



# County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING  
STEVEN E. WHITE, DIRECTOR

## Planning Commission Staff Report Agenda Item No. 2 June 22, 2023

**SUBJECT:** Unclassified Conditional Use Permit Application No. 3694 and Initial Study No. 7995

Allow the construction and operation of a private use airport for business and personal use, and crop-dusting, consisting of an approximately 4,847-foot-long by 75-foot-wide runway, along with an approximately 10,173 square-foot hangar building with offices and a 2,000 square-foot caretakers residence, on a 434.93-acre parcel in the AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District.

**LOCATION:** The project site is located approximately one half-mile northeast of the intersection of W. California Avenue and S. Lyon Avenue, and approximately four miles southwest of the nearest city limits of the City of Mendota (APN: 019-040-28S) (904 S. Lyon Avenue) (Sup. Dist. 1).

**OWNER** N.D. Stolla, LLC.

**APPLICANT:** Stamoules Produce Co, Inc.

**STAFF CONTACT:** Jeremy Shaw, Planner  
(559) 600-4207

David Randall, Senior Planner  
(559) 600-4207

### RECOMMENDATION:

- Adopt the Mitigated Negative Declaration prepared for Initial Study (IS) No. 7995; and
- Approve Unclassified Conditional Use Permit No. 3694 with recommended Findings and Conditions; and
- Direct the Secretary to prepare a Resolution documenting the Commission's action.

**EXHIBITS:**

1. Mitigation Monitoring, Conditions of Approval and Project Notes
2. Location Map
3. Zoning Map
4. Land Use Map
5. Site Plans and Detail Drawings
6. Elevations
7. Applicant's Operational Statement
8. Summary of Initial Study No. 7995
9. Letters of Support

**SITE DEVELOPMENT AND OPERATIONAL INFORMATION:**

<b>Criteria</b>	<b>Existing</b>	<b>Proposed</b>
General Plan Designation	Agriculture	No change
Zoning	AE-20	No change
Parcel Size	434.93-acres	No change
Project Site	Approximately 8.0-acre portion comprised of the existing runway and proposed hangar building.	No change
Structural Improvements	None	
Nearest Residence	Approximately 2,300 feet southeast of the runway.	No change
Surrounding Development	Agricultural operations including orchards, field crops and agricultural processing.	No change
Operational Features	Agricultural field/adjacent agricultural processing facility.	Proposed private special use airport with a 4,847-foot-long runway and 10,173 square-foot hanger, for business, personal, and agricultural use (crop-dusting).
Employees	The existing packing facility has approximately 40-75 employees	No new employees are proposed however, it is

<b>Criteria</b>	<b>Existing</b>	<b>Proposed</b>
	depending on the season. The proposed airport operation will require one to two existing employees. Maintenance of aircraft will be done offsite by a third-party service provider as needed.	anticipated that approximately 1-2 current employees will perform airstrip maintenance and other operational tasks. Additionally, during crop dusting operations it is anticipated there would be one pilot and three other employees to handle fueling and loading of chemicals for aerial applications.
Customers	N/A	N/A
Traffic Trips	N/A	N/A
Lighting	Existing exterior lighting associated with adjacent agricultural processing facility.	Runway lighting used only during flight operations, and exterior lighting on the proposed hangar building.
Hours of Operation	N/A	Flights shall be limited to between 7:00 a.m. and 10:00 p.m., seven days per week.

**EXISTING VIOLATION (Y/N) AND NATURE OF VIOLATION: N**

**ENVIRONMENTAL ANALYSIS:**

An Initial Study was prepared for the project in accordance with the requirements of the California Environmental Quality Act (CEQA). Based on the Initial Study, staff has determined that a mitigated negative declaration is appropriate. A summary of the initial Study is included as Exhibit 8.

**PUBLIC NOTICE:**

Notices were sent to 21 property owners within one mile of the subject parcel, exceeding the minimum notification requirements prescribed by the California Government Code and County Zoning Ordinance.

**PUBLIC COMMENT:**

No public comment, or response to the notice of public hearing has been received for this project.

**PROCEDURAL CONSIDERATIONS:**

An Unclassified Conditional Use Permit may be approved only if five Findings specified in the Fresno County Zoning Ordinance, Section 873-F are made by the Planning Commission.

The decision of the Planning Commission on an Unclassified CUP is final, unless appealed to the Board of Supervisors within 15 days of the Commission’s action.

**BACKGROUND INFORMATION:**

The project proposed the establishment and operation of a private special use airport to accommodate a variety of business and personal use aircraft, as well as crop-dusting aircraft on an approximately 8.0-acre portion of a 434.93-acre parcel, adjacent to an existing agricultural processing facility. The airport is proposed for business and personal use by the owner and invited guests, as well as aircraft for the aerial application of agricultural chemicals, and will not be open to the public, except for emergency landings.

**Finding 1:** **That the site of the proposed use is adequate in size and shape to accommodate said use and all yards, spaces, walls and fences, parking, loading, landscaping, and other features required by this Division, to adjust said use with land and uses in the neighborhood.**

	<b>Current Standard:</b>	<b>Proposed Operation:</b> Distances are approximate	<b>Is Standard Met (y/n)</b>
Setbacks	Front: 35 feet Side: 20 feet Rear: 20 feet	Front (south): 1,314 feet Side (east): 50 feet Side (west): 385 feet Rear (north): 35 feet	Y
Parking	One (1) parking space for every two (2) employees, one for every salesperson, and adequate parking area for trucks operated by the facility.  Parking spaces shall be a minimum of 9 feet by 18 feet with 29 feet of clear backing space	There will be ten (10) additional parking spaces for the aircraft hanger building.	Y
Lot Coverage	No requirements	No change	N/A
Space Between Buildings	No requirements	No change	N/A
Wall Requirements	No requirements	No change	N/A
Septic Replacement Area	100 percent	No change	Y

	<b>Current Standard:</b>	<b>Proposed Operation:</b> Distances are approximate	<b>Is Standard Met (y/n)</b>
Water Well Separation	Septic Tank: 100 feet  Disposal Field: 100 feet  Seepage Pit: 150 feet	No change	Y

**Reviewing Agency/Department Comments Regarding Site Adequacy:**

Development Engineering: According to FEMA, FIRM Panel 1980H, the northwesterly portion of the subject parcel is under shaded Flood Zone X. Shaded Zone X refers to areas with a 1 percent chance of flood, and area of a 0.1 percent chance of flood with average depths of less than one foot or with drainage areas less than one square-mile, and areas protected by levees from 1 percent chance annual flood. Any development with the area identified as shaded Flood Zone X shall conform to the provision established in Title 15, Chapter 15.48 Flood Hazard Areas, of the Fresno County Ordinance Code.

Records: indicate that the subject property is located within an Agricultural Preserve. Any construction or development proposed may require clearance from the Policy Planning Unit, Development Services and Capital Project Division.

Caltrans Division of Aeronautics: Based on the project proponent’s description of the airport use for various business purposes, a State Special-Use Airport Permit would be required. The proponent must also obtain an airspace study from the Federal Aviation Administration, Obstacle Evaluation Group.

No other comments specific to the adequacy of the site were expressed by reviewing Agencies or Departments.

**Finding 1 Analysis:**

The project proposes the establishment and operation of a private special use airport on a 434.93-acre parcel in the AE-20 Zone District. The airport is to be used for business purposes as well as personal uses, and agricultural operations. The California Department of Transportation (Caltrans), Division of Aeronautics defines the operational parameters of a special use airport as not open to the general public, access controlled by the owner in support of commercial activities, public service operations and/or personal use. Commercial activities offer a facility, service or commodity for sale, hire, profit, or any other business purpose.

Staff finds that the site is adequate in size and shape to accommodate the proposed use, and be in compliance with all applicable development standards.

**Recommended Conditions of Approval:**

*See recommended Conditions of Approval attached as Exhibit 1.*

**Finding 1 Conclusion:**

Finding 1 can be made as the subject parcel has been determined to be adequate in size and shape to accommodate the proposed airport.

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

		<b>Existing Conditions</b>	<b>Proposed Operation</b>
Private Road	No	N/A	No change
Public Road Frontage	Yes	Lyon Avenue, California Avenue	No change
Direct Access to Public Road	Yes	California Avenue	No change
Road ADT		Lyon Avenue: 400 vehicles per day  California Avenue: 1,300 vehicles per day	No change  No change
Road Classification		Lyon Avenue: Local Road  California Avenue: Collector	No change  No change
Road Width		Lyon Avenue: 24 feet paved width  California Avenue: 32 feet paved width	No change  No change
Road Surface		Lyon Avenue: Asphalt paved  California Avenue: Asphalt paved	No change  No change
Traffic Trips		Limited to those associated with the existing agricultural operation	The project is not anticipated to add any new traffic trips other than those incidental to the existing agricultural operation.
Traffic Impact Study (TIS) Prepared	No	A traffic impact analysis was not required for this project	No change
Road Improvements Required		California Avenue: 60 feet of right-of-way	Additional 12 feet of right-of-way required to be dedicated to the County

**Reviewing Agency/Department Comments Regarding Adequacy of Streets and Highways:**

Road Maintenance and Operations Division: Lyon Avenue is a County maintained road classified as a local road with an existing 60 feet of right-of-way and an ultimate right-of-way and an ultimate 60 feet, in accordance with the Fresno County General Plan. Pavement width is 24 feet with dirt shoulders, an average daily traffic count of 400 vehicles per day, and a pavement condition index of 78.2/100 and is in fair condition.

California Avenue is a County maintained road classified as a collector road with an existing 60 feet of existing right-of-way and an ultimate right-of-way of 84 feet, in accordance with the Fresno County General Plan . Pavement width is 32 feet with dirt shoulders, an average daily traffic count of 400 vehicles per day, a pavement condition index of 84.3/100, and is in good condition.

California Avenue currently has 60 feet of right-of-way. An additional 12 feet of right-of-way along the subject parcel frontage to comply with the ultimate right-of-way.

No other comments specific to the adequacy of streets and highways were expressed by reviewing Agencies or Departments.

**Finding 2 Analysis:**

The proposed airport will take access from a new paved access driveway off of California Avenue. California Avenue has been determined to be adequate in paved width and pavement condition to handle the traffic generated by construction and operation of the project. With the dedication of additional right-of-way, California Avenue will be compliant with the General Plan.

Based on the above information, Lyon Avenue and California Avenue can be found adequate to accommodate the proposed use, with compliance with the included condition.

**Recommended Conditions of Approval:**

An additional 12 feet of right-of-way shall be irrevocably offered for dedication along the subject parcel frontage to comply with the ultimate right-of-way for Lyon Avenue.

**Finding 2 Conclusion:**

Finding 2 can be made as the streets and highways serving the subject parcel have been determined to be adequate in width and pavement type to support any new traffic generated by the project, with adherence to the included condition of approval.

**Finding 3:** **That the proposed use will have no adverse effect on abutting property and surrounding neighborhood or the permitted use thereof.**

**Surrounding Parcels**

	Size:	Use:	Zoning:	Nearest Residence:
North	318.81 acres	Orchard	AE-20	0.85 mile
South	151.0 acres 312.29 acres	Orchard Orchard	AE-20	130 feet

	Size:	Use:	Zoning:	Nearest Residence:
East	55.88 acres	PG&E Substation	AE-20	0.50 mile
	22.03 acres			
West	638.36 acres	Orchard	AE-20	More than one mile

**Reviewing Agency/Department Comments:**

Fresno County Department of Public Health, Environmental Health Division: The proposed project may result in significant short-term localized noise impacts due to aircraft take offs/landings and equipment maintenance, the use shall comply with the Fresno County Noise Ordinance.

No other comments specific to land use compatibility were expressed by reviewing Agencies or Departments.

**Finding 3 Analysis:**

Based on staff’s analysis and agency and departmental comments, and with adherence to the recommended Mitigation Measures, and Conditions of Approval, the project would not result in an adverse impact on surrounding property.

Based on the above information, and with adherence to the included mitigation measures, staff believes the proposal will not have an adverse effect upon surrounding properties.

**Recommended Conditions of Approval:**

*See recommended Mitigation Measures and Conditions of Approval attached as Exhibit 1.*

**Conclusion:**

Finding 3 can be made, as it has been determined that the project would not have adverse effects on abutting property, with adherence to the included mitigation measures

**Finding 4: That the proposed development is consistent with the General Plan.**

<b>Relevant Policies:</b>	<b>Consistency/Considerations:</b>
<p><b>General Plan Policy LU-A.13:</b>  <i>The County shall protect agricultural operations from conflicts with non-agricultural use by requiring buffers between proposed non-agricultural uses and adjacent agricultural uses.</i></p>	<p>The proposed runway will be a minimum of 50 feet from the nearest adjacent property boundary. The end of the runaway is located a minimum of 200 feet from the nearest property boundary.</p>
<p><b>General Plan Policy LU-A.14:</b>  <i>The County shall ensure that the review of discretionary permits includes an assessment of the conversion of productive agricultural land and that mitigation be required where appropriate.</i></p>	<p>The project entails the operation of a private airport, related to an existing agricultural operation, and will result in the permanent conversion of approximately 8.3 acres of agricultural land. However, the remaining balance of the property is planted with pistachio trees and will continue to be</p>



Relevant Policies:	Consistency/Considerations:
	<p>engaged in agriculture. No mitigation was required related to the conversion of agricultural land. The subject parcel is also enrolled in the Williamson Act program under contract. Accordingly, the property owner was required to record a notice of partial non-renewal of the Williamson Act contract on approximately 32 acres of the 434-acre parcel.</p>
<p><b>General Plan Policy LU-A.17:</b>  <i>The County shall, prior to consideration of any discretionary project related to land use, undertake a water supply evaluation. The evaluation shall include the following:</i></p> <ul style="list-style-type: none"> <li data-bbox="250 768 802 1297">a. <i>A determination that the water supply is adequate to meet the highest demand that could be permitted on the lands in question. If surface water is proposed, it must come from a reliable source and the supply must be made “firm” by water banking or other suitable arrangement. If groundwater is proposed, a hydrogeological investigation may be required to confirm the availability of water in amounts necessary to meet project demand. If the lands in question lie in an area of limited groundwater, a hydrogeological investigation shall be required.</i></li> <li data-bbox="250 1339 802 1906">b. <i>A determination of the impact that use of the proposed water supply will have on other water users in Fresno County. If use of surface water is proposed, its use must not have a significant negative impact on agriculture or other water users within Fresno County. If use of groundwater is proposed, a hydrogeological investigation may be required. If the lands in question lie in an area of limited ground water, a hydrogeological investigation shall be required. Should the investigation determine that significant pumping-related physical impacts will extend beyond the boundary of the property</i></li> </ul>	<p>The subject parcel is not located in an area of the County designated as being water short. The project was reviewed by the Water and Natural Resources Division of the Department of Public Works and Planning, which undertook a water supply evaluation and determined that the available water supply was adequate to support the proposed project.</p> <p>The applicant’s operational statement anticipated that the project would utilize approximately 750-1,000 gallons per month, for washing aircraft. Water would be supplied by an existing on-site agricultural well.</p>

Relevant Policies:	Consistency/Considerations:
<p><i>in question, those impacts shall be mitigated.</i></p> <p>c. <i>A determination that the proposed water supply is sustainable or that there is an acceptable plan to achieve sustainability. The plan must be structured such that it is economically, environmentally, and technically feasible. In addition, its implementation must occur prior to long-term and/or irreversible physical impacts or significant economic hardship to surrounding water users.</i></p>	
<p><b>Policy HS-G.1:</b>  <i>The County shall require that all proposed development incorporate design elements necessary to minimize adverse noise impacts on surrounding land uses.</i></p>	<p>The proposed airport does not have any design elements incorporated that would minimize potential noise impacts, rather, the location of the project in relation to surrounding noise receptors, and restrictions on flight hours of operation were considered to be adequate to address this Policy.</p>
<p><b>Policy HS-G.4:</b>  <i>So that noise mitigation may be considered in the design of new projects, the County shall require an acoustical analysis as part of the environmental review process where:</i></p> <p>a. <i>Nosie sensitive land uses are proposed in areas exposed to existing or projected noise levels that are “generally unacceptable” or higher according to the Chart HS-1 “Land Use Compatibility for Community Noise Environments”;</i></p> <p>b. <i>Proposed projects are likely to produce noise levels exceeding the levels shown in the County Noise Control Ordinance at existing or planned noise-sensitive uses.</i></p>	<p>An acoustical analysis was prepared for the project which evaluated the potential for exceedance of County day and <del>night</del> <del>time</del> <del>nighttime</del> maximum noise levels based on aircraft flight modeling software, at selected receptor locations (residences) in the vicinity of the proposed airport. The acoustical analysis determined that <del>night</del> <del>time</del> <del>nighttime</del> flights (between 10:00 p.m. and 7:00 a.m. may potentially exceed maximum noise levels, which have a lower maximum threshold as compared to day time hours, at certain receptor locations. Therefore, it was determined that so long as flights were limited to daytime hours (between 10:00 a.m. and 7:00 p.m., aircraft flights would not exceed Count noise thresholds. As such a mitigation measure was included which restricts the airport to <del>day</del> <del>time</del> <del>daytime</del> hours.</p>
<p><b>Policy HS-G.5:</b>  <i>Where noise mitigation measures are required to achieve acceptable levels according to land use compatibility or the noise ordinance, the County shall place emphasis of such measures upon site planning and project design. These measures may include, but are not limited to, building</i></p>	<p>The noise mitigation measures recommended for the project were addressed through restrictions on project operations. The project’s location and its proximity to surrounding noise receptors was considered as part of the basis for the recommended mitigation measure. It was determined that the project would not result</p>

Relevant Policies:	Consistency/Considerations:
<p><i>orientation, setbacks, earthen berms, and building construction practices. The County shall consider the use of noise barriers, such as soundwalls, as a means of achieving the noise standards after other design-related noise mitigation measures have been evaluated or integrated into the project.</i></p>	<p>in exceedance of the County Noise Ordinance provided that flight operations are limited to daytime hours (between 7:00 a.m. and 10:00 p.m.).</p>

**Reviewing Agency Comments:**

Policy Planning Unit, Department of Public Works and Planning: Pursuant to Fresno County Williamson Act program guidelines, the use of land enrolled in the program is limited to commercial agricultural operations and other compatible uses adopted by the Board of Supervisors.

