



APPLICATION FOR LAND USE COMPATIBILITY DETERMINATION BY THE FRESNO COUNTY AIRPORT LAND USE COMMISSION

Fresno County
ALUC Identification #
(ALUC staff only)

WITHIN AIRPORT INFLUENCE AREA (AIA)?

YES ☒

NO ☐

To determine whether location is within AIA, refer to Airport Influence Area Map for the local jurisdiction, this can be obtained from Fresno County ALUC Staff, and is also available on the web at: www.fresnocog.org/FCALUC, see below for contact information. If answer is **YES** continue to provide project information below, if answer is **NO** application need not be submitted.

THIS SECTION TO COMPLETED BY FRESNO COUNTY ALUC STAFF

FINDING OF CONSISTENCY WITH FRESNO COUNTY
AIRPORT COMPATIBILITY LAND USE POLICY PLAN :

CONSISTENT ☐ CONSISTENT WITH CONDITIONS ☐ INCONSISTENT ☐

DATE OF RECEIPT: _____ ALUC REVIEW DATE: _____
APPROVAL/ADVISORY DATE: _____
STAFF REPORT ITEM #: _____
STAFF REPORT PROVIDED TO: _____
REPORT PROVIDED DATE: _____

DATE OF SUBMISSION: 09/18/2026

PROJECT NAME: P25-01427 (T-6309), P25-01678(Annexation), P25-01681(Planned Development), P25-01682(Plan Amendment/Rezoning)

APPLICANT INFORMATION-AGENCY/COMPANY: Melanie Poh of Harbour & Associates

CONTACT NAME: John George

TITLE: Planner III ADDRESS: 2600 Fresno Street, Fresno, CA 93721

PHONE: 559-621-8073 EMAIL: John.George@fresno.gov

All submissions MUST be complete in order to be reviewed by the Fresno County ALUC, the following is a checklist of items that must be submitted for review:

- ☒ **Project Type** - See Table A below: Individual Development Project
indicate project type and land use(s) if applicable
- ☒ **Project Description** - Attach a typed project summary, or planning staff report, **TABLE A** below describes what should be included in the Project Description based on the Project Type.
- ☒ **Project Site Location** - Attach a map of the project site, showing the location in proximity to the AIA. This check box may be checked if the map is included in the Project Description.

FOR MORE INFORMATION PLEASE CONTACT
FRESNO COUNTY ALUC STAFF

Brenda Thomas
Administrative Services Manager
559.233.4148 Ext. 219
bthomas@fresnocog.org



Fresno Council
of Governments

Fresno Council of Governments
2035 Tulare Street, Suite 201, Fresno CA 93721
www.fresnocog.org

TABLE A - PROJECT TYPE

	NEW AIRPORT CONSTRUCTION	GENERAL PLAN	SPECIFIC PLAN	ZONING ORDINANCE	INDIVIDUAL DEVELOPMENT PROJECT
	AIRPORT EXPANSION PLAN	MASTER PLAN	COMPATIBILITY LAND USE PLAN	BUILDING REGULATION	
I. Indication (in writing) that the proposed local action is referred to the ALUC for mandatory review under the provisions of the State of California Public Utilities Code.	Y	Y	Y	Y	N
II. Indication (in writing) that the proposed local action is referred to the ALUC for advisory review and comment.	N	N	N	N	Y
III. Full text of the proposed referring agency action, including whether the action is an amendment to an existing plan, and all dates of original adoption if applicable.	Y	Y	Y	Y	N/A
IV. Site map of the proposed local action.	N/A	N/A	N/A	N/A	Y
V. Map(s) and written description including:	Y	Y	Y	N/A	Y
① Geographic Area, highlighting the relationship of proposed action to the Airport Influence Area, including all associated site and Assessor's parcel maps.	Y	Y	Y	N/A	Y
② Site plans and elevations, including measurements of structural heights.	Y	Y	Y	N/A	Y
③ A description of land uses, densities, and open space conservation for the proposed action.	Y	Y	Y	N/A	N/A
VI. A copy of any CEQA or NEPA document, noise study, or other environmental evaluation prepared in conjunction with the proposed action.	Y	Y	Y	N/A	Y
VII. A written assurance that a real estate disclosure document will be provided for property offered for sale or lease within the AIA (Aviation Easement).	N	N	N/A	Y	

Abbreviations: Y - Yes, information is required; N - No, information is not required; N/A - Not applicable

Project Description

Vesting Tentative Tract Map No. 6309 was filed by Melanie Poh of Harbour & Associates, on behalf of Rachel Reyes of Wilson Homes, Inc., pertaining to approximately 21.41 acres of property located at the northwest corner of East Floradora and South Armstrong Avenues. The applicant requests to subdivide the subject properties into a 202-lot single-unit residential. The subject properties are planned for Employment - Business Park.

