improve scenic aspects of the site and surrounding area.

4. *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project will include the introduction of new night-time lighting on the site, including street lamps, parking lot lamps and building lighting. The new fixtures must be hooded and adjusted to preclude unnecessarily illuminating adjacent properties and roadways.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:

1. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The Important Farmland Maps prepared by the State of California Department of Conservation shows the east half of the site classified as “Urban and Built Up Land” while the west half is shown as “Vacant or Disturbed Land” The site as a whole has mostly been vacant for decades although some years a field crop (such as alfalfa) has been planted. The impact of urban development will be less than significant.

2. *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: A review of Fresno County Assessor Parcel Maps and agricultural preserve maps maintained by the State of California Department of Conservation indicate that the

subject site is not entered into an agricultural preserve contract, nor is it zoned for agricultural use.

3. *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined in Public Resources Code section 4526)?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The site is not zoned for forestry and is not forested.

4. *Result in the loss of forest land or conversion of forest land to non-forest use?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The site is not forested and the project will not impact forest land.

5. *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?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: No aspect of the project will result in conversion of farmland to non-farmland or forest land to non-forest use.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

1. *Conflict with or obstruct implementation of the applicable air quality plan?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Amendment of the site’s land use and zoning designations will have no impact on local or regional air quality. Emissions generated by the development project proposed for the site will generally fall into two categories: short term and long term.

Short-term air pollution impacts are those which are generated at construction sites and usually consist of particulate matter (PM-10 (10 microns or smaller in diameter) as well as emissions from motor vehicles and equipment operating on (and to and from) the site.

During construction, grading activities may result in suspended dust particles, particularly under windy conditions. This short-term potential impact can be mitigated by on-site dust suppression measures. These measures include watering of all graded or excavated material at least twice a day, stopping grading and excavation activities when the wind speed exceeds 20 mph for one hour, watering or covering all material transported off-site, and minimizing the area disturbed by grading and excavation activities.

The San Joaquin Valley Unified Air Pollution Control District has jurisdiction over construction site activities, ensuring that dust suppression measures will be implemented. The District's dust control rules are contained in Regulation VIII. Further, the applicant must secure a permit to construct from the Air District, prior to beginning work on the expansion project.

The District's rules also pertain to emissions from construction equipment, primarily consisting of ozone-causing emissions – Reactive Organic Gases (ROG) and oxides of nitrogen. Given the relatively small size of the project site, the project's construction-related emissions are expected to be below the Air District's thresholds for significance - however the District's construction-site standards will apply to this project site. Among others, these standards include rules limiting idling times for vehicles and ensuring that vehicles are properly-tuned. In order to ensure compliance with these standards, the project must apply for a permit to construct from the Air District, prior to construction.

Long-term air pollution impacts are those which occur from the "operation" of a given use. Vehicles used by residents and visitors, are conspicuous sources.

A review of the Air District's Guide for Assessing Air Quality Impacts indicates that the project is below the threshold for having to prepare a detailed air quality analysis. Given that the project is located on State Highway 33 should enhance the ability of residents to make relatively short trips for goods and services. This may also enhance the City's long term prospects for developing a transit corridor along the highway.

It should also be noted that the project will be required to undergo the Valley Air District's Indirect Source Reduction review, obtain a permit to construct and comply with District rules for construction and operation.

1. *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See III 1. With the project being subject to Air District construction site and operational rules, the project will not violate any air quality standard or contribute substantially to an air quality violation.

2. *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The proposed development will not generate significant criteria pollutants for which the region is non-attainment nor will emissions exceed thresholds established by the SJVAPCD for ozone precursors. However the project (along with other development occurring in Firebaugh and throughout the Valley will contribute to a cumulative deterioration of air quality. This was acknowledged in the Environmental Impact Report that was prepared for the 2030 Firebaugh General Plan.

3. *Expose sensitive receptors to substantial pollutant concentrations?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: As it is located in a rural agricultural community, the site (and entire City) are potentially exposed to emissions from surrounding agricultural operations, including dust and fumes from combustion engines and potential concentrations of pesticides, fertilizers and herbicides. The application of these substances by agricultural operators is subject to regulation by the Air District, which is dependent on weather conditions – primarily wind conditions. With the application of these regulations the project would not be subject to substantial pollutant concentrations.

Dust generated during the construction phase of the project could temporarily impact residents on nearby parcels, however with the incorporation of dust-reducing measures mentioned above, the proposed project should not expose sensitive receptors to substantial pollutant concentrations.

4. Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: There is no aspect of the proposed project that would generate odors. The proposed project is not expected to store or handle materials or chemicals that generate significant odors. There are no known sources of objectionable odors in the surrounding area that would affect the site.

IV. BIOLOGICAL RESOURCES --

Would the project:

1. 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?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The Draft Environmental Impact Report (DEIR) prepared for the 2030 Firebaugh General Plan contains information on protected plant and animal species and habitat that are known to occur in the Firebaugh area. A survey conducted for the DEIR found the bulk of protected species and habitat likely to occur within or near the San Joaquin River and its riparian corridor.