No other comments specific to General Plan Policy were expressed by reviewing Agencies or Departments.

**Finding 4 Analysis:**

The subject property is enrolled under Williamson Act contract. The proposed airport was found to be inconsistent with uses allowed on land under contract. As such, the portion of the property to be developed as a private use airport was required to record an irrevocable notice of partial non-renewal on that portion of land comprising the runway, related and proposed hanger building, totaling approximately 32.51 acres of the 434.93-acre subject parcel. The partial non-renewal was recorded on July 7, 2022.

Based on these factors, the proposed airport operation has been determined to be consistent with the General Plan.

**Recommended Conditions of Approval:**

*None*

**Finding 4 Conclusion:**

Finding 4 can be made as the project would not conflict with any General Plan Policies.

**Finding 5:** **That the conditions stated in the resolution are deemed necessary to protect the public health, safety and general welfare.**

**Finding 5 Analysis:**

The proposed mitigation measures and conditions of approval were developed based on studies and consultation with specifically qualified staff, consultants, and outside agencies. They were developed to address the specific impacts of the proposed project and were designed to address the public health, safety, and welfare. Additional comments and project notes have been included to assist in identifying existing non-discretionary regulations that also apply to the project. The Applicant has signed an acknowledgement agreeing to the proposed mitigation measures and has not advised staff of any specific objection to the proposed conditions of approval.

**Finding 5 Conclusion:**

Finding 5 can be made based on staff's analysis, the conditions stated in the resolution are deemed necessary to protect the public health, safety, and general welfare.

**SUMMARY CONCLUSION:**

Based on the factors cited in the analysis, staff believes the required Findings for granting the Conditional Use Permit can be made. Staff therefore recommends approval of Unclassified Conditional Use Permit Application No. 3694, subject to the recommended Conditions.

**PLANNING COMMISSION MOTIONS:**

**Recommended Motion** (Approval Action)

- Move to adopt the Mitigated Negative Declaration prepared for Initial Study No. 7995; and
- Move to determine the required Findings can be made and move to approve Unclassified Conditional Use No. 3694, subject to the Mitigation Measures, Conditions of Approval and Project Notes listed in Exhibit 1; and
- Direct the Secretary to prepare a Resolution documenting the Commission's action.

**Alternative Motion** (Denial Action)

- Move to determine that the required Findings cannot be made (state basis for not making the Findings) and move to deny Unclassified Conditional Use Permit No. 3694; and
- Direct the Secretary to prepare a Resolution documenting the Commission's action.

**Mitigation Measures, Recommended Conditions of Approval and Project Notes:**

See attached Exhibit 1.

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EXHIBIT 1

**Mitigation Monitoring and Reporting Program  
Initial Study No. 7995 and  
Unclassified Conditional Use Permit Application No. 3694  
(Including Conditions of Approval and Project Notes)**

<b>Mitigation Measures</b>					
<b>Mitigation Measure No.*</b>	<b>Impact</b>	<b>Mitigation Measure Language</b>	<b>Implementation Responsibility</b>	<b>Monitoring Responsibility</b>	<b>Time Span</b>
1.	Aesthetics	All outdoor lighting shall be hooded and directed downward so as not to shine on adjacent properties or public right-of-way.	Applicant	Applicant/Department of Public Works and Planning (PW&P)	Ongoing
2.	Cultural Resources/ Tribal Cultural Resources	In the event that cultural resources are unearthed during ground-disturbing activities, all work shall be halted in the area of the find. An Archeologist shall be called to evaluate the findings and make any necessary mitigation recommendations. If human remains are unearthed during ground-disturbing activities, no further disturbance is to occur until the Fresno County Sheriff-Coroner has made the necessary findings as to origin and disposition. All normal evidence procedures should be followed by photos, reports, video, etc. If such remains are determined to be Native American, the Sheriff-Coroner must notify the Native American Commission within 24 hours.	Applicant	Applicant/PW&P	During ground-disturbing activities.
3.	Noise	All flight operations, whether agricultural applications or passenger flights, will be limited to the hours between 7:00 a.m. and 10:00 p.m. seven days per week.	Applicant	Applicant/Department of Public Works and Planning (PW&P)	Ongoing
<b>Conditions of Approval</b>					
1.	Development shall be in substantial accordance with the Site Plan, Floor Plan, Elevations, and Operational Statement as approved by the Planning Commission.				
2.	The project shall apply for and obtain a Special Use Permit from the California Department of Transportation, Division of Aeronautics, prior to commencing aircraft operations.				

\*MITIGATION MEASURE – Measure specifically applied to the project to mitigate potential adverse environmental effects identified in the environmental document.  
Conditions of Approval reference recommended Conditions for the project.

<b>Notes</b>
<b>The following Notes reference mandatory requirements of Fresno County or other Agencies and are provided as information to the project Applicant.</b>

**Notes**

1.	<p>The Zoning Section of the Fresno County Department of Public Works and Planning provide the following comments:</p> <ul style="list-style-type: none"><li>• A site inspection and evaluation permit and septic system permit shall be required prior to permit issuance related to the hydrogen generation facility.</li><li>• All proposed improvements will require building permits and final inspection</li></ul>
2.	<p>The Site Plan Review Section of the Fresno County Department of Public Works and Planning provide the following comments:</p> <ul style="list-style-type: none"><li>• Site Plan submitted does not adequately show dimensions for building structures (hangar or planned single family residence). A second more detailed site plan of proposed structures shall be submitted showing building structure dimensions in square footage is needed to check for conformity with county requirements.</li><li>• Site Plan submitted does not adequately show dimensions for the parking area, conformity with county parking requirements could not be verified. A second more detailed site plan of proposed parking shall be submitted showing parking dimensions, back-up space, width of isles, turn around radius, etc. shall be submitted to confirm compliance with parking requirements.</li><li>• Note: Fresno County parking requirements information can be sent to applicant upon request.</li><li>• Parking stalls shall be constructed in compliance with the county and state standards per Fresno County parking standards, a minimum 29-foot backup clearance and 18-foot x 9-foot stall size (requirement) shall be provided for all parking stalls and clearly labeled in the site plan.</li><li>• All parking spaces for the physically disabled shall be placed adjacent to facility access ramps or in strategic areas where the disabled shall not have to travel behind parking spaces other than to pass behind the parking space in which they parked. A four (4) foot path of travel for disabled persons shall be constructed and stripped in accordance with state standards.</li><li>• ADA stalls shall be concrete, or asphalt concrete paved and must be located on the shortest possible route to the main entrance so disabled person does not cross driveway into parking lot.</li><li>• The submitted operational statement does not indicate the number of employees and customers that are estimated to be on site at the facility.</li><li>• An asphalt concrete driveway approach shall be provided where project site access road(s) connect to county road(s) serving this site.</li><li>• Any proposed driveway should be a minimum of 24 feet and a maximum of 35 feet in width as approved by the Road Maintenance and Operation Division. If only the driveway is to be paved, the first 100 feet of the edge of the ultimate right- of-way shall be concrete or asphalt.</li></ul>

Notes	
	<ul style="list-style-type: none"> <li>• Any proposed gate that provides initial access to this site shall be setback from the edge of the road right-of-way a minimum of 20 feet or the length of the longest vehicle to enter the site, whichever is greater.</li> <li>• An encroachment permit shall be required from Road Maintenance and Operations for any work in the County right-of-way.</li> <li>• Internal access roads shall comply with required widths by the Fire District for emergency apparatus.</li> <li>• A dust palliative shall be required on all parking and circulation areas.</li> <li>• Any proposed landscape improvement area of 500 square feet or more shall comply with California Code of Regulations Title 23, Division 2 Chapter 2.7 Model Water Efficient Landscape Ordinance (MWELO) and require submittal of Landscape and Irrigation plans per Governor's Drought Executive Order of 2015. The Landscape and irrigation plans shall be submitted to the Department of Public Works and Planning, Site Plan Review (SPR) unit for review and approval prior to the issuance of building permits.</li> <li>• All proposed signs require submittal to the Department of Public Works and Planning Permits counter to verify compliance with the Zoning Ordinance. Off- site signs are expressly prohibited for commercial uses in the AE (Exclusive Agriculture) Zone District.</li> <li>• No building or structure erected in the AE-20 District shall exceed 35 feet in height per Section 816.5 D of the Fresno County Zoning Ordinance.</li> <li>• Outdoor lighting should be hooded and directed away from adjoining streets and properties.</li> </ul>
3.	<p>The Development Engineering Section of the Department of Public Works and Planning provided the following comments:</p> <ul style="list-style-type: none"> <li>• Any additional storm water runoff generated by the proposed development of this site cannot be drained across property lines, or into Caltrans right-of-way, and must be retained on-site per County standards.</li> <li>• Typically, if the proposed development does not substantially increase the net impervious surface on-site and the existing drainage patterns are not changed, there will be no engineered grading and drainage plan required. However, Letter of Retention and Letter of Certification from a licensed Civil Engineer addressed to the Department of Public Works and Planning will be required. Letter of Certification must specify the reason why an engineered grading and drainage plan is not needed.</li> <li>• Any proposed wastewater storage pond shall be constructed in accordance with the Design Specifications, Drawings, and Construction Quality Assurance (CQA) Plan approved by the California Regional Water Quality Control Board. Storage pond should be located outside the Special Flood Hazard Area.</li> <li>• A grading permit or voucher is required for any grading proposed with this application or any grading that has already been done.</li> </ul>

Notes	
	<ul style="list-style-type: none"> <li>• Any proposed or existing driveway should be set back a minimum of 10 feet from the property line.</li> <li>• For unpaved or gravel surface access roads, the first 100 feet off of the edge of the road right-of-way must be graded and asphalt concrete paved or treated with dust palliative.</li> <li>• Any existing or proposed entrance gate should be set back a minimum of 20 feet from the road right-of-way line of the length of the longest truck entering the site, and shall not swing outward.</li> <li>• According to FEMA FIRM Panel 2050H, the northeasterly portion of the area of the subject property is within Special Flood Hazard Area, subject to flooding from the 100-year storm. Any development within the Special Flood Hazard Area shall conform to provisions established in Fresno County Ordinance Code Title 15, Chapter 15.48 Flood Hazard Areas. Any proposed structure and associated electrical equipment/electrical system components including manure storage and drying located in the Special Flood Hazard Area must comply with the FEMA flood elevation requirements.</li> <li>• All electrical wiring below the flood elevation shall be in a watertight conduit or approved direct burial cable. Grading import is not allowed within the flood zone. Any dirt materials used for grading must be obtained within the designated flood area as to not cause an impact to the determined area of flooding. Manure pits and waste lagoons that are susceptible to flooding must be consulted with State departments of environmental management or natural resources on how to prevent overflow of these waste treatment facilities into local stream, rivers, or even drinking water supply.</li> <li>• FEMA Elevation Certificate is required for every structure proposed to be constructed within the Special Flood Hazard Area. If the proposed building/structure is near the Special Flood Hazard Area, a certified Map of Survey/Map of Flood Hazard Area (MOS), stamped and signed by a Professional Land Surveyor delineating the distances from proposed structure(s) to the flood zone boundary and at least two property lines may be required.</li> </ul>
4.	<p>The Department of Public Health, Environmental Health Division provided the following comments:</p> <ul style="list-style-type: none"> <li>• The use shall comply with the Noise Element of the Fresno County General Plan and Fresno County Noise Ordinance.</li> <li>• Facilities proposing to use and/or store hazardous materials and/or hazardous wastes shall meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. Any business that handles a hazardous material or hazardous waste may be required to submit a Hazardous Materials Business Plan pursuant to the HSC, Division 20, Chapter 6.95. The default State reporting thresholds that apply are: &gt;55 gallons (liquids), &gt;500 pounds (solids), &gt;200 cubic feet (gases), or at the threshold planning quantity for extremely hazardous substances.</li> <li>• All hazardous waste shall be handled in accordance with requirements set forth in the California Code of Regulations (CCR), Title 22, Division 4.5. This Division discusses proper labeling, storage, and handling of hazardous wastes.</li> <li>• If any underground storage tank(s) are found during construction, the Applicant shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division.</li> </ul>



**Notes**

	<ul style="list-style-type: none"><li>• New sewage disposal system proposals shall be installed under permit and inspection by the Department of Public Works and Planning, Building and Safety Section.</li><li>• As a measure to protect ground water, all water wells, and/or septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor.</li></ul>
5.	<p>The San Joaquin Valley Air Pollution Control District provided the following comments:</p> <ul style="list-style-type: none"><li>• The project is subject to District Rule 9510 (Indirect Source Review). Prior to issuance of an construction or grading permits, an Air Impact Assessment (AIA) is required to be submitted to and approved by the District.</li></ul>
6.	<p>The Fresno County Fire Protection District provided the following comments:</p> <ul style="list-style-type: none"><li>• The Project shall comply with California Code of Regulations Title 24 – Fire Code. Prior to receiving Fresno County Fire Protection District (FCFPD) conditions of approval for the project, the Applicant must submit construction plans to the County of Fresno Public Works and Planning and FCFPD for review. It is the Applicant’s responsibility to deliver a minimum of two sets of plans to the FCFPD.</li><li>• Project/Development will be subject to the requirements of the current Fire Code and Building Code when a building permit or certificate of occupancy is sought.</li></ul>

**Stamoules Produce Co., Inc.  
Project Operational Statement  
Private Use Airport**

**June 14, 2023**

**Applicant:**

Mr. Dio Stefanopoulos, Vice President  
Stamoules Produce Co., Inc.  
904 S. Lyon Ave.  
Mendota, Ca. 93640-9735

**Record Owners:**

N. D. Stola, LLC  
A California Limited Liability Company  
904 S. Lyon Ave.  
Mendota, Ca. 93640-9735

**APN:** 019-040-28s

**Area:** 434.93+/- acres

**Location:** 904 S. Lyon Ave., Mendota, Ca.

**Request:** Approval of an Unclassified Conditional Use Permit to allow a *Personal Use* airport in the AE-20 zone.

**Background**

The applicant operates a large crop producing facility in the unincorporated community of Mendota. For various business purposes, connectivity with major metropolitan areas is necessary via airplane. Equipment parts, staff and customers of the immediate adjacent processing facility can conveniently visit the site.

The proposed Conditional Use Permit seeks approval of a 4,847-foot-long and 75-foot-wide concrete runway on an existing 434.93+/- acre parcel. To place the proposed runway length in perspective, the Sierra Sky Park within the City of Fresno runway is 2,473 ft. long. The runway will be lit at night for the applicant's personal use.

Attached please find the previously provided letter dated October 17, 2022, from Correa Construction detailing the design and construction of the airstrip to applicable standards.

## **1. Nature of the Operation**

The two highest performing aircraft that may use this airport are the King Air 360 and the Cessna CJ2. In accordance with the manufacturer's recommendations, each of the applicant's fully loaded aircraft will require about 2,700' of runway for landing and 3,500' for take-off depending upon outside air temperature and relative wind velocity. Only invited guests will use the airstrip. Licensed pilots will be aware of the strip's landing and takeoff limitations. Invited guest's aircraft using the airstrip will not require a greater distance for take-off and landing. Many small single engine aircraft are capable of take-off and landing in less than 1,000'.

In the future, crop dusting aircraft may utilize the site.

## **2. Operational Time Limits**

The airstrip will be available for emergencies on a 24/7 basis but operational from 7am to 10pm. The airstrip will be limited to the applicant's business travel, private family and invited guests only.

The airstrip will have no tower and will not be manned which is typical of such private airstrips which will not be an issue as the use of the proposed airstrip is by invitation only. Fresno Air Traffic Control (ATTC) will advise and monitor the airstrip's activities per FAA guidelines. IFR and VFR pilot and airplane capabilities will be possible at this airstrip depending on the pilots, aircraft and environmental circumstances.

## **3. Number of Customers/Visitors**

The airstrip is not open to the public. Expect for flight emergencies of other aircraft that must land at this facility, only the applicant and his invited guests may use the facility.

## **4. Employees**

The existing packing facility has 40- 75 employees depending on the season. No new employees are required for the facility. One to two ranch personnel will perform airstrip maintenance such as cleaning the runway of debris, and performing other tasks as required. Due to the limited use of the airstrip, a ranch employee will be at the at the facility as needed.

Specialized aircraft maintenance, fueling and related tasks will be undertaken by third party purveyors. All major engine, hydraulics, body, glass, electronics, mechanical, and similar specialty maintenance work, etc. will be done off site at a certified competent maintenance facility. All such work will be on an *as needed* basis per manufacturers and FAA recommendations.

## **5. Service/Delivery Vehicles**

Fuel will be delivered to the aircraft by a third-party purveyor in a special vehicle designed, built and permitted for such use on an as needed basis. No fuel will be stored onsite.

General light airplane inspections and light vehicle maintenance will occur in accordance with manufacturers and FAA recommendations.

## **6. Site Access**

The site is directly accessible from S. Lyon Ave., accessible from an existing service road to the Stamoules Produce facility and accessible from N. Washoe Ave., directly west of the airstrip.

## **7. Number of Parking Spaces for Employees**

There will be parking spaces for 10 vehicles. The airstrip and adjacent parking areas will be concrete slab on grade. A private airplane hangar is also proposed with 10 additional parking spaces.

## **8. Goods Sold on Site**

No product is sold on site.

## **9. Equipment Used**

Project equipment requirements are:

- a. Tractor for moving airplanes.
- b. All storage tanks will meet applicable containment and other safety standards.

## **10. Supplies/Materials**

- a. Typical aircraft basic parts and lubricants. All lubricants, solvents etc., will meet applicable containment and disposal standards.
- b. No hazardous materials will be stored onsite. As noted above, no fuel will be stored on site.
- c. Future crop-dusting operations will comply with all applicable materials handling, storage and usage protocols.

## **11. Does the Use Cause an Unsightly Appearance, Noise, Glare, Dust, Odor**

### **Appearance**

The site is within a larger 434.93 +/- acre ranch that often has visitors to discuss the purchasing of the applicant's agricultural products. A variety of food safety regulations also apply to the site. Therefore, the site will not be unsightly in appearance.

## Noise

### Aircraft

The proposed airstrip and related buildings will occupy about 28 +/- acres of the ranch. The applicant will limit the use of the airstrip to their personal use and invited guests. Aircraft noise will be emitted by the applicant's aircraft and those of invited guests. Please see EXHIBIT "A" entitled Estimated Noise Contours that illustrates the location and length of the proposed airstrip and the closest receptor 4,200 +/- ft. from the proposed runway. The isolated nature of the proposed runway and the hours of operation being limited from 7am to 10pm except for emergencies ensures the project will meet applicable noise standards as confirmed by various studies conducted by LSA of Fresno and deemed accurate by the county.

It is estimated that the applicant's King Air will be flown an average of twice a week and the Cessna Citation flown once a week. Flight times will vary from 7am to 10pm. It is estimated invited guests will use the proposed airstrip twice a month and will operate aircraft of similar performance as the applicant's airplanes. Crop dusting, if ever, will be seasonal.

According to an article entitled COMMUNITY NOISE ANALYSIS OF G/A AIRCRAFT - LOCAL AIRPORTS CASE STUDY, *"It is a popular misconception that all jets are noisier than all turboprops which are noisier than all piston aircraft. Small piston engine aircraft can be quite noisy. The world's most popular aircraft the Cessna 172 is noisier on take-off than the most popular new generation business jets: Citation CJ, CJ2, ..."*. Source: 5th Congress of Alps-Adria Acoustics Association 12-14 September 2012.

Review of the County of Fresno Airport Land Use Commission Sierra Sky Park Airport Land Use Plan indicates that airport can accommodate twin engine airplanes including the Beechcraft King Air and other airplanes of similar performance. This use profile was confirmed in a conversation with the Sierra Sky Park Homeowner Association president who is a professional pilot. Therefore, the Sierra Sky Park Airport Land Use Plan noise profiles are similar to the noise profiles that will be generated by the proposed airstrip.

EXHIBIT "A" illustrates the approximate location of the 70 and 60 CNEL noise profile of the proposed airstrip using the Sierra Sky Park Airport Land Use Plan noise profiles as a guide. Note the distance to the closest receptor is a substantial distance from the 60 CNEL noise profile clearly indicating the proposed airstrip will not cause adverse noise impacts to adjacent properties or residents.

A comprehensive noise evaluation of the proposed project was prepared by LSA of Fresno. That evaluation was prepared in consultation with county staff and concludes the proposed airstrip can operate in accordance with the project operational statement without adverse impacts to surrounding properties.

## **Other Noise Sources**

All ground and aircraft equipment will comply with the FAA and the manufacturer's applicable regulations including mufflers, idling, etc. Interior roads and parking areas will be paved per Fresno County standards for all weather conditions.

## **Odors**

The project will produce no odors.

## **12. Solid/Liquid Waste Produced**

Project waste will be placed in appropriate 33-gallon capacity trash receptacles (separated by type of waste). Said waste is disposed of in county mandated trash receptacles for removal by a private hauler to be identified. When the proposed hanger is constructed, it will include lavatories.

## **13. Estimated Volume of Water Used**

The airstrip will not require any water to be used on a regular basis. Aircraft will require washing and cleaning about once every month. The source of the water will be from an on-site agricultural well which is estimated to be 750 to 1,000 gallons per month.

## **14. Proposed Advertising**

There will be no business signage. All signage for safety, as per Cal OSHA, Caltrans, FAA, etc. will be posted as required.

## **15. Existing or New Buildings Constructed**

Please see the attached project site plan and elevations for the location of proposed buildings including an aircraft hangar. An office component, conference and restrooms rooms will also be included in the proposed hanger.

## **16. Building/Proportion of Buildings Used in the Operation**

The applicant intends to construct an airplane hangar based on the design illustrated on the attached project site plan and related site renderings. The building will be of Type I construction with a metal roof skin and a CMU façade on three sides while the elevation of faces airstrip will have a storefront glazing.

An office component, conference and restrooms rooms will also be included in the proposed hanger.

## **17. Outdoor Lighting or Sound Amplification**

During night operation, outdoor lighting will illuminate the runway. All building lighting will be hooded and diverted downward. Nighttime runway lighting will only be energized when the runway is operational. Runway lights will be turned on 30 minutes prior to sunset when planned nighttime operations occur.

The project will also utilize security cameras covering the facility 24/7. There will be no sound amplification system.

All building lighting will be hooded and directed downward. Airstrip lighting will be of a low intensity and meet all applicable standards. Further, due to the size of the applicant's ranch, there are no proximate residences that could be annoyed by glare.

During night operations, outdoor security lighting will illuminate the proposed buildings.

## **18. Landscaping/Fencing**

The area around both sides and the southern end of the airstrip is planted with pistachio trees. No landscaping is proposed for the project.

## **19. Other Information Providing Clear Understanding of the Project Operations**

### **Surface drainage and runoff control:**

Site and drainage will occur in accordance with County of Fresno requirements.

### **Employee Training:**

Employee training logs are retained corresponding to assigned equipment. The project will train employees and conduct safety meetings on pertinent subjects for operations. Special emphasis is placed on general safety, housekeeping and emergency procedures.

### **Fuel storage:**

No fuel will be stored onsite.

### **Safety equipment:**

The project will comply with all applicable design, construction, operational and safety standards including:

- Storage and use of fertilizers and pesticides
- Fire protection

## **Caltrans Division of Aeronautics**

Pursuant to PUC 21661 and CCR 3533, personal use airports are exempt from State Airport Permit requirements. A *Personal-Use* airport is limited to the noncommercial activities of an individual owner or family and occasional invited guests.

*Personal-Use* airports may be exempt from State Airport Permit requirements, provided they are located in unincorporated areas and also meet the requirements of Article 5 of the CCR (see below). Under Article 5 of the CCR (CCR 3560), many design elements of Personal-Use airports are at the discretion of the owner. However, Caltrans Division of Aeronautics requires at least the following design criteria:

1. A runway length and width adequate to enable aircraft to operate safely, considering airport location and the performance data of the most demanding aircraft to utilize the airport.
2. The ends of each runway shall be at least 200 ft. from the airport property line.
3. The distance from the runway centerline to the property line of another owner shall be at least 50 ft.
4. The distance from the taxiway centerline to the property line of another owner shall be at least 50 ft.
5. If the airport is identifiable as an airport from the air, it shall be marked with the letter "S" in accordance with CCR 3543(a). If an airport lighting system is installed, it shall illuminate the required markings. The Department shall determine whether or not the airport is identifiable from the air if there is a dispute.

### **20. Owners, Officers and/or Board Members**

Pagona Stefanopoulos, President and CEO of S. Stamoules, Inc. and S. & S. Ranch, Inc.  
Mr. Dio Stefanopoulos, Vice President.

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# County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING  
STEVEN E. WHITE, DIRECTOR

## EVALUATION OF ENVIRONMENTAL IMPACTS

- APPLICANT:** Stamoules Produce, Inc.
- APPLICATION NOS.:** Initial Study No. 7995 and Classified Conditional Use Permit Application No. 3694
- DESCRIPTION:** Allow the operation of a private use airport with a 4,847-foot-long runway, for business, personal and agricultural purposes, including construction of a 10,173 square-foot hangar, on an approximately 8.25-acre portion of 434.93-acre parcel in the AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District.
- LOCATION:** The project site is located on the north side of W. California Avenue, approximately one half-mile northeast its intersection with of W. California Avenue. and S. Lyon Avenue, approximately four miles southwest of the City of Mendota (APN:019-040-28)(904 S. Lyon Ave.) (Sup. Dist.: 1).

### I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

- A. Have a substantial adverse effect on a scenic vista; or
- B. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**FINDING: NO IMPACT:**

The project site is located in an area of large agricultural parcels and agriculturally related operations. No scenic vistas or scenic resources were identified; there are no historic buildings or scenic resources in the vicinity of the project and the project is not located in the vicinity of a state scenic highway. The nearest state highway is State Route 33 (Derrick Avenue) approximately 4 miles to the east.

- C. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are

experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

FINDING: NO IMPACT:

The nearest publicly accessible views of the project site are from California Avenue approximately one quarter mile south of the proposed hangar building, and from S. Lyon Avenue, approximately 400 feet from the north end of the runway. Based on the considerable distances from any publicly accessible vantage points, the project is not anticipated to have an adverse impact on public views.

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

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

The proposed hangar building, and parking area will have new outdoor lighting fixtures, which will be required to be directed away from public streets and adjacent properties. The runway will be lit only during aircraft operations and will be directed away from neighboring properties and the public right-of-way. Airstrip lighting will be low intensity, and because there are no residences in close proximity to the runway, the proposed runway lighting is not anticipated to cause a significant impact, with the implementation of the following Mitigation Measure.

\* **Mitigation Measure(s)**

1. *All outdoor lighting including airport runway lighting shall be hooded and directed so as not to shine toward adjacent properties and public streets.*

## II. AGRICULTURAL AND FORESTRY 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 Department 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 forest carbon measurement methodology in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

According to the 2016 Fresno County Important Farmland Map, the subject parcel contains land categorized as Farmland of Statewide Importance, which is defined as being similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture; and, the land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- B. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The subject parcel is enrolled the Williamson Act Program under Contract No. 3571. Lands enrolled in the Williamson Act program are typically limited to commercial agriculture or uses which are determined to be compatible or incidental to commercial agriculture. Private or special use airports like what is proposed with this application are not a permitted use on contracted land. Accordingly, the subject parcel was required to complete a partial cancellation of the contract on that portion of the property proposed for use as a private airport.

- C. Conflict with existing zoning for forest land, timberland or timberland zoned Timberland Production; or
- D. Result in the loss of forest land or conversion of forest land to non-forest use?

FINDING: NO IMPACT:

The subject parcel does not contain forest, or timberland, therefore the project will not result in the loss of any forest land or timberland.

- E. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forestland to non-forest use?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project will remove approximately 8.50 acres from productive agriculture, however the remainder of the 484-acre parcel will remain in agricultural production; as such, the project will have a less than significant impact on the conversion of farmland to non-agricultural uses.

### III. AIR QUALITY

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

- A. Conflict with or obstruct implementation of the applicable Air Quality Plan; or

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

FINDING: NO IMPACT:

The project was reviewed by the San Joaquin Valley Air Pollution Control District (Air District) and based upon the proposal determined that project construction and operation would not result in emissions of criterial pollutants in excess of Air District thresholds. An Air Quality and Greenhouse Gas Emissions Analysis Memorandum was prepared for the project by LSA, dated November 4, 2021. The Air Quality Analysis concluded that no Air District established thresholds of significance for criterial pollutants, would be exceeding by the project.

- C. Expose sensitive receptors to substantial pollutant concentrations; or
- D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project is not anticipated to result in odors from emissions which would adversely affect a substantial number of people. The proposed airport is located in an area of the County that is sparsely populated and emissions from aircraft utilizing the airport are not expected to be generated in substantial quantities such that people living or working in the vicinity would be adversely affected. No increase in vehicle traffic or other emissions generating activities are anticipated to result from this project proposal.

#### IV. BIOLOGICAL RESOURCES

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

A search of the California Department of Fish and Wildlife, California Natural Diversity Database (CNDDDB) the project site is within the State threatened Swainson's Hawk range and predicted habitat. Additionally, there have been recorded sightings of Swainson's Hawk in the vicinity of the project site.

No comments were received from the California Department of Fish and Wildlife.

- B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; or
- C. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

FINDING: NO IMPACT:

Based upon a review of the U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapping Tool, there are no protected wetland features, riparian habitat or other sensitive natural community was identified on or in the vicinity of the subject property.

- D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

FINDING: NO IMPACT:

The project is not anticipated to interfere substantially with the movement of any migratory fish or wildlife species. The project proposes a private airport for corporate and agricultural uses. No wildlife corridors or nursery sites were identified in the vicinity of the project site.

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

FINDING: NO IMPACT:

No local policies or ordinances were identified which would be impacted by the project.

- F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?

FINDING: NO IMPACT:

No adopted Habitat Conservation, Natural Community, or other habitat conservation plans were identified which would be affected by the project.

## V. CULTURAL RESOURCES

Would the project:

- A. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; or

- B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
- C. Disturb any human remains, including those interred outside of formal cemeteries?

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

The subject parcel is not located in an area of the County designated as having a moderate or high potential for the presence of archaeological finds. The property consists of cultivated and irrigated agricultural land engaged in a commercial agricultural operation. The project proposes a private use airport consisting of a 4,845-foot-long by 75-foot-wide runway which has been constructed, and a 9,486 square-foot airplane hanger building which will be constructed. As such there is minimal additional ground disturbance associated with this project, however, to address the potential for previously undiscovered subsurface materials the following Mitigation Measure has been included.

\* **Mitigation Measure**

1. *In the event that cultural resources are unearthed during ground-disturbing activities, all work shall be halted in the area of the find. An Archeologist shall be called to evaluate the findings and make any necessary mitigation recommendations. If human remains are unearthed during ground disturbing activities, no further disturbance is to occur until the Fresno County Sheriff-Coroner has made the necessary findings as to origin and disposition. All normal evidence procedures shall be followed by photos, reports, video, and etc. If such remains are determined to be Native American, the Sheriff-Coroner must notify the Native American Commission within 24 hours.*

VI. ENERGY

Would the project:

- A. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or
- B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

FINDING: NO IMPACT:

The project is not anticipated to result in a potentially significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy resources. Project development will be subject to the applicable requirements of the California Green Building Standards Code related to energy efficiency.

## VII. GEOLOGY AND SOILS

Would the project:

- A. Directly or indirectly cause 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?
  - 2. Strong seismic ground shaking?
  - 3. Seismic-related ground failure, including liquefaction?
  - 4. Landslides?

FINDING: NO IMPACT:

The project site is not located in an area at substantially increased risk of strong seismic ground shaking, seismic related ground failure, liquefaction or landslides, according to Figures 9-5 (Probabilistic Seismic Hazards[10% Probability in 50 years) and 9-6 (Landslide Hazards and Areas of Subsidence ) of the Fresno County General Plan Background Report, or rupture of a known earthquake fault.

- B. Result in substantial soil erosion or loss of topsoil?

FINDING: NO IMPACT:

The project site is located in an area of the County identified being a Generalized Hazard Area, according to Figure 7-4 (Erosion Hazards in Western Fresno County) of the Fresno County General Plan Background Report, however the site is comprised of relatively flat irrigated farmland and

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

FINDING: NO IMPACT:

The project site is located in an area of deep subsidence as identified by Figure 9-6 (Landslide Hazards and Areas of Subsidence) of the Fresno County General Plan Background Report

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

FINDING: NO IMPACT:

The project site is not located in an area identified as having expansive soils, according to General Plan Background Report Figure 7-1 (Expansive Soils).

- E. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

FINDING: NO IMPACT:

The project hangar building proposes the use of an onsite wastewater treatment system (septic). The new septic system will be required to be installed under permit and inspection and be subject to the requirements of the Fresno County Local Area Management Program (LAMP) and the County Ordinance Code.

- F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

FINDING: NO IMPACT:

No paleontological resources were identified by any reviewing agencies, or during staff's analysis.

## VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

According to the Greenhouse Gas analysis prepared for the project by LSA , dated November 4, 2021, the project will generated Greenhouse Gas Emissions, both during construction and operation. Project GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0., and land use codes for General Light Industry, Other Asphalt Surfaces, and Parking lot, which analyzed the project based on a worst-case day assuming worker and other vehicle trips to the site, and two (2) complete aircraft operations, which would equal four average daily trips. The analysis also calculated emissions from aircraft activities using the Aviation Environmental Design Tool (AEDT)2d. The analysis assumed one personal use airplane would take off and land at the air strip in addition to one take-off and landing associated with aerial agricultural chemical applications. Based on the conclusions of the GHG analysis, neither project construction emissions nor operational emissions



were estimated to exceed any established thresholds of significance for Greenhouse Gas Emissions or Criteria Pollutants.

## IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or
- B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project proposes to have one fuel truck with a 1,500-gallon capacity on-site for aircraft fueling. The project will be required to comply with all applicable regulations related to the use and storage of hazardous materials. Above ground fuel storage tanks or agricultural chemical storage containers will be required to provide a spill prevention control and countermeasure plan (SPCC). For crop dusting operations, the project proposes to have fertilizer and pesticides, herbicides by an independent licensed provider. The storage and use of agricultural chemicals is regulated by the Environmental Protection Agency (EPA), and the licensing of Agricultural pilots is regulated by the FAA and the California Department of Pesticide Regulation (CDPR). Additionally, the State Licensed business must register annually with the Fresno County Department of Agriculture.

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

FINDING: NO IMPACT:

The project site is not located within one-quarter mile of an existing school. The nearest identified school is Mendota Hight School, located approximately 4.8 miles west of the runway.

- D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

FINDING: NO IMPACT:

The project is not located on a hazardous materials site.

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project site is not located within an airport land use plan area or within two miles of an existing public airport. The project itself involves the establishment of a private use airport located approximately 1,200 feet east of an existing agricultural processing facility, on an adjacent parcel. The nearest public airport to the project site is the Mendota Airport located approximately five and one-half miles northeast.

- F. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

FINDING: NO IMPACT:

The project will not impair or interfere with any adopted emergency response or evacuation plan.

- G. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

FINDING: NO IMPACT:

The project site is not located in an area at risk from wildland fires.

X. HYDROLOGY AND WATER QUALITY

Would the project:

- A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

FINDING: NO IMPACT:

The project is not expected to increase waste discharge or otherwise affect water quality standards. The project may be required to develop a Storm Water Pollution Prevention Plan (SWPPP) as part of construction general permitting requirements, and comply with the National Pollutant Discharge Elimination System (NPDES) permits. A Notice of Intent (NOI) and Storm Water Pollution Prevention Plan are required to be filed with the State Water Resources Control Board before the commencement of any construction activities disturbing one (1.0) acre or more of land area. Copies of the completed NOI with WDID Number and SWPPP shall be provided to the Fresno County Department of Public Works and Planning, Development Engineering Section prior to any grading work being authorized.