The subject site is located about 1/2 mile west of the river in an urbanized part of the community that has been developed and used for agricultural purposes for decades.

Given these facts it is expected that the project will have a less than significant impact 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.

2. *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: According to maps prepared for the 2030 Firebaugh General Plan Draft Environmental Impact report, there are no areas of riparian habitat or other sensitive communities located on or nearby the site or surrounding areas, which are fully developed with urban and agricultural uses. Accordingly, the project will have no effects on riparian habitat or other sensitive natural communities.

3. *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: According to maps and research prepared for the Draft Environmental Impact Report for the 2030 Firebaugh General Plan, there are no federally protected wetlands on the site, nor will the development project affect any protected wetlands. Accordingly, the project will have no impact on this resource.

4. *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?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: According to information contained in the Draft Environmental Impact for the 2030 Firebaugh General Plan, the project site is not within or adjacent to any known wildlife migration or nursery sites. The closest known migration route is along the San Joaquin River corridor, about ½ mile east of the site. Therefore, there will be no impact in this category.

5. *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: There are no local policies or ordinances in Firebaugh protecting biological resources.

6. *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: There are no adopted habitat conservation plans that apply to the project site.

V. CULTURAL RESOURCES --

Would the project:

1. *Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Based on information contained in the Draft Environmental Impact report for the 2030 Firebaugh General Plan, there are no known historical resources present on or adjacent to the project site. The site is vacant and may have never had any structures in the past, but has been used for growing crops.

2. *Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Although there are no known archaeological resources located in the project area, the proposed project could result in disturbance of subsurface archaeological resources during excavation and/or grading. If this occurs, the developer will comply with the requirements of CEQA that regulate archaeological and historical resources

(Public Resources Code Section 21083.2 and 21084.1), and all local, state and federal regulations that regulate archaeological and historical resources, if during the course of development on the sites archeological or human remains are encountered.

3. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Although there are no known paleontological resources located in the project area, the proposed project does have the potential to directly or indirectly destroy a paleontological resource. If any cultural or paleontological materials are uncovered during project activities, work in the area shall halt until professional cultural resources evaluation and/or data recovery excavation can be planned and implemented.

4. *Disturb any human remains, including those interred outside of formal cemeteries?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Due to past disturbance of the site’s soils it is unlikely that any human remains exist at the site. However, should any human remains be discovered during grading and construction, the Fresno County Coroner must be notified immediately. (The Coroner has two working days to examine the remains and 24 hours to notify the Native American Heritage Commission [NAHC] if the remains are Native American. The most likely descendants then have 24 hours to recommend proper treatment or disposition of the remains, following the NAHC guidelines).

VI. GEOLOGY AND SOILS -- Would the project:

Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

1. *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.*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: While Firebaugh is located in an area that is subject to ground shaking from earthquakes, the distance to faults that will be the likely cause of ground motions is sufficient so that potential impacts are reduced. The City requires all new structures in

the community to be built consistent with Zone II seismic standards of the Uniform Building Code.

2. *Strong seismic ground shaking?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response to VI. 1. above. With incorporation of Zone II seismic standards, the potential for significant impacts due to seismic ground shaking will be minimal.

3. *Seismic-related ground failure, including liquefaction?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: While the potential for ground failure at the site is low, the applicant will be required to prepare an engineered soils study that will make recommendations as to preparation of site soils and foundation systems used for structures on the site. Implementation of these recommendations will reduce the potential of impacts related to ground failure to a less than significant level.

4. *Landslides?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The project site is level. There is no realistic possibility of landslide activity on the site.

5. *Result in substantial soil erosion or the loss of topsoil?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Absorption rates, drainage patterns, and the rate and amount of surface runoff will change with the proposed project, due to an increase in the amount of impervious surfaces (buildings, parking lots, etc.). Standard required construction practices and compliance with City ordinances and regulations, *The Uniform Building Code*, and adherence to professional engineering design approved by the City will mitigate potential soil erosion impacts from the project.

6. *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?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Soils on the project site are considered to be stable. Further, implementation of the recommendations of the engineered soils study required for the project will reduce the potential for stability problems to a less than significant level.

7. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: According to the Soil Survey of Western Fresno County, the site is underlain by the Wedoka Clay (0 to 1 percent slopes) which has high runoff and very slow permeability. Limitations for Wedoka soils are characterized as “severe” for construction of small commercial buildings, streets and shallow excavations. These issues can be mitigated through various techniques, including bracing/reinforcement of foundations, and/or the importation of more suitable soils. As with all development in Firebaugh, the project will be required to prepare an engineered soils study that will detail soil limitations and recommendations for site soil preparations and appropriate foundation techniques.

8. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The project will be connected to the City of Firebaugh’s sewer system upon development. Accordingly there will be no septic-related impacts to site soils.