- B. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

FINDING: NO IMPACT:

The project is not anticipated to result in increase demand on groundwater supplies. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

1. Result in substantial erosion or siltation on or off site?
  2. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?
  3. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or
  4. Impede or redirect flood flows?
- C. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

FINDING: LESS THAN SIGNIFICANT IMPACT:

According to FEMA FIRM Panel 1980H, the northwesterly portion of the subject property is under shaded Flood Zone X, which refers to areas prone to the 0.2 percent annual chance flood event, and areas of a 1 percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from 1 percent annual chance flood. Any development in the area identified as shaded Flood Zone X shall conform to provisions established in Fresno County Ordinance Code Title 15, Chapter 15.48 Flood Hazard Areas.

Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

FINDING: NO IMPACT:

No concerns related to water quality or water supply were expressed by any of the reviewing agencies.

## XI. LAND USE AND PLANNING

Would the project:

- A. Physically divide an established community; or
- B. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

FINDING: NO IMPACT:

The project is not located within an established community and does not propose any development which would divide an established community. The nearest established community is the city of Mendota located approximately four miles northeast of the project site.

## XII. MINERAL RESOURCES

Would the project:

- A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or
- B. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan or other land use plan?

FINDING: NO IMPACT:

The subject property is not located in the vicinity of a know mineral resources location as identified by Figure 7-7( Mineral Resource Locations) of the Fresno County General Plan Background Report (FCGPBR).

## XIII. NOISE

Would the project result in:

- A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project will generate noise from aircraft idling, take-off and landing. The Fresno County Ordinance Code, Title 8.40.040 (Noise Ordinance) addresses Noise Control, including interior and exterior noise level standards. The Noise Ordinance requires compliance with the Noise level standards, as measured at any affected single or multifamily residence, school, hospital, church or public library, during the daytime hours of between 7:00 a.m. and 10:00 p.m. and the nighttime hours of between 10:00 p.m. and 7:00 a.m.

Additionally, the Noise Ordinance states that it is unlawful for any person at any location within the County to create any noise at a residence, school, hospital, church or public library that exceeds 70 dBA between the hours of 7:00 a.m. to 10:00 p.m. or 65 dBA between the hours of 10:00 p.m. and 7:00 a.m. According to Title 21, Division 2.5, Chapter 6, Section 5012 (Airport Noise Standard), California Code of Regulations establishes that the acceptable level of aircraft noise for persons living in the vicinity of airports is a community noise level equivalent (CNEL) of 65 decibels.

A Noise Contours and Impact Analysis (Noise Analysis) was prepared for this project by LSA, dated March 23, 2023. The noise contours show anticipated noise levels measured in decibels, at a certain distance from the source, were calculated utilizing the Aviation Environmental Design Tool (AEDT) 2d software. which models aircraft performance in space and time to produce noise contour lines which indicate equal levels of noise; the modeling software was used to model noise contours associated with aircraft operations at the proposed air strip, utilizing specific data such as frequency of flight activity aircraft type, and flight tracks. The aircraft type and frequency of operation were derived from the applicant's submitted operational statement dated January 14, 2020.

For purposes of greatest impact scenario evaluation, the analysis assumed two complete aircraft operations (take-off and landing) would occur per day, including one personal use flight and one agricultural flight for aerial application of chemicals. The modeling assumed for the worst case scenario, that aircraft operations could occur both during night time hours between 10:00 p.m. and 7:00 a.m., or daytime hours between 7:00 a.m. and 10:00 p.m., and the CNEL contours assumed that takeoffs would to the north and south. The existing runway is generally oriented southeast and northwest. The modeling also use an aircraft most similar to one of those actually proposed, for modeling purposes.

The noise contours assumed a range of 55 dBA CNEL, 60 dBA CNEL, and 65 CNEL (community noise equivalent level). According to the noise analysis, CNEL represents the time-weighted average noise over a 24-hour time period. The Noise Analysis determined that the predominate land uses in the vicinity of the proposed airport are agricultural, commercial, industrial, and public utility, with sparse residential development.

According to publicly available web based aerial imagery, the nearest residences to the runway are located approximately three quarter miles northwest of the northernmost end of the runway which is also within the 60dBA contour shown in the Noise Memo. There is also one residence located approximately 3,200 feet east of the runway midpoint, and there are additional residences located approximately 2,300 feet southeast. There is also a produce processing plant located approximately 2,000 feet southwest of the runway. The noise analysis memo identified four residences in the vicinity of the proposed airport which may be impacted by aircraft noise; of the four, one was identified which could potentially experience a maximum noise level of 69 dBA which would exceed the maximum nighttime threshold of 65 dBA. Based on this assumption, the noise analysis recommended in its conclusions that aircraft operations be restricted to daytime hours between 7:00 a.m. to 10:00 p.m.; or if the ability to conduct nighttime operations is desired, field studies of actual aircraft noise levels at identified receptor locations should be conducted to verify model accuracy and compliance with noise standards. The conclusions of the Noise Memo also recommended that should the aircraft operating at the proposed airport have a louder reference noise level than the aircraft type utilized for the modeling input, additional analysis or aircraft operations monitoring should be conducted to ensure compliance with County noise standards.

\* **Mitigation Measure**

1. *All flight operations whether agricultural applications or passenger flights, will be limited to the hours between 7:00 a.m. and 10:00 p.m. seven days per week.*

B. Generation of excessive ground-borne vibration or ground-borne noise levels?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project will involve construction of the proposed hangar building, the runway has already been constructed. Construction activities are not anticipated to generate excessive ground borne vibration or noise. Noise sources associated with construction activities, provided they take place between 6:00 a.m. and 9:00 p.m. on weekdays and between 7:00 a.m. and 5:00 p.m. on Saturday and Sunday.

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project site is not located within the vicinity of a private airstrip, within the boundaries of an airport land use plan or within two miles of a public airport. The nearest public airport located in the City of Mendota is approximately 4.00-miles east of the project site. The project proposes the construction and operation of a private use airport for both business and agricultural purposes. The project owner also operates a fruit packing/processing operation located approximately one third of a mile west of the airstrip. According to a review of web base aerial imagery, the nearest residence to the project is located approximately one half-mile southwest of the runway.

#### XIV. POPULATION AND HOUSING

Would the project:

- A. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) ?; or
- B. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

FINDING: NO IMPACT:

The project is not anticipated to result in population growth or displacement of substantial number of people or housing. No new housing is proposed with this application.

## XV. PUBLIC SERVICES

Would the project:

- A. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 following public services:
  - 1. Fire protection;
  - 2. Police protection;
  - 3. Schools;
  - 4. Parks; or
  - 5. Other public facilities?

FINDING: NO IMPACT:

The project will not require the provision of any new or physically altered governmental facilities.

## XVI. RECREATION

Would the project:

- A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- B. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

FINDING: NO IMPACT:

The project does not entail the use of any existing parks or other recreational facilities, as there are no identified parks or recreational facilities in the project vicinity. Therefore, no impacts to such facilities will occur.

## XVII. TRANSPORTATION

Would the project:

- A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project site will take access from W. California Avenue which is classified as a collector road in the Fresno County General Plan. Rural Collectors require a minimum of 84 feet of right-of-way consistent with the Transportation Element. The segment of W. California Avenue on along which the subject parcel has frontage currently has only 60 feet of right-of-way. The project proponent will be required to irrevocable offer for dedication, of an additional 12 feet of right-of-way along the parcel frontage on the north side of W. California Avenue, to comply with the General Plan. No other conflicts with the circulation system were identified.

- B. Be in conflict or be inconsistent with the California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (b)?

FINDING: NO IMPACT:

The project involves the establishment of a private use air strip, and based on the information provided in the Applicant's submitted operational statement, projected traffic generated by the project is not anticipated to exceed the established threshold for VMT of 110 daily trips, therefor the project is unlikely to have a substantial impact on Vehicle Miles Travelled.

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

FINDING: NO IMPACT:

The project does not propose any design features which would impact County transportation facilities.

- D. Result in inadequate emergency access?

FINDING: NO IMPACT:

The project site will take access via a new access road connecting to California Avenue. The road will be required to meet applicable Fire Code requirements with regard to width and turnaround area for emergency apparatus.

## XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

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



1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

FINDING: Less Than Significant Impact with Mitigation Incorporated:

See Discussion and Mitigation Under Section V Cultural Resources above.

\* **Mitigation Measure**

1. *In the event that Tribal Cultural Resources are unearthed during ground-disturbing activities, all work shall be halted in the area of the find. An Archeologist shall be called to evaluate the findings and make any necessary mitigation recommendations. If human remains are unearthed during ground disturbing activities, no further disturbance is to occur until the Fresno County Sheriff-Coroner has made the necessary findings as to origin and disposition. All normal evidence procedures shall be followed by photos, reports, video, and etc. If such remains are determined to be Native American, the Sheriff-Coroner must notify the Native American Commission within 24 hours.*

## XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

- A. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

FINDING: NO IMPACT:

The project will not require the relocation or construction of new or expanded public utilities.

- B. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

FINDING: NO IMPACT:

The project is not anticipated to require additional water supplies in excess of current agricultural and domestic use.

- C. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

FINDING: NO IMPACT:

The project will utilize an onsite septic system, and will not place additional demands on local wastewater treatment providers.

- D. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- E. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

FINDING: NO IMPACT:

The project will comply with federal state and local solid waste management and reduction statutes and regulations, and is not anticipated to generate solid waste in excess of State or local standards or impair the attainment of any State or local solid waste goals.

## XX. WILDFIRE

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

- A. Substantially impair an adopted emergency response plan or emergency evacuation plan, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; or
- B. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; or
- C. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- D. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

FINDING: NO IMPACT:

The project site is not located in an area designated as being at increased risk from wildfire hazard. The project site is located in an area of irrigated farmland and relatively flat topography where wildfire risk very low, as is most of the valley floor, according to the CALFIRE Fire Hazard Severity Zone Viewer mapping tool.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

\* **Mitigation Measure(s)**

- 1. See Mitigation under Sections I, V, XII and XVIII above.

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

No cumulatively considerable environmental impacts were identified in the analysis. The project proposes a private use airport to be operated in conjunction with an existing agricultural processing facility.

- C. Have environmental effects which will cause substantial adverse effects on human beings either directly or indirectly?

FINDING: NO IMPACT:

No environmental effects which would cause substantial adverse impacts to human beings, resulting from the project were identified in the analysis.

**CONCLUSION/SUMMARY**

Based upon the Initial Study prepared for Classified Conditional Use Permit Application No. 3694, staff has concluded that the project will not have a significant effect on the environment.

It has been determined that there would be no impacts to Air Quality, Biological Resources, Energy, Land Use and Planning, Mineral Resources, Public Services, Recreation, Utilities and Service Systems, and Wildfire.

Potential impacts related to Agricultural and Forestry Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology, Transportation and Water Quality, have been determined to be less than significant.

Potential impacts relating to Aesthetics, Cultural Resources, Noise, and Tribal Cultural Resources have determined to be less than significant with compliance with the included Mitigation Measures.

A Mitigated Negative Declaration is recommended and is subject to approval by the decision-making body. The Initial Study is available for review at 2220 Tulare Street, Suite A, street level, located on the southwest corner of Tulare and "M" Street, Fresno, California.

JS

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*Stamoules Produce Co.*  
904 S. LYON AVENUE  
MENDOTA, CALIFORNIA 93640-9735  
TELEPHONE (559) 655-4581  
FAX (559) 655-9070

February 16, 2023

Mr. Jeremy Shaw, Planner  
Current Planning Unit, Development Services and Capital Projects Division  
County of Fresno  
220 Tulare Street, Sixth Floor  
Fresno, CA 93721

SUBJECT: Stamoules Produce Co. Airstrip

Dear Mr. Shaw,

Reference is made to the Stamoules Produce Co. airstrip which is proximate to my property identified by Fresno County APN 019-100-27S & 019-100-59S. I am aware that this airstrip has been constructed and is currently awaiting county approval. I am not opposed to the approval of the airstrip.

If you have any questions, please feel free to contact me.

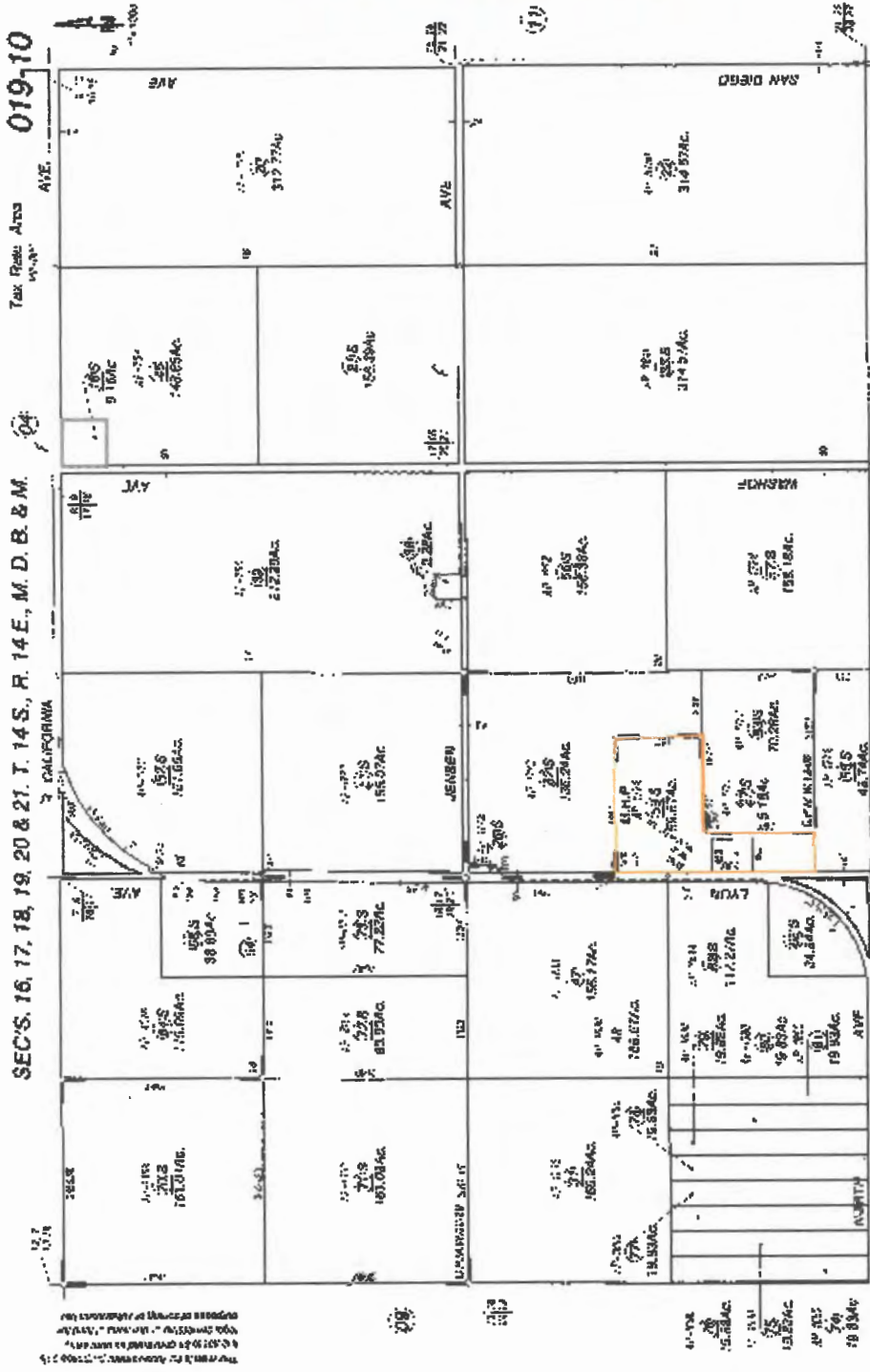
Sincerely,

Bill Coit



Coit Farming Co.  
2578 S Lyon Avenue  
Mendota, CA 93640

**Stamoules Produce Co.**  
 904 S. LYON AVENUE  
 MENDOTA, CALIFORNIA 93640-9735  
 TELEPHONE (559) 655-4581



019-10

Tax Rate Area

SEC'S 16, 17, 18, 19, 20 & 21, T. 14S., R. 14E., M. D. B. & M.

04

Assessor's Map Bk. 019 - Pg. 10  
 County of Fresno, Calif.

Assessor's Parcel Number: 019-001-001-001

Agricultural Preserve  
 Certificate of Parcel Map Walker No. 02-29, Dec. No. 199016, 09-03-04  
 Certificate of Parcel Map Walker No. 12-02, Dec. No. 176012, 12-05-12

AG 11

*Stamoules Produce Co.*

904 S. LYON AVENUE  
MENDOTA, CALIFORNIA 93640-2735  
TELEPHONE (559) 655-4581  
FAX (559) 655-9070

February 16, 2023

Mr. Jeremy Shaw, Planner  
Current Planning Unit, Development Services and Capital Projects Division  
County of Fresno  
220 Tulare Street, Sixth Floor  
Fresno, CA 93721

SUBJECT: Stamoules Produce Co. Airstrip

Dear Mr. Shaw,

Reference is made to the Stamoules Produce Co. airstrip which is proximate to my property identified by Fresno County APN 019-100-27S & 019-100-59S. I am aware that this airstrip has been constructed and is currently awaiting county approval. I am not opposed to the approval of the airstrip.

If you have any questions, please feel free to contact me.

Sincerely,

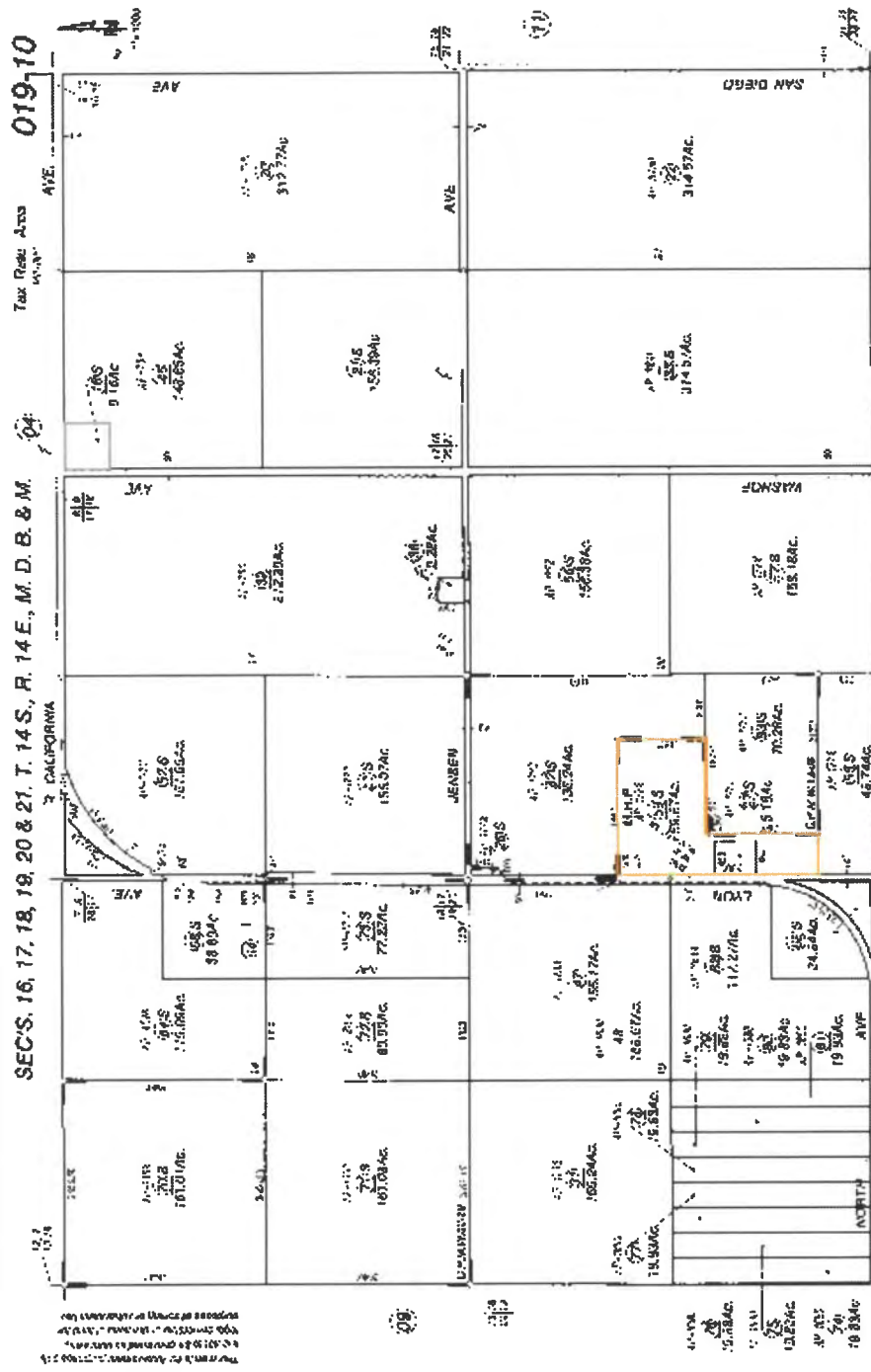
Mitch Coit or Mark Coit



Coit Farming Co.  
2578 S Lyon Avenue  
Mendota, CA 93640

# Stamoules Produce Co.

904 S. LYON AVENUE  
MENDOTA, CALIFORNIA 93640-8735  
TELEPHONE (559) 655-4881



019-10

04

SECS. 16, 17, 18, 19, 20 & 21, T. 14 S., R. 14 E., M. D. B. & M.

Tax Rate Area

Assessor's Map Bk. 019 - Pg. 10  
County of Fresno, Calif.

Agricultural Preserve  
Certificates of Parcel Map Waiver No. 02-29, Doc. No. 198016, 09-03-04  
Certificates of Parcel Map Waiver No. 12-08, Doc. No. 176012, 12-05-12

Author's Block Number Shown to EBM's  
Assessor's Parcel Number Shown in Green

6-000-0000 PG. 107



*Stamoules Produce Co.*  
904 S. LYON AVENUE  
MENDOTA, CALIFORNIA 93640-9735  
TELEPHONE (559) 655-4581  
FAX (559) 655-9070

February 16, 2023

Mr. Jeremy Shaw, Planner  
Current Planning Unit, Development Services and Capital Projects Division  
County of Fresno  
220 Tulare Street, Sixth Floor  
Fresno, CA 93721

SUBJECT: Stamoules Produce Co. Airstrip

Dear Mr. Shaw,

Reference is made to the Stamoules Produce Co. airstrip which is proximate to my property identified by Fresno County APN 019-040-18S (SE corner) & 019-100-21S (NW corner). I am aware that this airstrip has been constructed and is currently awaiting county approval. I am not opposed to the approval of the airstrip.

If you have any questions, please feel free to contact me.

Sincerely,

Mitch Coit or Mark Coit



Marv Coit Inc.  
534 N Lyon Avenue  
Mendota, CA 93640

# Stamoules Produce Co.

904 S. LYON AVENUE

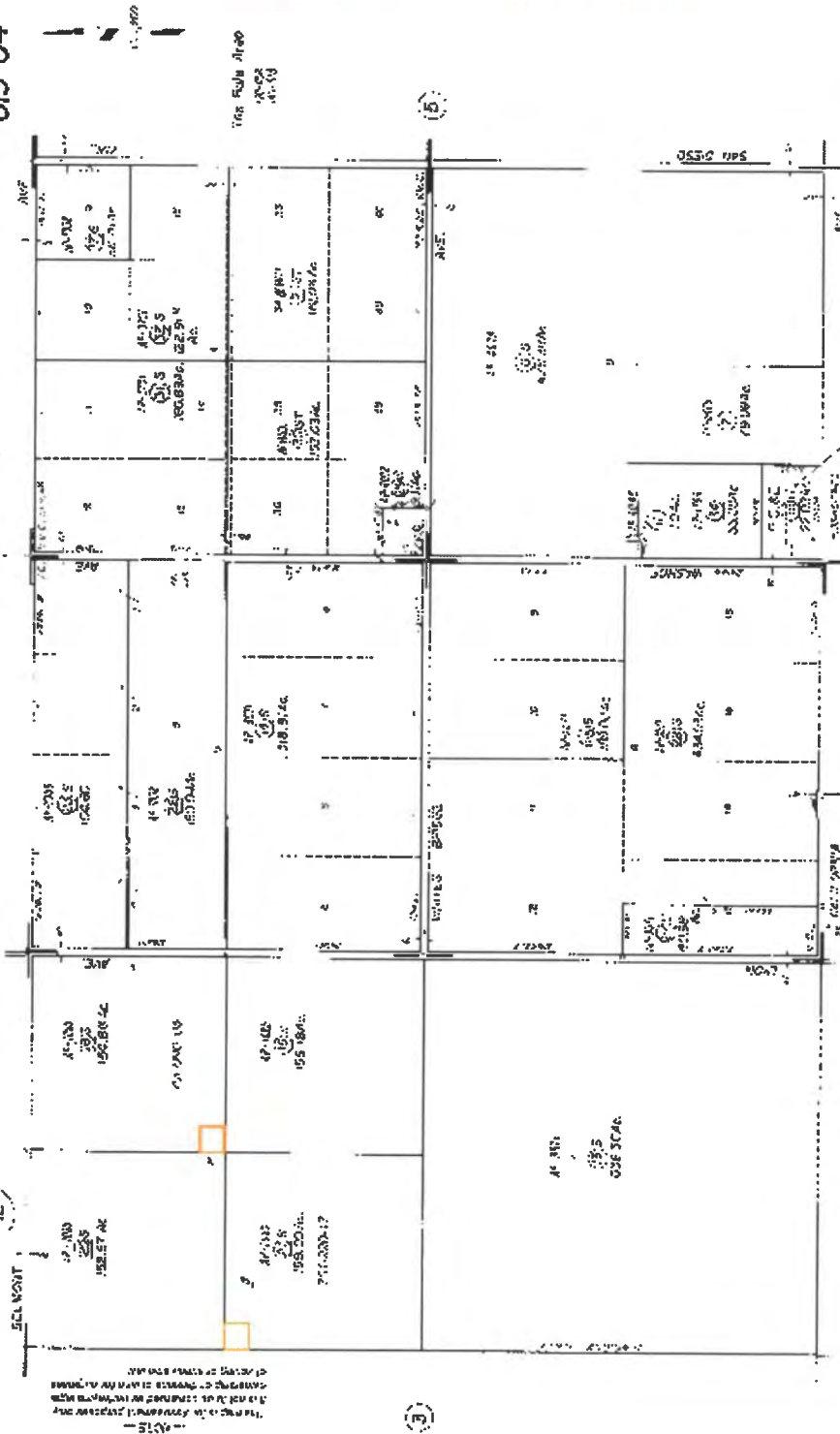
MENDOTA, CALIFORNIA 93640-9735

TELEPHONE (559) 655-4581

019-04

SUBDIVIDED LAND IN SEC'S 4, 5, 8, 8, SEC'S 6, 7, 8, 9, T. 14S, R. 14E., M.D.B.M.

8x  
12



Assessor's Map Bk. 19 - Pg. 04  
County of Fresno, Calif.

Agricultural Preserve  
Valle Verde Colony - R. S. Bk. 3, Pg. 59  
Victory Colony - R. S. Bk. 5, Pg. 50

AM? - Assessor's Grid Numbers shown in Letters  
R/S - Range, T/S - Township

*Stamoules Produce Co.*

904 S. LYON AVENUE  
MENDOTA, CALIFORNIA 93640-9735  
TELEPHONE (559) 655-4581  
FAX (559) 655-9070

February 16, 2023

Mr. Jeremy Shaw, Planner  
Current Planning Unit, Development Services and Capital Projects Division  
County of Fresno  
220 Tulare Street, Sixth Floor  
Fresno, CA 93721

SUBJECT: Stamoules Produce Co. Airstrip

Dear Mr. Shaw,

Reference is made to the Stamoules Produce Co. airstrip which is proximate to my property identified by Fresno County APN 019-100-735. I am aware that this airstrip has been constructed and is currently awaiting county approval. I am not opposed to the approval of the airstrip.

If you have any questions, please feel free to contact me.

Sincerely,

George Pappas



Philon P Pappas Co. &  
Pappas Family Farms  
1431 S. Lyon Avenue  
Mendota, CA 93640

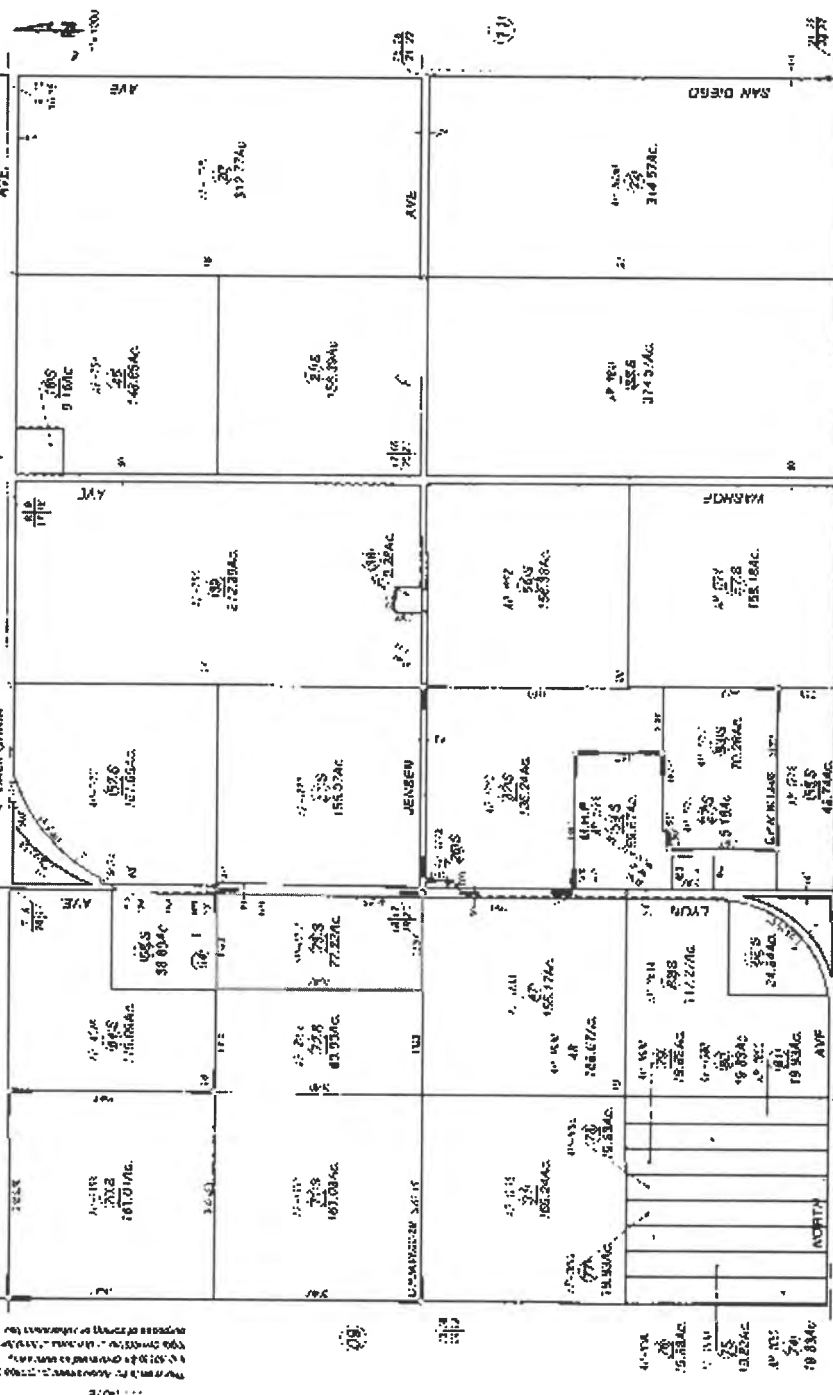
SEC. 16, 17, 18, 19, 20 & 21, T. 14S., R. 14E., M. D. B. & M.

Tax Rate Area 019-10

04

CALIFORNIA

09



Assessor's Map Bk 019 - Pg. 10  
County of Fresno, Calif.

Assessor's Map No. 02-29, Dec. No. 199016, 09-03-04  
Assessor's Parcel Number 0200012, 12-05-12

Agricultural Preserve  
Certificate of Parcel Map Waiver No. 02-29, Dec. No. 199016, 09-03-04  
Certificate of Parcel Map Waiver No. 12-08, Dec. No. 176012, 12-05-12

019-10

*Stamoules Produce Co.*

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MENDOTA, CALIFORNIA 93640-9735  
TELEPHONE (559) 655-4581  
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February 16, 2023

Mr. Jeremy Shaw, Planner  
Current Planning Unit, Development Services and Capital Projects Division  
County of Fresno  
220 Tulare Street, Sixth Floor  
Fresno, CA 93721

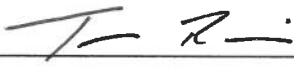
SUBJECT: Stamoules Produce Co. Airstrip

Dear Mr. Shaw,

Reference is made to the Stamoules Produce Co. airstrip which is proximate to my property identified by Fresno County APN 019-100-165. I am aware that this airstrip has been constructed and is currently awaiting county approval. I am not opposed to the approval of the airstrip.

If you have any questions, please feel free to contact me.

Sincerely,

  
\_\_\_\_\_  
Tommy Ramirez

T&S Trucking  
36951 W. California Avenue  
Mendota, CA 93640

019-10

Tax Rec Area

SEC'S. 16, 17, 18, 19, 20 & 21, T. 14 S., R. 14 E., M. D. B. & M.