VII. GREENHOUSE GAS

EMISSIONS: Would the project:

1. *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input checked="" type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Greenhouse gas emissions (GHG) are emissions of various types of gases that are believed to be causing an increase in global temperatures, which is affecting the world’s climate patterns. Scientists recognize GHG resulting from human activities, particularly the use of machinery that burns fossil fuels for power. Key greenhouse gases include carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons.

Greenhouse gases generated by the project are expected to be relatively minimal, given the small size of the project. Some GHG’s will be generated during construction, through the operation of gasoline-burning grading equipment and other motorized vehicles.

Greenhouse gas emissions resulting from operations of the project will occur primarily from the operation of motor vehicles by residents of the site, as well as from the generation of electricity for use by residents, as well as burning of natural gas for heating purposes.

The project will be required to employ Best Practical Solutions (BPS) to avoid a requirement to quantify and be determined to have a less than significant individual and cumulative impact for greenhouse gas emissions.

As such, greenhouse gas emissions generated from future development on the site would not be considered a significant impact if the project would implement BPS strategies, in accordance with Air District recommendations. Compliance with the following measures would ensure that any impacts remain less than significant.

Mitigation Measures

1. The project shall demonstrate compliance with the applicable BPS strategies to the Planning Division prior to the issuance of a building permit. The following PBS strategies are considered to be applicable, feasible, and effective in reducing greenhouse gas emissions generated by development on the site:
 - a. The project applicant shall provide a pedestrian access network that internally links all residential units and connects to the existing surrounding external streets and pedestrian facilities.
 - b. The project applicant shall ensure site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as wells, berms, landscaping, and slopes between residential uses that impede bicycle or pedestrian circulation shall be eliminated. In addition, barriers to pedestrian access of neighboring facilities and sites shall be minimized.

- c. Any transit stops associated with the project shall be provided with safe and convenient bicycle/pedestrian access and provide essential transit stop improvements (i.e., shelters, route information, benches, and lighting).
- d. The project applicant shall install energy efficient roofing materials.
- e. The project applicant shall incorporate bike lanes and routes into the street system.
- f. The project applicant shall plant trees to provide shade.
- g. The project applicant shall install only natural gas or electric stoves in residences. The project applicant shall install energy efficient heating and cooling systems, appliances and equipment, and control systems.
- h. Require truck idling to be restricted during construction and operational phases of the project. During construction, the site shall be posted with signs that restrict truck idling to fifteen minutes or less.
- i. Reuse and recycle construction and demolition waste;
- j. Use low or zero-emission vehicles where practical, including construction vehicles;
- k. Conservative use of both potable and non-potable water to the maximum extent practicable;
- l. Use graywater where practical. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash facilities, and water from washing machines).

2. *Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input checked="" type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: A less than significant impact is expected. The project will comply with requirements of the San Joaquin Valley Air Pollution Control District to implement Best Practical Solutions (BPS), which will ensure compliance with the District’s Greenhouse Gas standards.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

1. *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project will not involve the transport, use or disposal of hazardous materials. It is possible that trucks that use State Highway 33 transport hazardous materials from time to time. The project has been designed to provide a buffer of at least 15 feet from the closest point of the highway right-of-way. Solid concrete-block walls will be erected along the project frontage to provide additional protection to dwellings

within the project, along with noise reduction properties. Based on past experience with accidents involving hazardous materials, this danger is considered to be slight.

2. *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?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response in VII. a. There are no aspects of the project that would 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.

3. *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The project will not emit hazardous emissions or hazardous materials and further it is not located within one-quarter mile of an existing or proposed school.

4. *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?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: See response to VIII 2, above. The project site is not included on any list of known hazardous materials sites compiled pursuant to Government Code Section 65962.5.

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

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project site is located about 1/2 mile northwest of the north end of the single runway at Firebaugh Municipal Airport, and is within the area of review by the Fresno County Airport Land Use Commission.

According to the adopted review area boundaries map the site is within the “Primary Review Area Boundary” and is within the “Horizontal Zone”. According to the Airport Land Use plan residential uses in this area are considered to be “acceptable” with “little or no risk”. As noted previously the project will require review and approval by the Fresno County Airport Land Use Commission, prior to development.

6. *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The project site is not located within the vicinity of any known private airstrips.

7. *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The project will not impair implementation with any adopted emergency evacuation plans. The project design proposes no changes to local roadways, that would impair or slow evacuation or emergency response activities. In fact, the project will install the beginnings of a new collector roadway that will allow access to future development east of the site – thereby affording additional access to future and existing urban development (currently only accessible via Clyde Fannon Road).

Finally, Firebaugh police and fire department officials have been involved in the review of the proposed project to ensure the site is accessible to emergency vehicles.

8. *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: There are no wildlands on or adjacent to the project site that might be the source of a fire.

IX. HYDROLOGY AND WATER QUALITY -- Would the project:

1. *Violate any water quality standards or waste discharge requirements?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Proposed development on the site will comply with all City ordinances and standards to assure proper grading and drainage. Compliance with all local, state, and federal regulations will prevent violation of water quality standards or waste discharge requirements. The project will be required to prepare a grading and drainage plan for review and approval by the City Engineer, prior to issuance of building permits. Storm drainage will be retained on site.

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

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input checked="" type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project will result in an increase in the demand for water. Based on a rate of 400 gallons per day per unit (which includes both domestic and landscape water needs) the 106 residential units will exhibit an average daily water demand of 42,400 gallons for the complete site.

According to the City’s Public Works Department there is about 2 million gallons per day of reserve capacity in the City’s system. This is enough to serve approximately 2,000 additional dwellings. Accordingly, the water demand of the project is within the ability of the City’s water system to serve, based on review by the Public Works and Engineering Department.

In order to reduce water demands the project will be required to install low flow water fixtures (toilets, shower heads, etc). Further the landscape plan must utilize a drought tolerant design, with low water-demand plant species, and drip irrigation and a system that utilizes soil moisture and rain shut-off sensors.

Mitigation Measures

- a. Water hoses used during construction shall be equipped with automatic shut-off (e.g. spray gun)
- b. Landscaping shall feature drought-tolerant species, and irrigation shall be a low-flow drip (or equivalent) automatic system with soil moisture and rain shut-off sensors. Landscaping and irrigation plans shall be submitted for review and approval by the City Planner, prior to installation.

3. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The site will be graded to facilitate construction of the project. An increase in impervious surfaces will increase the amount of stormwater runoff generated on the site. Standard construction practices and compliance with state and federal regulations, City ordinances and regulations, *The Uniform Building Code*, and adherence to professional engineering design approved by the City of Firebaugh will reduce or eliminate drainage impacts from the project. The applicant will be required to prepare an engineered grading and drainage plan that must be reviewed and approved by the Firebaugh City Engineer, prior to construction. There are no streams or rivers on or nearby the site that will be affected by the project.

4. *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response to IX. 3. above. The project will not significantly affect drainage or flooding. A grading and drainage plan must be prepared by the applicant and submitted for review and approval by the City Engineer, prior to construction. There are no streams or rivers on or adjacent to the site.

5. *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?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See discussion under IX. 3 and 4, above. The project will generate stormwater runoff, with the creation of impervious surfaces (parking lots, buildings, walkways, etc.). It is expected the project will be designed to direct storm drainage to the existing storm drain basin immediately north of the site off Cordel Avenue. The applicant will be required to submit an engineered grading and drainage plan for review and approval by the City Engineer, prior to issuance of building permits.

6. *Otherwise substantially degrade water quality?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: No aspect of the project is expected to significantly degrade water quality. During construction, the contractor will be required to implement Best Management Practices (consistent with National Pollution Discharge Elimination System requirements) to control storm drainage and sediments emanating from the site. Prior to construction the applicant will be required to file a Water Quality Control Management Plan for review and approval by the City Engineer.

7. *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: According to Flood Map No. 06019C1430H, the project site and surrounding area is located within Flood Zone “X” – defined as “Other Areas: Areas determined to be outside the 0.2% annual chance floodplain”. Accordingly, the chance of flooding at the site is remote.

8. *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: See response to IX. 7. The project is not within the 100-year flood plain.

9. *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: No impact is expected. The Firebaugh area has been subject to potential flooding resulting from the San Joaquin River, however levees have been constructed over the years to prevent such flooding. In addition, the Eastside Bypass is an overflow channel that was constructed to divert flood waters from the river channel, about 18 miles upstream from Firebaugh. The project site is about 1/2 mile from the channel of the San Joaquin River and is separated from the river by the flood plain and levees.

Accordingly, the threat of exposure of people and structures to flooding resulting from the failure of a levee or dam is remote.

10. Inundation by seiche, tsunami, or mudflow?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The project is located about 100 miles inland from the Pacific Ocean, the closest source of a seiche or tsunami. There are no aspects of the project that reasonably present the danger of a mudflow.

X. LAND USE AND PLANNING -

Would the project:

1. Physically divide an established community?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: No impact is expected. The proposed project will not divide the Firebaugh community. The site is located within a mostly rural part of the City and will not divide existing neighborhoods.

2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: As noted above, the applicant is requesting a General Plan Land Use Amendment from “Neighborhood Commercial” to “Medium Density Residential and “High Density Residential”, and a corresponding zone change from “C-1 (Neighborhood Commercial) to R-1-5 (Single Family Residential) and R-3 (Medium Density Multiple Family Residential) – to facilitate the proposed development of the site with a 42 lot single family residential subdivision and a 64-unit multiple family residential complex. These actions will not conflict with any plan, policy or regulation that was adopted for the purpose of mitigating an environmental effect.

3. *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The project site is not subject to any habitat or natural community conservation plan.

XI. MINERAL RESOURCES --

Would the project:

1. *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?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: A review of maps maintained by the State of California Department of Conservation indicates that site is not known to harbor mineral resources that would be valuable to the region.