04

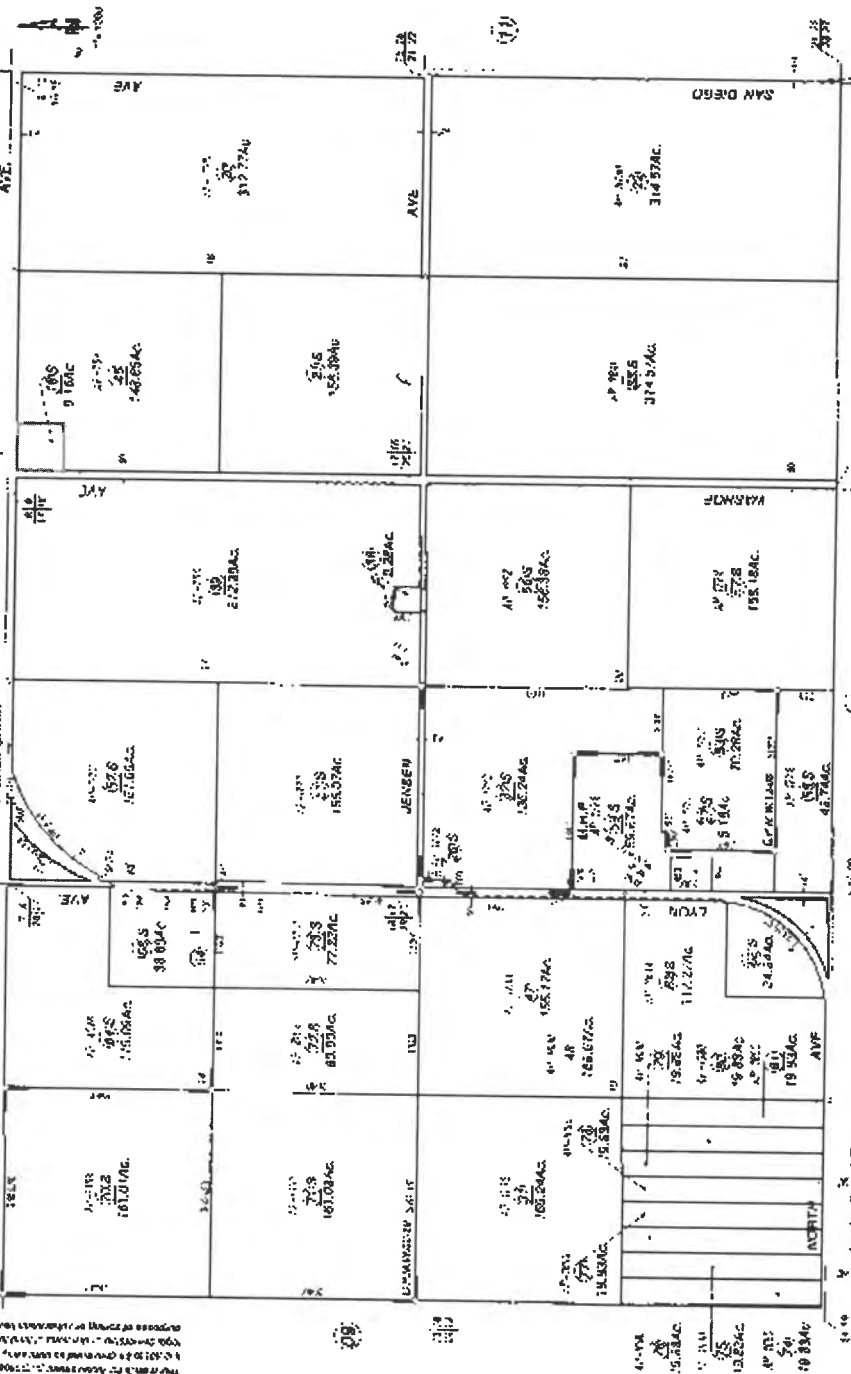
CALIFORNIA

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WALKER

SAN DIEGO



Assessor's Map Bk 019 - Pg. 10  
County of Fresno, Calif.

AGRICULTURAL PRESERVE  
Certificates of Parcel Map Walker No. 02-29, Doc. No. 199016, 09-03-04  
Certificates of Parcel Map Walker No. 12-08, Doc. No. 176012, 12-05-12

AGRICULTURAL PRESERVE  
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Certificates of Parcel Map Walker No. 12-08, Doc. No. 176012, 12-05-12

**From:** [Brenda Veenendaal](#)  
**To:** [Shaw, Jeremy](#)  
**Cc:** [Braden Duran](#)  
**Subject:** RE: CUP 3694 and IS 7995/ Request for comments/Private use airport/ Mendota  
**Date:** Tuesday, February 23, 2021 12:10:28 PM  
**Attachments:** [image003.png](#)

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**CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK**

Jeremy,

Section 2.9, page 2-14 of the Fresno County Airport Land Use Compatibility Plan states the following:

Airport Land Use Commission review of three categories of airport plans is required by state law – (1) airport and heliport master plans; (2) plans for construction of new airports and heliports; and (3) airport expansion plans.

**Construction Plans for a New Airport.**

State law also requires that no application for the consideration of plans for a new airport may be submitted to any local, regional, state, or federal agency unless the plans have been: (1) approved by the board of supervisors or the city council of the jurisdiction in which the airport is to be located; and (2) submitted to and acted upon by the airport land use commission in the county in which the airport is to be located. This chapter, and the chapter below relating to airport expansion plans, is not intended to require that ALUCs review the actual engineering drawings, only the overall layout plan.

After initial review the ALUC would not be involved in any land use issues around the airport because it is privately owned.

Brenda Veenendaal  
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Public Information and Ridesharing Programs  
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**From:** Shaw, Jeremy <jshaw@fresnocountyca.gov>  
**Sent:** Tuesday, February 9, 2021 2:59 PM  
**To:** Kettler, William <WKettler@fresnocountyca.gov>; Motta, Chris <CMotta@fresnocountyca.gov>; Randall, David A. <drandall@fresnocountyca.gov>; Mohammad Khorsand <mkhorsand@fresnocountyca.gov>; Anders, James <janders@fresnocountyca.gov>; Gutierrez, Daniel <dangutierrez@fresnocountyca.gov>; Luna, Hector <HLuna@fresnocountyca.gov>; Mather, Daniel N. <dmather@fresnocountyca.gov>; Kennedy, Laurie <lkennedy@fresnocountyca.gov>; Querin, Martin <mquerin@fresnocountyca.gov>; Nakagawa, Wendy <WNakagawa@fresnocountyca.gov>; Lopez, Nadia



# County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING  
STEVEN E. WHITE, DIRECTOR

## EVALUATION OF ENVIRONMENTAL IMPACTS

- APPLICANT:** Stamoules Produce, Inc.
- APPLICATION NOS.:** Initial Study No. 7995 and Classified Conditional Use Permit Application No. 3694
- DESCRIPTION:** Allow the operation of a private use airport with a 4,847-foot-long runway, for business, personal and agricultural purposes, including construction of a 10,173 square-foot hangar, on an approximately 8.25-acre portion of 434.93-acre parcel in the AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District.
- LOCATION:** The project site is located on the north side of W. California Avenue, approximately one half-mile northeast its intersection with of W. California Avenue. and S. Lyon Avenue, approximately four miles southwest of the City of Mendota (APN:019-040-28)(904 S. Lyon Ave.) (Sup. Dist.: 1).

### I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

- A. Have a substantial adverse effect on a scenic vista; or
- B. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

**FINDING: NO IMPACT:**

The project site is located in an area of large agricultural parcels and agriculturally related operations. No scenic vistas or scenic resources were identified; there are no historic buildings or scenic resources in the vicinity of the project and the project is not located in the vicinity of a state scenic highway. The nearest state highway is State Route 33 (Derrick Avenue) approximately 4 miles to the east.

- C. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are



experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

FINDING: NO IMPACT:

The nearest publicly accessible views of the project site are from California Avenue approximately one quarter mile south of the proposed hangar building, and from S. Lyon Avenue, approximately 400 feet from the north end of the runway. Based on the considerable distances from any publicly accessible vantage points, the project is not anticipated to have an adverse impact on public views.

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

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

The proposed hangar building, and parking area will have new outdoor lighting fixtures, which will be required to be directed away from public streets and adjacent properties. The runway will be lit only during aircraft operations and will be directed away from neighboring properties and the public right-of-way. Airstrip lighting will be low intensity, and because there are no residences in close proximity to the runway, the proposed runway lighting is not anticipated to cause a significant impact, with the implementation of the following Mitigation Measure.

\* **Mitigation Measure(s)**

1. *All outdoor lighting including airport runway lighting shall be hooded and directed so as not to shine toward adjacent properties and public streets.*

## II. AGRICULTURAL AND FORESTRY 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 Department 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 forest carbon measurement methodology in Forest Protocols adopted by the California Air Resources Board. Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

According to the 2016 Fresno County Important Farmland Map, the subject parcel contains land categorized as Farmland of Statewide Importance, which is defined as being similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture; and, the land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

- B. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The subject parcel is enrolled the Williamson Act Program under Contract No. 3571. Lands enrolled in the Williamson Act program are typically limited to commercial agriculture or uses which are determined to be compatible or incidental to commercial agriculture. Private or special use airports like what is proposed with this application are not a permitted use on contracted land. Accordingly, the subject parcel was required to complete a partial cancellation of the contract on that portion of the property proposed for use as a private airport.

- C. Conflict with existing zoning for forest land, timberland or timberland zoned Timberland Production; or
- D. Result in the loss of forest land or conversion of forest land to non-forest use?

FINDING: NO IMPACT:

The subject parcel does not contain forest, or timberland, therefore the project will not result in the loss of any forest land or timberland.

- E. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forestland to non-forest use?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project will remove approximately 8.50 acres from productive agriculture, however the remainder of the 484-acre parcel will remain in agricultural production; as such, the project will have a less than significant impact on the conversion of farmland to non-agricultural uses.

### III. AIR QUALITY

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

- A. Conflict with or obstruct implementation of the applicable Air Quality Plan; or

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

FINDING: NO IMPACT:

The project was reviewed by the San Joaquin Valley Air Pollution Control District (Air District) and based upon the proposal determined that project construction and operation would not result in emissions of criterial pollutants in excess of Air District thresholds. An Air Quality and Greenhouse Gas Emissions Analysis Memorandum was prepared for the project by LSA, dated November 4, 2021. The Air Quality Analysis concluded that no Air District established thresholds of significance for criterial pollutants, would be exceeding by the project.

- C. Expose sensitive receptors to substantial pollutant concentrations; or
- D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project is not anticipated to result in odors from emissions which would adversely affect a substantial number of people. The proposed airport is located in an area of the County that is sparsely populated and emissions from aircraft utilizing the airport are not expected to be generated in substantial quantities such that people living or working in the vicinity would be adversely affected. No increase in vehicle traffic or other emissions generating activities are anticipated to result from this project proposal.

#### IV. BIOLOGICAL RESOURCES

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

A search of the California Department of Fish and Wildlife, California Natural Diversity Database (CNDDDB) the project site is within the State threatened Swainson's Hawk range and predicted habitat. Additionally, there have been recorded sightings of Swainson's Hawk in the vicinity of the project site.

No comments were received from the California Department of Fish and Wildlife.

- B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; or
- C. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

FINDING: NO IMPACT:

Based upon a review of the U.S. Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapping Tool, there are no protected wetland features, riparian habitat or other sensitive natural community was identified on or in the vicinity of the subject property.

- D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

FINDING: NO IMPACT:

The project is not anticipated to interfere substantially with the movement of any migratory fish or wildlife species. The project proposes a private airport for corporate and agricultural uses. No wildlife corridors or nursery sites were identified in the vicinity of the project site.

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

FINDING: NO IMPACT:

No local policies or ordinances were identified which would be impacted by the project.

- F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?

FINDING: NO IMPACT:

No adopted Habitat Conservation, Natural Community, or other habitat conservation plans were identified which would be affected by the project.

## V. CULTURAL RESOURCES

Would the project:

- A. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; or

- B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or
- C. Disturb any human remains, including those interred outside of formal cemeteries?

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

The subject parcel is not located in an area of the County designated as having a moderate or high potential for the presence of archaeological finds. The property consists of cultivated and irrigated agricultural land engaged in a commercial agricultural operation. The project proposes a private use airport consisting of a 4,845-foot-long by 75-foot-wide runway which has been constructed, and a 9,486 square-foot airplane hanger building which will be constructed. As such there is minimal additional ground disturbance associated with this project, however, to address the potential for previously undiscovered subsurface materials the following Mitigation Measure has been included.

\* **Mitigation Measure**

1. *In the event that cultural resources are unearthed during ground-disturbing activities, all work shall be halted in the area of the find. An Archeologist shall be called to evaluate the findings and make any necessary mitigation recommendations. If human remains are unearthed during ground disturbing activities, no further disturbance is to occur until the Fresno County Sheriff-Coroner has made the necessary findings as to origin and disposition. All normal evidence procedures shall be followed by photos, reports, video, and etc. If such remains are determined to be Native American, the Sheriff-Coroner must notify the Native American Commission within 24 hours.*

VI. ENERGY

Would the project:

- A. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or
- B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

FINDING: NO IMPACT:

The project is not anticipated to result in a potentially significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy resources. Project development will be subject to the applicable requirements of the California Green Building Standards Code related to energy efficiency.

## VII. GEOLOGY AND SOILS

Would the project:

- A. Directly or indirectly cause 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?
  - 2. Strong seismic ground shaking?
  - 3. Seismic-related ground failure, including liquefaction?
  - 4. Landslides?

FINDING: NO IMPACT:

The project site is not located in an area at substantially increased risk of strong seismic ground shaking, seismic related ground failure, liquefaction or landslides, according to Figures 9-5 (Probabilistic Seismic Hazards[10% Probability in 50 years) and 9-6 (Landslide Hazards and Areas of Subsidence ) of the Fresno County General Plan Background Report, or rupture of a known earthquake fault.

- B. Result in substantial soil erosion or loss of topsoil?

FINDING: NO IMPACT:

The project site is located in an area of the County identified being a Generalized Hazard Area, according to Figure 7-4 (Erosion Hazards in Western Fresno County) of the Fresno County General Plan Background Report, however the site is comprised of relatively flat irrigated farmland and

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

FINDING: NO IMPACT:

The project site is located in an area of deep subsidence as identified by Figure 9-6 (Landslide Hazards and Areas of Subsidence) of the Fresno County General Plan Background Report

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

FINDING: NO IMPACT:

The project site is not located in an area identified as having expansive soils, according to General Plan Background Report Figure 7-1 (Expansive Soils).

- E. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

FINDING: NO IMPACT:

The project hangar building proposes the use of an onsite wastewater treatment system (septic). The new septic system will be required to be installed under permit and inspection and be subject to the requirements of the Fresno County Local Area Management Program (LAMP) and the County Ordinance Code.

- F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

FINDING: NO IMPACT:

No paleontological resources were identified by any reviewing agencies, or during staff's analysis.

## VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

According to the Greenhouse Gas analysis prepared for the project by LSA , dated November 4, 2021, the project will generated Greenhouse Gas Emissions, both during construction and operation. Project GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod) Version 2020.4.0., and land use codes for General Light Industry, Other Asphalt Surfaces, and Parking lot, which analyzed the project based on a worst-case day assuming worker and other vehicle trips to the site, and two (2) complete aircraft operations, which would equal four average daily trips. The analysis also calculated emissions from aircraft activities using the Aviation Environmental Design Tool (AEDT)2d. The analysis assumed one personal use airplane would take off and land at the air strip in addition to one take-off and landing associated with aerial agricultural chemical applications. Based on the conclusions of the GHG analysis, neither project construction emissions nor operational emissions

were estimated to exceed any established thresholds of significance for Greenhouse Gas Emissions or Criteria Pollutants.

## IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or
- B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project proposes to have one fuel truck with a 1,500-gallon capacity on-site for aircraft fueling. The project will be required to comply with all applicable regulations related to the use and storage of hazardous materials. Above ground fuel storage tanks or agricultural chemical storage containers will be required to provide a spill prevention control and countermeasure plan (SPCC). For crop dusting operations, the project proposes to have fertilizer and pesticides, herbicides by an independent licensed provider. The storage and use of agricultural chemicals is regulated by the Environmental Protection Agency (EPA), and the licensing of Agricultural pilots is regulated by the FAA and the California Department of Pesticide Regulation (CDPR). Additionally, the State Licensed business must register annually with the Fresno County Department of Agriculture.

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

FINDING: NO IMPACT:

The project site is not located within one-quarter mile of an existing school. The nearest identified school is Mendota Hight School, located approximately 4.8 miles west of the runway.

- D. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

FINDING: NO IMPACT:

The project is not located on a hazardous materials site.

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



FINDING: LESS THAN SIGNIFICANT IMPACT:

The project site is not located within an airport land use plan area or within two miles of an existing public airport. The project itself involves the establishment of a private use airport located approximately 1,200 feet east of an existing agricultural processing facility, on an adjacent parcel. The nearest public airport to the project site is the Mendota Airport located approximately five and one-half miles northeast.

- F. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

FINDING: NO IMPACT:

The project will not impair or interfere with any adopted emergency response or evacuation plan.

- G. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

FINDING: NO IMPACT:

The project site is not located in an area at risk from wildland fires.

X. HYDROLOGY AND WATER QUALITY

Would the project:

- A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

FINDING: NO IMPACT:

The project is not expected to increase waste discharge or otherwise affect water quality standards. The project may be required to develop a Storm Water Pollution Prevention Plan (SWPPP) as part of construction general permitting requirements, and comply with the National Pollutant Discharge Elimination System (NPDES) permits. A Notice of Intent (NOI) and Storm Water Pollution Prevention Plan are required to be filed with the State Water Resources Control Board before the commencement of any construction activities disturbing one (1.0) acre or more of land area. Copies of the completed NOI with WDID Number and SWPPP shall be provided to the Fresno County Department of Public Works and Planning, Development Engineering Section prior to any grading work being authorized.

- B. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

FINDING: NO IMPACT:

The project is not anticipated to result in increase demand on groundwater supplies. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

1. Result in substantial erosion or siltation on or off site?
  2. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?
  3. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or
  4. Impede or redirect flood flows?
- C. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

FINDING: LESS THAN SIGNIFICANT IMPACT:

According to FEMA FIRM Panel 1980H, the northwesterly portion of the subject property is under shaded Flood Zone X, which refers to areas prone to the 0.2 percent annual chance flood event, and areas of a 1 percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees from 1 percent annual chance flood. Any development in the area identified as shaded Flood Zone X shall conform to provisions established in Fresno County Ordinance Code Title 15, Chapter 15.48 Flood Hazard Areas.

Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

FINDING: NO IMPACT:

No concerns related to water quality or water supply were expressed by any of the reviewing agencies.

## XI. LAND USE AND PLANNING

Would the project:

- A. Physically divide an established community; or
- B. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

FINDING: NO IMPACT:

The project is not located within an established community and does not propose any development which would divide an established community. The nearest established community is the city of Mendota located approximately four miles northeast of the project site.

## XII. MINERAL RESOURCES

Would the project:

- A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or
- B. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan or other land use plan?

FINDING: NO IMPACT:

The subject property is not located in the vicinity of a know mineral resources location as identified by Figure 7-7( Mineral Resource Locations) of the Fresno County General Plan Background Report (FCGPBR).

## XIII. NOISE

Would the project result in:

- A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project will generate noise from aircraft idling, take-off and landing. The Fresno County Ordinance Code, Title 8.40.040 (Noise Ordinance) addresses Noise Control, including interior and exterior noise level standards. The Noise Ordinance requires compliance with the Noise level standards, as measured at any affected single or multifamily residence, school, hospital, church or public library, during the daytime hours of between 7:00 a.m. and 10:00 p.m. and the nighttime hours of between 10:00 p.m. and 7:00 a.m.