2. *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?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: See response to XI. 1. There will be no impact.

XII. NOISE -- Would the project result in:

1. *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input checked="" type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Construction of the project can be expected to increase ambient noise levels in the project vicinity. In the short term, noise levels will be raised during construction of the project by the operation of heavy equipment and other associated activities. Because

construction noise will generally occur intermittently on Monday through Saturdays during daylight hours, the impact of noise on surrounding land uses is not expected to be significant.

In the long term, the project will add traffic and other sources of noise that will somewhat increase the ambient noise levels in the vicinity. However these noise levels should be relatively consistent with those experienced in other existing developed areas of Firebaugh.

The Noise Element of the General Plan identifies properties along Highway 33 as being subject to elevated noise levels generated by traffic on the highway. This could impact residences in the proposed project – particularly those closest to the highway. In order to mitigate this impact the applicant will be required to incorporate sound-reducing materials in the structure of each dwelling.

Finally the project is within a defined noise impact zone resulting from proximity to Firebaugh Municipal Airport, which is about ½ mile south of the site. Accordingly, development of the site is subject to noise impacts from aircraft operations at the airport. This issue is discussed further under item XI (e) below.

Mitigation Measures

- a. Noise-generating construction activities at the site shall be limited to daylight hours, Monday through Saturdays.
 - b. The applicant shall incorporate noise-reducing materials within dwellings to mitigate noise generated by traffic on Highway 33, railroad traffic, as well as aircraft operations at Firebaugh Municipal Airport.
2. *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response to XII. 1. above.

3. *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response to XII. 1. above. While the project may result in a minor increase in ambient noise levels, this increase will not be substantial with mitigation measures incorporated, including the requirement for the incorporation of noise-reducing materials within proposed dwellings.

4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Construction activities associated with the project may result in significant temporary noise increases for parcels nearby the site. As discussed above, construction will be limited to daylight hours Monday through Saturday.

Noise generated by vehicle traffic along Highway 33, the railroad and aircraft departing from Firebaugh Airport may also generate temporary increases in noise levels. As noted previously, the developer will be required to incorporate sound-reducing materials in dwellings constructed on the site to mitigate this impact. The site will also have solid masonry walls constructed along the site frontage, to further reduce noise generated by highway and railroad traffic.

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

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project site is located about 1/2 mile north/northwest of the north end of Firebaugh Municipal Airport. According to the Firebaugh Airport Land Use Master Plan (prepared by the Fresno Council of Governments) the site is located between the 65 and 70 decibel noise contours and is subject to potential significant noise impacts resulting from aircraft operating from the airport.

Noise Compatibility criteria maintained by the Fresno County Airport Land Use Commission indicates that residential dwellings are a “normally unacceptable” land use within this noise contour location. The criteria states that “Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally-constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.”

In order to mitigate this potential impact, the project will be required to incorporate noise-reducing materials within dwellings constructed on the site. The applicant will be required to prepare an acoustical analysis to demonstrate the type and extent of these materials. Such a study was required for the previously-approved “N Street Apartments” project, which is even closer to the airport. That study determined the installation of such materials is feasible.

6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The project site is not located within the vicinity of any private airstrips.

XIII. POPULATION AND HOUSING

-- Would the project:

1. Induce substantial 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)?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project is not considered to be growth-inducing - rather it will provide needed new housing that will serve the existing and projected population of the community. Based on the per unit average of 3.99 persons (2010 US Census), the 106 units may be expected to house approximately 425 persons.

The site has long been designated and zoned for urban development. The project is considered to have the potential to relieve the community’s existing low vacancy rate, as well as to help the City meet its obligations under the current Housing Element – to provide for more affordable housing opportunities for existing and future Firebaugh residents.

2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: The site is currently vacant and there will be no housing removed as a result of the project.

3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: See previous item. The site is currently undeveloped, and no persons will be displaced as a result of the proposed project.

XIV. PUBLIC SERVICES

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

Fire protection?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Properties within city limits receive fire protection services by the Firebaugh Fire Department. The Department is headquartered at facilities located on 11th Street, between O and P Streets, in central Firebaugh.

Development of the site will add to the number of “customers” served by the Department. The project will connect to the City’s water system and be required to install fire hydrants situated around the site – at locations specified by the Fire Chief. Further, the Fire Department has been involved in review of the design of the project to ensure adequate access and fire safety. Finally, the project will be required to pay the City’s public safety development impact fees, which are used to make capital improvements to both fire and police departments.

Police protection?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project site receives police protection services by the Firebaugh Police Department. The Department is headquartered at facilities located on 11th Street, between O and P Streets, in central Firebaugh.

Development of the subject site may add to the work load for the Police Department, however this is not expected to have a significant impact on the Department’s ability to respond to emergencies with its current personnel and equipment.

The multi family complex will have an on-site manager and with this provision it is expected that the manager will help keep the site well-maintained and potentially reduce the number of calls for police assistance that might occur were there not an on-site manager. In addition, the multi-family project will be required to enter into a maintenance agreement with the City – to ensure the site is properly maintained.

Finally, each unit (both single and multi-family dwellings) will pay public safety impact fees to the City that will be used to improve police services in the community.

Schools?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project is within the Firebaugh-Las Deltas Unified School District (F.L.D.S.D.) The District operates a high school, a continuation high school, a middle school and two elementary schools, serving Firebaugh and the surrounding area.

Based on a per-unit enrollment rate of 2.6 students (FLDUSD) the project’s 106 dwellings would be expected to generate about 275 children.

To offset the impacts of new development the school district charges school impact fees against new residential, commercial and industrial development. In recent years the District has experienced some stagnation in enrollment – likely the result of the current difficult economic conditions, and exacerbated by reductions in water supplies for agricultural uses due to the drought – which has caused some individuals and families involved in farming to move away from the area. Given these circumstances the project is not expected to significantly impact the capacity of the District.

Parks?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: Development of the proposed project will increase demands on Firebaugh’s parks and recreation system, however not to a significant level. The nearest public park is Maldonado Park, located on approximately seven acres, about ¾ mile east of the site. This park features a water play facility, skateboard park, lighted baseball/softball fields, basketball court grassy play areas and also Firebaugh’s senior citizen’s center. Residents will have access to this facility and several others located throughout the community.

The project will be required to pay the City’s parks impact fee. Funds generated by this assessment are used by the City to purchase sites for new parks and to make improvements to existing park facilities.

Other public facilities?

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input checked="" type="checkbox"/>
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Discussion: No other public facilities (that are not otherwise discussed elsewhere in this study) are expected to be impacted by the project.

XV. RECREATION --

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

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response to XIV. 1. (Parks) above. Development of the project is expected to generate a minimal increase in use of recreational facilities in the area. The project will also be required to pay the City’s parks impact fees which are used to acquire additional parks and recreation facilities.

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

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response to XIV. 1. (Parks) above. The project does not include the development of any significant recreational facilities. As noted previously the proposed multi family site plan does propose landscaped areas that would be available for use of residents of the project.

XV. TRANSPORTATION/TRAFFIC

-- Would the project:

1. *Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The site will have access from State Highway 33 in two locations – at the intersection of the existing Lyon Avenue alignment, and at a new Collector road along the north side of the site. In this area Highway 33 has one travel lane in each direction, along with graded gravel shoulders.

Upon buildout, the project is expected to generate 815 vehicle trips per day and 83 trips during the afternoon peak travel hour as shown in Table 1.

Table 1: Projected Vehicle Trips

Land Use	Daily Trip Generation Rate	Projected Vehicle Trips per day	Peak Hour Trip Generation Rate	Projected Peak Hour Trip Rate (PM)
42 Single Family Dwellings	9.55	401	1.02	43
64 Multi Family Units	6.47	414	0.63	40
TOTALS		815 trips per day		83 PM peak hour trips

It is expected that most trips will be to and from the central part of Firebaugh, south of the site. These volumes are not expected to significantly impact Highway 33 or other area roadways.

The Firebaugh Circulation Element designates Highway 33 as an Arterial roadway with ultimate improvements consisting of two travel lanes, a parking lane and curbs, gutters, parkways (with street trees) and sidewalks in each direction.

The future Diaz Avenue collector roadway along the north side of the site is designated by the Circulation Element of the Firebaugh General Plan. The roadway is designed with a 94-foot right-of-way that will feature one travel lane and one parking lane in each direction. Additional improvements will include a landscaped median, curbs, gutters, parkways and sidewalks. Eventually this roadway will connect Highway 33 on the west to Clyde Fannon Road on the east – affording a second route for traffic to reach neighborhoods in the north part of the City – thereby relieving the existing intersection of Highway 33 and Clyde Fannon Road.

The project will be required to pay Firebaugh’s circulation impact fee, which is an assessment against each dwelling unit. Funds accrued by this assessment are used to construct capital improvements to the City’s circulation system. In the vicinity of the site the intersection of Highway 33 and Clyde Fannon Road is planned for future signalization. The City and Caltrans will need to monitor this intersection to determine when installation of a signal is warranted.

Caltrans has also typically been requiring development projects along (or near) Highway 33 to pay mitigation fees and also comply with standards for roadway improvements. It is expected that the project will need to install improvements along the site frontage, that may include paveout, curbs, gutters, sidewalks, street lamps and storm drainage lines. The project will also be required to secure an encroachment permit from Caltrans, which will review and approve proposed improvement plans within the highway right of way. With the combination of these requirements and Caltrans review, the project will not have a significant impact on circulation facilities in the community.

Mitigation Measures

- a. The project will comply with Caltrans requirements for improvements along the project frontage along State Highway 33, including payment of fair share costs for impacts on State Highway facilities.
- 2. *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response to XV. 1. Due to the relatively small amounts of traffic expected to be generated by the project, the development is not expected to conflict with Fresno County’s Congestion Management Program. The project will complement the Program by installing the first segment of the Diaz Avenue collector road – which will form a future connection between Highway 33 and northern neighborhoods of Firebaugh. This will eventually help to better disperse traffic and reduce pressure on the existing intersection of Highway 33 and Clyde Fannon Road.