Additionally, the Noise Ordinance states that it is unlawful for any person at any location within the County to create any noise at a residence, school, hospital, church or public library that exceeds 70 dBA between the hours of 7:00 a.m. to 10:00 p.m. or 65 dBA between the hours of 10:00 p.m. and 7:00 a.m. According to Title 21, Division 2.5, Chapter 6, Section 5012 (Airport Noise Standard), California Code of Regulations establishes that the acceptable level of aircraft noise for persons living in the vicinity of airports is a community noise level equivalent (CNEL) of 65 decibels.

A Noise Contours and Impact Analysis (Noise Analysis) was prepared for this project by LSA, dated March 23, 2023. The noise contours show anticipated noise levels measured in decibels, at a certain distance from the source, were calculated utilizing the Aviation Environmental Design Tool (AEDT) 2d software. which models aircraft performance in space and time to produce noise contour lines which indicate equal levels of noise; the modeling software was used to model noise contours associated with aircraft operations at the proposed air strip, utilizing specific data such as frequency of flight activity aircraft type, and flight tracks. The aircraft type and frequency of operation were derived from the applicant's submitted operational statement dated January 14, 2020.

For purposes of greatest impact scenario evaluation, the analysis assumed two complete aircraft operations (take-off and landing) would occur per day, including one personal use flight and one agricultural flight for aerial application of chemicals. The modeling assumed for the worst case scenario, that aircraft operations could occur both during night time hours between 10:00 p.m. and 7:00 a.m., or daytime hours between 7:00 a.m. and 10:00 p.m., and the CNEL contours assumed that takeoffs would to the north and south. The existing runway is generally oriented southeast and northwest. The modeling also use an aircraft most similar to one of those actually proposed, for modeling purposes.

The noise contours assumed a range of 55 dBA CNEL, 60 dBA CNEL, and 65 CNEL (community noise equivalent level). According to the noise analysis, CNEL represents the time-weighted average noise over a 24-hour time period. The Noise Analysis determined that the predominate land uses in the vicinity of the proposed airport are agricultural, commercial, industrial, and public utility, with sparse residential development.

According to publicly available web based aerial imagery, the nearest residences to the runway are located approximately three quarter miles northwest of the northernmost end of the runway which is also within the 60dBA contour shown in the Noise Memo. There is also one residence located approximately 3,200 feet east of the runway midpoint, and there are additional residences located approximately 2,300 feet southeast. There is also a produce processing plant located approximately 2,000 feet southwest of the runway. The noise analysis memo identified four residences in the vicinity of the proposed airport which may be impacted by aircraft noise; of the four, one was identified which could potentially experience a maximum noise level of 69 dBA which would exceed the maximum nighttime threshold of 65 dBA. Based on this assumption, the noise analysis recommended in its conclusions that aircraft operations be restricted to daytime hours between 7:00 a.m. to 10:00 p.m.; or if the ability to conduct nighttime operations is desired, field studies of actual aircraft noise levels at identified receptor locations should be conducted to verify model accuracy and compliance with noise standards. The conclusions of the Noise Memo also recommended that should the aircraft operating at the proposed airport have a louder reference noise level than the aircraft type utilized for the modeling input, additional analysis or aircraft operations monitoring should be conducted to ensure compliance with County noise standards.

\* **Mitigation Measure**

1. *All flight operations whether agricultural applications or passenger flights, will be limited to the hours between 7:00 a.m. and 10:00 p.m. seven days per week.*

B. Generation of excessive ground-borne vibration or ground-borne noise levels?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project will involve construction of the proposed hangar building, the runway has already been constructed. Construction activities are not anticipated to generate excessive ground borne vibration or noise. Noise sources associated with construction activities, provided they take place between 6:00 a.m. and 9:00 p.m. on weekdays and between 7:00 a.m. and 5:00 p.m. on Saturday and Sunday.

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project site is not located within the vicinity of a private airstrip, within the boundaries of an airport land use plan or within two miles of a public airport. The nearest public airport located in the City of Mendota is approximately 4.00-miles east of the project site. The project proposes the construction and operation of a private use airport for both business and agricultural purposes. The project owner also operates a fruit packing/processing operation located approximately one third of a mile west of the airstrip. According to a review of web base aerial imagery, the nearest residence to the project is located approximately one half-mile southwest of the runway.

#### XIV. POPULATION AND HOUSING

Would the project:

- A. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) ?; or
- B. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

FINDING: NO IMPACT:

The project is not anticipated to result in population growth or displacement of substantial number of people or housing. No new housing is proposed with this application.

## XV. PUBLIC SERVICES

Would the project:

- A. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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 following public services:
  - 1. Fire protection;
  - 2. Police protection;
  - 3. Schools;
  - 4. Parks; or
  - 5. Other public facilities?

FINDING: NO IMPACT:

The project will not require the provision of any new or physically altered governmental facilities.

## XVI. RECREATION

Would the project:

- A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- B. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

FINDING: NO IMPACT:

The project does not entail the use of any existing parks or other recreational facilities, as there are no identified parks or recreational facilities in the project vicinity. Therefore, no impacts to such facilities will occur.

## XVII. TRANSPORTATION

Would the project:

- A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project site will take access from W. California Avenue which is classified as a collector road in the Fresno County General Plan. Rural Collectors require a minimum of 84 feet of right-of-way consistent with the Transportation Element. The segment of W. California Avenue on along which the subject parcel has frontage currently has only 60 feet of right-of-way. The project proponent will be required to irrevocable offer for dedication, of an additional 12 feet of right-of-way along the parcel frontage on the north side of W. California Avenue, to comply with the General Plan. No other conflicts with the circulation system were identified.

- B. Be in conflict or be inconsistent with the California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (b)?

FINDING: NO IMPACT:

The project involves the establishment of a private use air strip, and based on the information provided in the Applicant's submitted operational statement, projected traffic generated by the project is not anticipated to exceed the established threshold for VMT of 110 daily trips, therefor the project is unlikely to have a substantial impact on Vehicle Miles Travelled.

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

FINDING: NO IMPACT:

The project does not propose any design features which would impact County transportation facilities.

- D. Result in inadequate emergency access?

FINDING: NO IMPACT:

The project site will take access via a new access road connecting to California Avenue. The road will be required to meet applicable Fire Code requirements with regard to width and turnaround area for emergency apparatus.

## XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

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

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

FINDING: Less Than Significant Impact with Mitigation Incorporated:

See Discussion and Mitigation Under Section V Cultural Resources above.

\* **Mitigation Measure**

1. *In the event that Tribal Cultural Resources are unearthed during ground-disturbing activities, all work shall be halted in the area of the find. An Archeologist shall be called to evaluate the findings and make any necessary mitigation recommendations. If human remains are unearthed during ground disturbing activities, no further disturbance is to occur until the Fresno County Sheriff-Coroner has made the necessary findings as to origin and disposition. All normal evidence procedures shall be followed by photos, reports, video, and etc. If such remains are determined to be Native American, the Sheriff-Coroner must notify the Native American Commission within 24 hours.*

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

- A. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

FINDING: NO IMPACT:

The project will not require the relocation or construction of new or expanded public utilities.

- B. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?



FINDING: NO IMPACT:

The project is not anticipated to require additional water supplies in excess of current agricultural and domestic use.

- C. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

FINDING: NO IMPACT:

The project will utilize an onsite septic system, and will not place additional demands on local wastewater treatment providers.

- D. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or
- E. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

FINDING: NO IMPACT:

The project will comply with federal state and local solid waste management and reduction statutes and regulations, and is not anticipated to generate solid waste in excess of State or local standards or impair the attainment of any State or local solid waste goals.

## XX. WILDFIRE

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

- A. Substantially impair an adopted emergency response plan or emergency evacuation plan, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects; or
- B. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; or
- C. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or
- D. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

FINDING: NO IMPACT:

The project site is not located in an area designated as being at increased risk from wildfire hazard. The project site is located in an area of irrigated farmland and relatively flat topography where wildfire risk very low, as is most of the valley floor, according to the CALFIRE Fire Hazard Severity Zone Viewer mapping tool.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

\* **Mitigation Measure(s)**

- 1. See Mitigation under Sections I, V, XII and XVIII above.

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

No cumulatively considerable environmental impacts were identified in the analysis. The project proposes a private use airport to be operated in conjunction with an existing agricultural processing facility.

- C. Have environmental effects which will cause substantial adverse effects on human beings either directly or indirectly?

FINDING: NO IMPACT:

No environmental effects which would cause substantial adverse impacts to human beings, resulting from the project were identified in the analysis.

**CONCLUSION/SUMMARY**

Based upon the Initial Study prepared for Classified Conditional Use Permit Application No. 3694, staff has concluded that the project will not have a significant effect on the environment.

It has been determined that there would be no impacts to Air Quality, Biological Resources, Energy, Land Use and Planning, Mineral Resources, Public Services, Recreation, Utilities and Service Systems, and Wildfire.

Potential impacts related to Agricultural and Forestry Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology, Transportation and Water Quality, have been determined to be less than significant.

Potential impacts relating to Aesthetics, Cultural Resources, Noise, and Tribal Cultural Resources have determined to be less than significant with compliance with the included Mitigation Measures.

A Mitigated Negative Declaration is recommended and is subject to approval by the decision-making body. The Initial Study is available for review at 2220 Tulare Street, Suite A, street level, located on the southwest corner of Tulare and "M" Street, Fresno, California.

JS

G:\4360Devs&Pln\PROJSEC\PROJDOCS\CUP\3600-3699\3694\IS CEQA\CEQA DOCS FOR REVIEW\Initial Study 7995 Writeup.docx

RECORDING REQUESTED BY

3



FRESNO County Recorder  
Paul Dictos, C.P.A.  
DOC- 2018-0016480

Check Number 37657  
Wednesday, FEB 07, 2018 12:36:28  
Ttl Pd \$194.00 Rcpt # 0004937801  
APR/R2/2-3

AND WHEN RECORDED MAIL TO

Name Robert L. Jones, Jr.  
Richardson, Jones & Esraelian  
Street Address 2660 West Shaw Ave., Suite 100  
City & State Fresno, CA 93711  
Zip

Title Order No. Escrow No.

Assessors Parcel Number: 019-040-25,28s

SPACE ABOVE THIS LINE FOR RECORDER'S USE

DEED OF TRUST WITH ASSIGNMENT OF RENTS

This DEED OF TRUST, made January 11, 2018 between  
N.D. Stola LLC, a California Limited Liability Company herein called TRUSTOR,  
whose address is 904 S. Lyon Avenue, Mendota, CA 93640

(Number and Street) (City) (State) (Zip Code)

CHICAGO TITLE COMPANY, a California Corporation, herein called TRUSTEE, and

S. Stamoules, Inc., a California Corporation

, herein called BENEFICIARY,

Trustor irrevocably grants, transfers and assigns to Trustee in Trust, with Power of Sale that property in

County of Fresno, State of California, described as:

See Exhibit "A" attached hereto and incorporated by reference herein

Together with the rents, issues and profits thereof, subject, however, to the right, power and authority hereinafter given to and conferred upon Beneficiary to collect and apply such rents, issues and profits.

For the Purpose of Securing (1) payment of the sum of \$ 5,108,552.00 with interest thereon according to the terms of a promissory note or notes of even date herewith made by Trustor, payable to order of the Beneficiary, and extensions or renewals thereof; (2) the performance of each agreement of Trustor incorporated by reference or contained herein or reciting it is so secured; (3) Payment of additional sums and interest thereon which may hereafter be loaned to Trustor, or his or her successors or assigns, when evidenced by a promissory note or notes reciting that they are secured by this Deed of Trust.

A. To protect the security of this Deed of Trust, and with respect to the property above described, Trustor agrees:

(1) To keep said property in good condition and repair; not to remove or demolish any building thereon; to complete or restore promptly and in good and workmanlike manner any building which may be constructed, damaged or destroyed thereon and to pay when due all claims for labor performed and materials furnished therefore; to comply with all laws affecting said property or requiring any alterations or improvements to be made thereon; not to commit or permit waste thereof; not to commit, suffer or permit any act upon said property in violation of law; to cultivate, irrigate, fertilize, fumigate, prune and do all other acts which from the character or use of said property may be reasonably necessary, the specific enumerations herein not excluding the general.

(2) To provide maintain and deliver to Beneficiary fire insurance satisfactory to and with loss payable to Beneficiary. The amount collected under any fire or other insurance policy may be applied by Beneficiary upon any indebtedness secured hereby and in such order as beneficiary may determine, or at option of Beneficiary the entire amount so collected or any part thereof may be released to Trustor. Such application or release shall not cure or waive any default or notice of default hereunder or invalidate any act done pursuant to such notice.

(3) To appear in and defend any action or proceeding purporting to affect the security hereof or the rights or powers of Beneficiary or Trustee; and to pay all costs and expenses, including cost of evidence of title and attorney's fees in a reasonable sum, in any action or proceeding in which Beneficiary or Trustee may appear, and in any suit brought by Beneficiary to foreclose this Deed of Trust.

(4) To pay: at least ten days before delinquency all taxes and assessments affecting said property, including assessments on appurtenant water stock; when due, all encumbrances, charges and liens, with interest, on said property or any part thereof, which appear to be prior or superior hereto; all costs, fees and expenses of this Trust.

Should Trustor fail to make any payment or to do any act as herein provided, then Beneficiary or Trustee, but without obligation so to do and without notice to or demand upon Trustor and without releasing Trustor from any obligation hereof, may: make or do the same in such manner and to such extent as either may deem necessary to protect the security hereof, Beneficiary or Trustee being authorized to enter upon said property for such purposes; appear in and defend any action or proceeding purporting to affect the security hereof or the rights or powers of Beneficiary or Trustee; pay, purchase, contest or compromise any encumbrance, charge, or lien which in the judgment of either appears to be prior or superior hereto; and, in exercising any such powers, pay necessary expenses, employ counsel and pay his or her reasonable fees.

(5) To pay immediately and without demand all sums so expended by Beneficiary or Trustee, with interest from date, of expenditure at the amount allowed by law in effect at the date hereof, and to pay for any statement provided for by law in effect at the date hereof regarding the obligation secured hereby, any amount demanded by the Beneficiary not to exceed the maximum allowed by law at the time when said statement is demanded.

B. It is mutually agreed:

(1) That any award of damages in connection with any condemnation for public use of or injury to said property or any part thereof is hereby assigned and shall be paid to Beneficiary who may apply or release such moneys received by him or her in the same manner and with the same effect as above provided for disposition of proceeds of fire or other insurance,

(2) That by accepting payment of any sum secured hereby after its due date, Beneficiary does not waive his or her right either to require prompt payment when due of all other sums so secured or to declare default for failure so to pay,

(3) That at any time or from time to time, without liability therefore and without notice, upon written request of Beneficiary and presentation of this Deed and said note for endorsement, and without affecting the personal liability of any person for payment of the indebtedness secured hereby, Trustee may: reconvey any part of said property; consent to the making of any map or plat thereof; join in granting any easement thereon; or join in any extension agreement or any agreement subordinating the lien or charge hereof.

(4) That upon written request of beneficiary stating that all sums secured hereby have been paid, and upon surrender of this Deed and said note to Trustee for cancellation and retention or other disposition as Trustee in its sole discretion may choose and upon payment of its fees, Trustee shall reconvey, without warranty, the property then held hereunder. The recitals in such reconveyance of any matters or facts shall be conclusive proof of the truthfulness thereof, The Grantee in such reconveyance may be described as "the person or persons legally entitled thereto".

(5) That as additional security, Trustor hereby gives to and confers upon Beneficiary the right, power and authority, during the continuance of these Trusts, to collect the rents, issues and profits of said property, reserving unto Trustor the right, prior to any default by Trustor in payment of any Indebtedness secured hereby or in performance of any agreement hereunder, to collect and retain such rents, issues and profits as they become due and payable. Upon any such default, Beneficiary may at any time without notice, either in person, by agent, or by a receiver to be appointed by a court, and without regard to the adequacy of any security for the indebtedness hereby secured, enter upon and take possession of said property or any part thereof, in his or her own name sue for or otherwise collect such rents, issues, and profits, including those past due and unpaid, and apply the same, less costs and expenses of operation and collection, including reasonable attorney's fees, upon any indebtedness secured hereby, and in such order as Beneficiary may determine. The entering upon and taking possession of said property, the collection of such rents, issues and profits and the application thereof as aforesaid, shall not cure or waive any default or notice of default hereunder or invalidate any act done pursuant to such notice.

(6) That upon default by Trustor in payment of any indebtedness secured hereby or in performance of any agreement hereunder, Beneficiary may declare all sums secured hereby immediately due and payable by delivery to Trustee of written declaration of default and demand for sale and of written notice of default and of election to cause to be sold said property, which notice Trustee shall cause to be filed for record. Beneficiary also shall deposit with Trustee this Deed, said note and all documents evidencing expenditures secured hereby.

After the lapse of such time as may then be required by law following the recordation of said notice of default, and notice of sale having been given as then required by law, Trustee without demand on Trustor, shall sell said property at the time and place fixed by it in said notice of sale, either as a whole or in separate parcels, and in such order as it may determine, at public auction to the highest bidder for cash in lawful money of the United States, payable at time of sale. Trustee may postpone sale of all or any portion of said property by public announcement at such time and place of sale, and from time to time thereafter may postpone such sale by public announcement at the time fixed by the preceding postponement. Trustee shall deliver to such purchaser its deed conveying the property so sold, but without any covenant or warranty, express or implied. The recitals in such deed of any matters or facts shall be conclusive proof of the truthfulness thereof. Any person, including Trustor, Trustee, or Beneficiary as hereinafter defined, may purchase at such sale. After deducting all costs, fees and expenses of Trustee and of this Trust, including cost of evidence of title in connection with sale, Trustee shall apply the proceeds of sale to payment of: all sums expended under the terms hereof, not then repaid, with accrued interest at the amount allowed by law in effect at the date hereof; all other sums then secured hereby; and the remainder, if any, to the person or persons legally entitled thereto.