- 3. *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project site is located about 1/2 mile north of the north end of the single runway at Firebaugh Municipal Airport. The site is within the Primary review zone established by the Fresno County Airport Land Use Plan and will be referred for review

by the Airport Land Use Commission. According to the Review Area Boundaries map in the Airport Land use plan, the project site is located within the Horizontal Zone. According to the Airport/Land Use Safety Compatibility Criteria Table, the proposed project is considered an “acceptable” use.

4. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project is not anticipated to increase hazards due to any design feature. The project will widen State Route 33 along the site frontage and will install a driveway to allow ingress and egress, consistent with Caltrans standards. The project will be required to secure an encroachment permit from Caltrans, prior to construction work in the roadway right-of-way.

5. *Result in inadequate emergency access?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: No impact is expected. The project has been reviewed for emergency access by the Firebaugh Police and Fire Departments. The site circulation design meets City standards for access, aisle width, turning radii, etc.

6. *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project will not conflict with any policies, plans, or programs supporting alternative transportation. By placing a higher density residential project on an arterial roadway corridor, the project could help to make public transit more feasible in the community. In addition, the project will install sidewalks along all public roadways and will install an on-street bike path along the future Collector roadway along the north side of the site (Diaz Avenue).

XVII. UTILITIES AND SERVICE

SYSTEMS: Would the project:

1. *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion:

The project will increase flows into Firebaugh’s Wastewater Treatment Plant (WWTP) located south of the City. The plant is designed to treat 1.5 million gallons per day (mgd) and is currently treating an average of 0.5 to 0.6 mgd (about 40 percent of capacity). Based on a per-unit average generation rate of 350 gallons per day, the 106-unit project can be expected to generate approximately 37,100 gallons per day of effluent. Considering other approved-but-unbuilt projects, this is within the treatment capacity of the plant, and no significant impacts are expected. The project will also be required to pay sewer impact fees to the City of Firebaugh. These fees are used to make capital improvements in the sewer system.

2. *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: As discussed above in XVII. 1., the project will not significantly impact the City’s wastewater treatment plant or require its expansion.

3. *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The project proposes to convey storm drainage to an existing City-owned storm drainage basin immediately north of the site. There is adequate capacity in the basin to serve the site and there will be no additional environmental effects as a result.

4. *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion:

The project will increase demands on Firebaugh’s water production and distribution system. The system consists of six active wells, two water treatment facilities and three storage tanks. The system currently has a peak production capacity of about 6,000 gallons per minute, or nearly 8.6 million gallons per day (mgd). The system has witnessed recent average usage of 2.17 mgd, with the demand during peak periods approaching 5.4 mgd.

Based on a rate of 400 gallons per day per unit, the proposed 106 dwellings (42 single family homes and 64 multi family units) will generate a demand of approximately 42,400 gallons of water per day. This is within the production capacity of the City’s system, even with an apparent reduction of water supplies caused by the ongoing drought.

In order to reduce demands on water supplies, the project will be required to submit landscaping and irrigation plans that emphasize the use of drought-tolerant plant species, minimal use of turf and automatic irrigation systems that uses soil moisture and rain sensors – in compliance with the State’s Model Water Efficient Landscape Ordinance (MWELo). Further, dwellings will be equipped with low-flow fixtures – toilets and shower heads.

Finally, the project will be required to pay the City’s water system development impact fees. Funds accrued in this account are used to make capital improvements to the City’s water system, including improvements that are designed to promote greater water efficiency.

5. *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?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response to XVII. 1. above. The project’s wastewater generation can be accommodated by Firebaugh’s existing wastewater treatment plant and its capacity.

6. *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: The City of Firebaugh contracts with Mid Valley Disposal of Kerman for solid waste and recycling collection services. Mid Valley Disposal hauls non-recyclable materials to American Avenue Landfill located southeast of Firebaugh, near the City of San Joaquin. According to information provided by Fresno County, the landfill has a life span of 24 to 32 years, depending on volumes of waste it receives.

Mid Valley Disposal also provides recycling and yard waste pickup that includes paper, glass, metals, plastics and compostable yard waste. According to the City, approximately 53 percent of Firebaugh's solid waste stream is being diverted through these programs. This diversion rate exceeds requirements of the California Integrated Waste Management Board.

Waste generated by the project is expected to be consistent with that generated by other existing residential developments in the community. Residents will be given recycling containers so that they can participate in Firebaugh's recycling program, to help the City maintain its recycling goals.

The project may also generate waste during construction of the proposed development, and the project contractor will be required to comply with California's construction and demolition debris recycling requirements to ensure that recyclable/reuseable materials are diverted from area landfills.

7. *Comply with federal, state, and local statutes and regulations related to solid waste?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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Discussion: See response to XVI. f. All construction waste will be recycled or disposed of properly. Future residents and tenants will be required to participate in Firebaugh's solid waste and recycling programs.

**XVIII. MANDATORY FINDINGS
OF SIGNIFICANCE** --

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

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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2. *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)?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input type="checkbox"/>	Less than Significant Impact:	<input checked="" type="checkbox"/>	No Impact:	<input type="checkbox"/>
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3. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Potentially Significant Impact:	<input type="checkbox"/>	Less than Significant with Mitigation:	<input checked="" type="checkbox"/>	Less than Significant Impact:	<input type="checkbox"/>	No Impact:	<input type="checkbox"/>
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CHECLIST PREPARED BY:

Paul Schoettler
Name

November 20, 2018
Date

APPENDIX A CITY OF FIREBAUGH PROPOSED MITIGATED NEGATIVE DECLARATION

FIREBAUGH PLANNING DEPARTMENT 1133 "P" STREET FIREBAUGH, CA 93622 (559) 659-2043

APPLICANT: Cen Cal Builders

PROJECT TITLE: Cen Cal Builders Project

PROJECT LOCATION: The project includes five parcels containing approximately 14.7 acres located on the east side of North Dos Palos Road (State Highway 33) at the intersection of Lyon Avenue in the City of Firebaugh.

PROJECT DESCRIPTION: The project is a request to amend land use and zoning designations for the subject site, approve a Tentative Subdivision Map to create 42 single family residential lots, and also approval of a Site Plan Review permit for the development of 64 multi family units.

FINDINGS OF NO SIGNIFICANCE:

1. The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.
2. The project does not have the potential to achieve short-term economic gain, to the disadvantage of long-term environmental goals.
3. The project does not have the potential to have impacts which are individually limited but cumulatively considerable.
4. The project will not cause substantial adverse effects on people, either directly or indirectly.

DETERMINATION:

On the basis of an initial environmental assessment and the findings mentioned above, the City of Firebaugh determines that the project will not have a significant impact on the environment.:

City Planner

Date Adopted

**PROPOSED MITIGATION MEASURES AND
MITIGATION MONITORING PROGRAM**

1. Greenhouse Gas Emissions

The project shall demonstrate compliance with the applicable BPS (Best Practical Solutions) strategies to the Planning Division prior to the issuance of a building permit. The following PBS strategies are considered to be applicable, feasible, and effective in reducing greenhouse gas emissions generated by development on the site:

- a. The project applicant shall provide a pedestrian access network that internally links all residential units and connects to the existing surrounding external streets and pedestrian facilities.
- b. The project applicant shall ensure site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential uses that impede bicycle or pedestrian circulation shall be eliminated. In addition, barriers to pedestrian access of neighboring facilities and sites shall be minimized.
- c. Any transit stops associated with the project shall be provided with safe and convenient bicycle/pedestrian access and provide essential transit stop improvements (i.e., shelters, route information, benches, and lighting).
- d. The project applicant shall install energy efficient roofing materials.
- e. The project applicant shall incorporate bike lanes and routes into the street system.
- f. The project applicant shall plant trees to provide shade.
- g. The project applicant shall install only natural gas or electric stoves in residences. The project applicant shall install energy efficient heating and cooling systems, appliances and equipment, and control systems.
- h. Require truck idling to be restricted during construction and operational phases of the project. During construction, the site shall be posted with signs that restrict truck idling to fifteen minutes or less.
- i. Reuse and recycle construction and demolition waste;
- j. Use low or zero-emission vehicles where practical, including construction vehicles;
- k. Conservative use of both potable and non-potable water to the maximum extent practicable;
- l. Use graywater where practical. (Graywater is untreated household waste water from bathtubs, showers, bathroom wash facilities, and water from washing machines).

Time Frame: Prior to and during construction

Responsible Party: Project contractor, Building Official and City Planner

2. Hydrology and Water Quality

- a. Water hoses used during construction shall be equipped with automatic shut-off (e.g. spray gun),
- b. Landscaping shall feature drought-tolerant species, and irrigation shall be a low-flow drip (or equivalent) automatic system with soil moisture and rain shut-off sensors. Landscaping and irrigation plans shall be submitted for review and approval by the City Planner, prior to installation.

Time Frame: Prior to construction

Responsible Party: Project Contractor and Building Official

3. Noise

- a. Noise-generating construction activities at the site shall be limited to daylight hours, Monday through Saturdays.
- b. The applicant shall incorporate noise-reducing materials within dwellings to mitigate noise generated by traffic on Highway 33, railroad traffic, as well as aircraft operations at Firebaugh Municipal Airport.

Time Frame: During construction

Responsible Party: Project Contractor and Building Official

4. Transportation/Traffic

- a. The project will comply with Caltrans requirements for improvements along the project frontage along State Highway 33, including payment of fair share costs for impacts on State Highway facilities.

Time Frame: During Construction

Responsible Party: Project contractor and Caltrans