(7) Beneficiary, or any successor in ownership of any indebtedness secured hereby, may from time to time, by instrument in writing, substitute a successor or successors to any Trustee named herein or acting hereunder, which instrument, executed by the Beneficiary and duly acknowledged and recorded in the office of the recorder of the county or counties where said property is situated, shall be conclusive proof of proper substitution of such successor Trustee or Trustees, who shall, without conveyance from the Trustee predecessor, succeed to all its title, estate, rights, powers and duties. Said instrument must contain the name of the original Trustor, Trustee and Beneficiary hereunder, the book and page where this Deed is recorded and the name and address of the new Trustee.

(8) That this Deed applies to, inures to the benefit of, and binds all parties hereto, their heirs, legatees, devisees, administrators, executors, successors, and assigns. The term Beneficiary shall mean the owner and holder, including pledges, of the note secured hereby, whether or not named as Beneficiary herein. In this Deed, whenever the context so requires, the masculine gender includes the feminine and/or the neuter, and the singular number includes the plural.

(9) The Trustee accepts this Trust when this Deed, duly executed and acknowledged, is made a public record as provided by law. Trustee is not obligated to notify any party hereto of pending sale under any other Deed of Trust or of any action or proceeding in which Trustor, Beneficiary or Trustee shall be a party unless brought by Trustee.

Beneficiary may charge for a statement regarding the obligation secured hereby, provided the charge thereof does not exceed the maximum allowed by laws. The undersigned Trustor, requests that a copy of any notice of default and any notice of sale hereunder be mailed to him or her at his or her address hereinbefore set forth.

Dated JAN. 29, 2018

Signature of Trustor(s)

N.D. Stola LLC,

a California Limited Liability Company

By: Elena Stefanopoulos, Manager

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA COUNTY OF FRESNO

On JANUARY 29, 2018 before me,

ORIANA NORIEGA  
(here insert name and title of the officer)

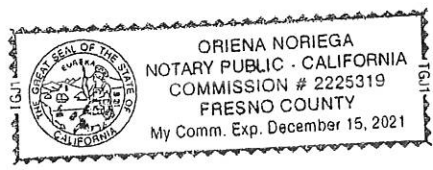
, notary public, personally appeared

Elena Stefanopoulos

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the state of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal  
Signature [Signature]



(This area for official notarial seal)

**EXHIBIT "A"**  
**FOR THE MEMORANDUM OF OPTION AGREEMENT**

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF FRESNO, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1: (019-040-25-S AND PORTION OF 019-040-28-S)

LOT 9 TO 12 INCLUSIVE AND LOTS 14 TO 16 INCLUSIVE OF VICTORY COLONY IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, ACCORDING TO THE MAP THEREOF RECORDED JULY 19, 1911 IN BOOK 6, PAGE 50 OF RECORDS OF SURVEYS, FRESNO COUNTY RECORDS.

EXCEPT THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 14 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH BOUNDARY OF SAID SECTION 8, SAID POINT BEARS SOUTH 89° 10' 12" EAST 1581.75 FEET FROM THE SOUTHWEST CORNER OF SAID SECTION 8; THENCE (1) NORTHEASTERLY ALONG THE ARC OF A CURVE, CONCAVE TO THE SOUTHEAST (HAVING A 2040 FOOT RADIUS, A RADIUS POINT WHICH BEARS SOUTH 10° 32' 06" EAST AND A CENTRAL ANGLE OF 11° 21' 54"), A DISTANCE OF 404.64 FEET TO A POINT WHICH IS 40 FEET NORTH OF THE SOUTH BOUNDARY OF SAID SECTION 8; THENCE (2) SOUTH 89° 10' 12" EAST PARALLEL WITH SAID SOUTH BOUNDARY, 300 FEET; THENCE (3) SOUTH 00° 49' 48" WEST 40 FEET TO THE SOUTH BOUNDARY OF SAID SECTION 8; THENCE (4) NORTH 89° 10' 12" WEST ALONG SAID SOUTH BOUNDARY 702.00 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT AN UNDIVIDED 50% INTEREST OF ALL OIL, GAS AND OTHER HYDROCARBONS AND ALL MINERALS ON, IN OR UNDER SAID PARCEL AND HERETOFORE RESERVED OF RECORD.

PARCEL 2: (PORTION OF 019-040-28-S)

THAT PART OF LOT 13, AS SHOWN ON THE "MAP OF VICTORY COLONY", RECORDED JULY 19, 1911, IN BOOK 6 OF RECORDS OF SURVEYS, FRESNO COUNTY RECORDS, WITHIN SECTION 8, TOWNSHIP 14 SOUTH, RANGE 14 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 8, ALSO BEING THE SOUTHWEST CORNER OF SAID LOT 13; THENCE EASTERLY ALONG THE SOUTH LINE THEROF, A DISTANCE OF 713.4 FEET TO THE POINT OF BEGINNING OF THE LAND TO BE DESCRIBED; THENCE LEAVING SAID SOUTH LINE NORTHERLY AND PARALLEL TO THE WEST LINE OF SAID LOT 13, A DISTANCE OF 2643.1 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 13; THENCE EASTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 624.4 FEET TO THE NORTHEAST CORNER OF SAID LOT 13; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 13, A DISTANCE OF 2643.5 FEET TO THE SOUTHEAST CORNER OF SAID LOT 13; THENCE WESTERLY ALONG THE SOUTH LINE THEREOF, A DISTANCE OF 620.1 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM AN UNDIVIDED 50% INTEREST OF ALL OIL, GAS AND OTHER HYDROCARBONS AND ALL MINERALS ON, IN OR UNDER SAID PARCEL, AND HERETOFORE RESERVED OF RECORD.

APN: 019-040-25s, 28s

2

4



FRESNO County Recorder  
Paul Dictos, C.P.A.  
**DOC- 2018-0003608**

Check Number 5402007291  
Thursday, JAN 11, 2018 11:18:34  
Ttl Pd \$5,630.00 Rcpt # 0004920766  
ARG/R3/1-4

RECORDING REQUESTED BY:  
Chicago Title Company  
Escrow No.: 45000757-450-SM  
Title No.: 45000757

WHEN RECORDED MAIL DOCUMENT AND  
TAX STATEMENT TO:  
N. D. Stola LLC  
Elena Stefanopoulos  
904 S. Lyon  
Mendota, CA 93640

APN: 019-040-25s, 28s

SPACE ABOVE THIS LINE FOR RECORDER'S USE

The undersigned declares exemption under the following:  
Exempt from fee per GC 27388.1 (a) (2); recorded concurrently  
in connection with a transfer subject to the imposition of  
documentary transfer tax

### GRANT DEED

THE UNDERSIGNED GRANTOR(S) DECLARE(S)

- This transfer is exempt from the documentary transfer tax.
  - The documentary transfer tax is \$5,610.00 and is computed on:
    - the full value of the interest or property conveyed.
    - the full value less the liens or encumbrances remaining thereon at the time of sale.
- The property is located  IN THE UNINCORPORATED AREA OF FRESNO.

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

Rodney J. Cardella, **trustee** and Rodney J. Cardella, Trustee of Trust B (Bypass) created under the Reno Cardella Family Joint Trust; and Rodney J. Cardella, Trustee of Trust B (QTIP) created under the Reno Cardella Family Joint Trust and Pomodoro Co., Inc., a California corporation and James Armas, Trustee of The Cardella Family 2012 Irrevocable Trust, ALL AS TRUSTEES OF THE CARDELLA-FUNDUS FARMS TRUST

hereby GRANT(s) to

N. D. Stola LLC, a California limited liability company

the following real property in the County of Fresno, State of CA:

**SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF.**


Dated: January 5, 2018

IN WITNESS WHEREOF, the undersigned have executed this document on the date(s) set forth below..


**THE CARDELLA-FUNDUS FARMS TRUST**

By:   
Rodney J. Cardella, trustee

By: TRUST B (QTIP) created under the  
RENO CARDELLA FAMILY JOINT TRUST  
as trustee

By:   
Rodney J. Cardella, as trustee of  
Trust B (QTIP) created under the  
Reno Cardella Family Joint Trust

By: TRUST B (BYPASS) created under the  
RENO CARDELLA FAMILY JOINT TRUST  
as trustee

By:   
Rodney J. Cardella, as trustee of  
Trust B (BYPASS) created under the  
Reno Cardella Family Joint Trust

By: POMODORO CO., INC., a California corporation,  
as trustee

By:   
Rodney J. Cardella, President

By: CARDELLA FAMILY 2012 IRREVOCABLE TRUST  
as trustee

By:   
James Armas, trustee

**NOTARY ACKNOWLEDGEMENT(S) TO GRANT DEED**



A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA  
COUNTY OF Fresno

} ss:

On January 9, 2018 before me,  
Sue Meyer  
a Notary Public, personally appeared Rodney J. Cardella,  
James Armas

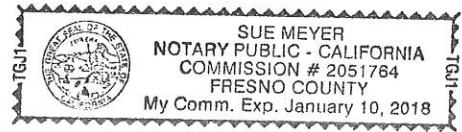
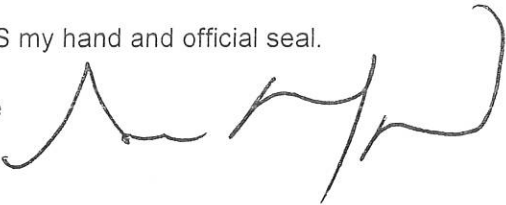
FOR NOTARY SEAL OR STAMP

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies) and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature



## EXHIBIT "A"

### LEGAL DESCRIPTION

For APN/Parcel ID(s): 019-040-25s, 28s

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE UNINCORPORATED AREA OF FRESNO, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

**PARCEL 1:** (019-040-25-S AND PORTION OF 019-040-28-S)

LOTS 9 TO 12 INCLUSIVE AND LOTS 14 TO 16 INCLUSIVE OF VICTORY COLONY IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, ACCORDING TO THE MAP THEREOF RECORDED JULY 19, 1911 IN BOOK 6, PAGE 50 OF RECORDS OF SURVEYS, FRESNO COUNTY RECORDS.

EXCEPT THAT PORTION OF THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 14 SOUTH, RANGE 14 EAST, MOUNT DIABLO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH BOUNDARY OF SAID SECTION 8, SAID POINT BEARS SOUTH 89° 10' 12" EAST 1581.75 FEET FROM THE SOUTHWEST CORNER OF SAID SECTION 8; THENCE (1) NORTHEASTERLY ALONG THE ARC OF A CURVE, CONCAVE TO THE SOUTHEAST (HAVING A 2040 FOOT RADIUS, A RADIUS POINT WHICH BEARS SOUTH 10° 32' 06" EAST AND A CENTRAL ANGLE OF 11° 21' 54"), A DISTANCE OF 404.64 FEET TO A POINT WHICH IS 40 FEET NORTH OF THE SOUTH BOUNDARY OF SAID SECTION 8; THENCE (2) SOUTH 89° 10' 12" EAST PARALLEL WITH SAID SOUTH BOUNDARY, 300 FEET; THENCE (3) SOUTH 00° 49' 48" WEST 40 FEET TO THE SOUTH BOUNDARY OF SAID SECTION 8; THENCE (4) NORTH 89° 10' 12" WEST ALONG SAID SOUTH BOUNDARY 702.00 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT AN UNDIVIDED 50% INTEREST OF ALL OIL, GAS AND OTHER HYDROCARBONS AND ALL MINERALS ON, IN OR UNDER SAID PARCEL AND HERETOFORE RESERVED OF RECORD.

**PARCEL 2:** (PORTION OF 019-040-28-S)

THAT PART OF LOT 13, AS SHOWN ON THE "MAP OF VICTORY COLONY", RECORDED JULY 19, 1911, IN BOOK 6 OF RECORDS OF SURVEYS, FRESNO COUNTY RECORDS, WITHIN SECTION 8, TOWNSHIP 14 SOUTH, RANGE 14 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 8, ALSO BEING THE SOUTHWEST CORNER OF SAID LOT 13; THENCE EASTERLY ALONG THE SOUTH LINE THEREOF, A DISTANCE OF 713.4 FEET TO THE POINT OF BEGINNING OF THE LAND TO BE DESCRIBED; THENCE LEAVING SAID SOUTH LINE NORTHERLY AND PARALLEL TO THE WEST LINE OF SAID LOT 13, A DISTANCE OF 2643.1 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 13; THENCE EASTERLY ALONG THE NORTH LINE THEREOF, A DISTANCE OF 624.4 FEET TO THE NORTHEAST CORNER OF SAID LOT 13; THENCE SOUTHERLY ALONG THE EAST LINE OF SAID LOT 13, A DISTANCE OF 2643.5 FEET TO THE SOUTHEAST CORNER OF SAID LOT 13; THENCE WESTERLY ALONG THE SOUTH LINE THEREOF, A DISTANCE OF 620.1 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM AN UNDIVIDED 50% INTEREST OF ALL OIL, GAS AND OTHER HYDROCARBONS AND ALL MINERALS ON, IN OR UNDER SAID PARCEL, AND HERETOFORE RESERVED OF RECORD.

**NOTICE FOR CONSTRUCTION, ALTERATION AND DEACTIVATION OF AIRPORTS**

<b>A. Airport Owner</b> <input checked="" type="checkbox"/> Check if this is also the Property Owner		<b>B. Airport Manager</b> (Complete if different than the Airport Owner)	
1. Name and Address <input type="checkbox"/> Check if this is the Airport's Physical Address N. D. Stola, LLA A California Limited Liability Company 904 S. Lyon Ave., Mendota, CA 93640-9735		1. Name and Address <input checked="" type="checkbox"/> Check if this is the Airport's Physical Address Mr. Dio Stefanopoulos, Vice President Stamoules Produce Co., Inc. 904 S. Lyon Ave. Mendota, CA 93640-9735	
2. Phone	3. Email N/A	2. Phone (559)655-9070	3. Email N/A

<b>C. Purpose of Notification</b> (Answer all questions that apply)				<b>D. Name, Location, Use and Type of Landing Area</b>		
1. Construct or Establish a:	<input checked="" type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Heliport <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other	1. Name of Landing Area Stamoules Airstrip		2. Loc ID (for existing)		
2. Construct, Alter or Realign a:	<input checked="" type="checkbox"/> Runway <input type="checkbox"/> Helipad(s) <input type="checkbox"/> Other <input type="checkbox"/> Taxiway (Public Use Airports only)	3. Associated City and State Mendota, CA		4. Distance from City 9 (nm)		
3. Change Status From/To:	<input type="checkbox"/> VFR to IFR <input type="checkbox"/> IFR to VFR <input checked="" type="checkbox"/> Private Use to Public Use <input type="checkbox"/> Public Use to Other	5. County (Physical Location) Fresno		6. Direction from City Southwest		
4. Change Traffic Pattern	<input type="checkbox"/> DIRECTION: <input type="checkbox"/> ALTITUDE (Choose type. List altitude if nonstandard.) Turbo: <input type="checkbox"/> std. <input type="checkbox"/> nonstd. _____ Prop: <input checked="" type="checkbox"/> std. <input type="checkbox"/> nonstd. _____ Helo: <input type="checkbox"/> std. <input type="checkbox"/> nonstd. _____ <input type="checkbox"/> Other. Describe in box C6.	7. Latitude 36° 43' 44.8270"		8. Longitude 120° 28' 15.8550"		
		9. Elevation 225		10. Current Use: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public <input type="checkbox"/> Private Use of Public Lands		
5. Deactivate:	<input type="checkbox"/> Airport <input type="checkbox"/> RWY _____ <input type="checkbox"/> TWY _____	11. Ownership: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Public <input type="checkbox"/> Military (Branch) _____		12. Airport Type: <input checked="" type="checkbox"/> Airport <input type="checkbox"/> Ultralight Flightpark <input type="checkbox"/> Balloonport <input type="checkbox"/> Heliport (If applicable, select: <input type="checkbox"/> Ambulance <input type="checkbox"/> Law Enforcement <input type="checkbox"/> Fire Protection) <input type="checkbox"/> Seaplane Base <input type="checkbox"/> Other		
6. Description: CUP approval of a 4,847-foot long/75-foot wide concrete runway on a 434.93 acre parcel.						

<b>E. Landing Area Data</b> (List any Proposed, New or Unregistered Runways, Helipads etc.)					
1. Airport, Seaplane Base or Ultralight Flightpark (use second page if needed)			2. Heliport, Balloonport or other Landing Area (use second page if needed)		
RWY ID	13 / 31	/	Helipad ID	N/A	
Lat. & Long.	Show on attachment(s)	Show on attachment(s)	Lat. & Long.	Show on attachment(s)	Show on attachment(s)
Surface Type	Concrete		Surface Type		
Length (feet)	4,847		TLOF Dimensions		
Width (feet)	75		FATO Dimensions		
Lighting (if any)	Yes		Lighting (if any)		
Right Traffic (Y/N)	/ N	/	Ingress/Egress (Degrees)		
Elevation (AMSL)	Show on attachment(s)	Show on attachment(s)	Elevation (AMSL)	Show on attachment(s)	Show on attachment(s)
VFR or IFR	VFR / IFR		Elevated Height (AGL)		

<b>F. Operational Data</b> (Indicate if the number provided is Actual or Estimated)				
	1. Number of Based Aircraft		2. Average Number of Monthly Landings	
	Present or Estimated	Estimated in 5 Years	Present or Estimated	Estimated in 5 Years
Single Engine	0	2	6	30
Multi Engine	0	1	5	30
Jet	0	0	0	0
Helicopter	0	0	0	0
Glider	0	0	0	0
Military	0	0	0	0
Ultralight	0	0	0	0

3. What is the Most Demanding Aircraft that operates or will operate at the Airport? (Provide approach speed, rotor diameter, etc. if known)

4. Are IFR Procedures for the Airport Anticipated?  Yes  No. If Yes, within \_\_\_\_\_ years

**G. CERTIFICATION:** I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.

1. Name, title of person filing this notice (type or print) Dirk Poeschel Land Development Services, Inc.	2. Signature (in ink):
	3. Date 02/02/202
	4. Phone (559)445-0374
	5. Email dirk@dplds.com/cesar@dplds.com