Annexation Application No. P25-01678 was filed by Melanie Poh of Harbour & Associates, on behalf of Rachel Reyes of Wilson Homes, Inc., pertaining to approximately 58.05 acres of property located on the north side of East Floradora Avenue between North Armstrong and North Fowler Avenues, and the east side of North Fowler Avenue between East Floradora and East Olive Avenues. The applicant is requesting authorization to annex the properties (310-082-01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, & 14) from Fresno County into the City of Fresno, and detachment from the Kings River Conservation District and Fresno County Fire Protection District.

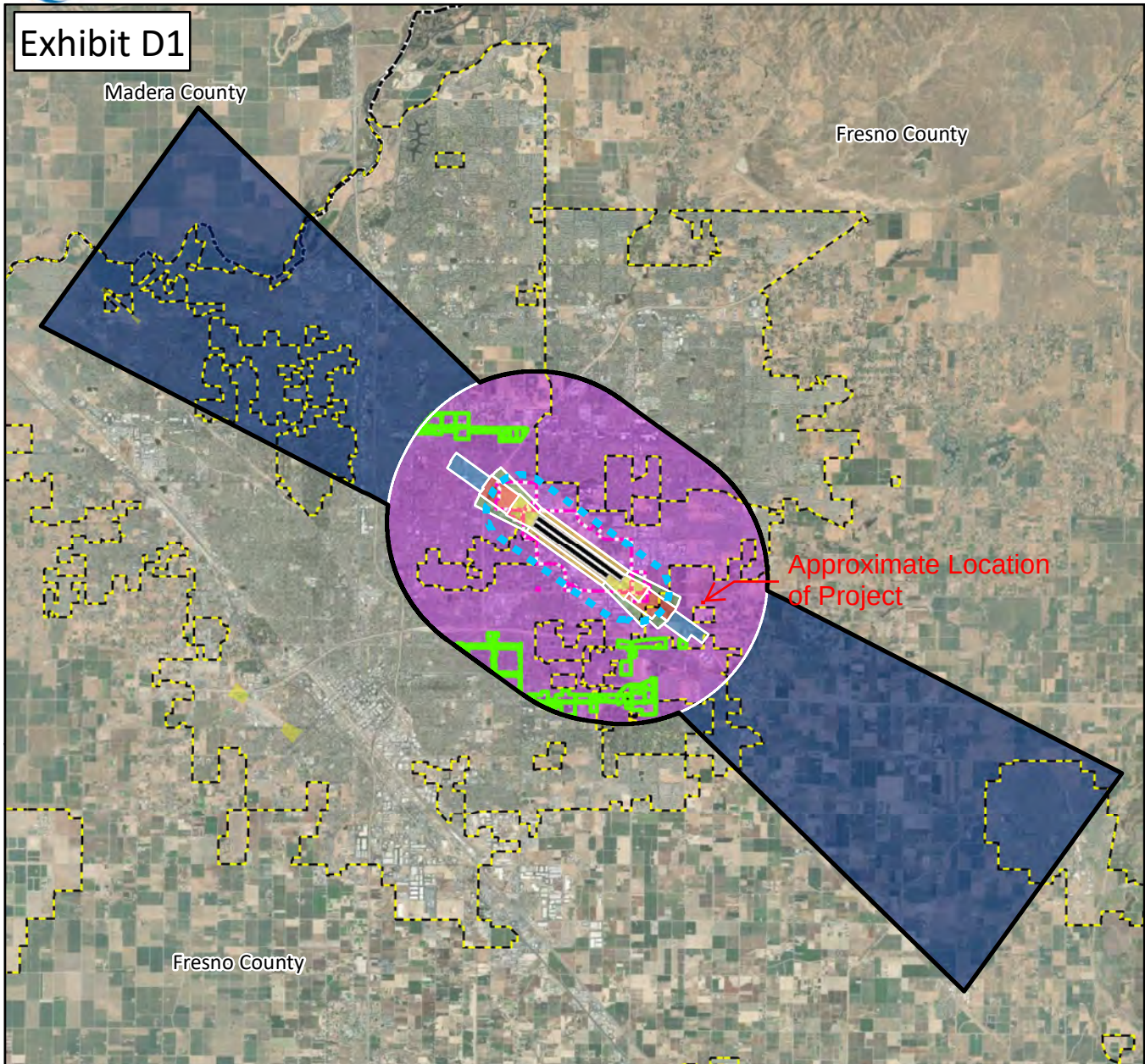
Planned Development Permit Application No. P25-01681 was filed by Melanie Poh of Harbour & Associates, on behalf of Rachel Reyes of Wilson Homes, Inc., pertaining to approximately 17.21 acres of property located at the northwest corner of East Floradora and North Armstrong Avenues. The applicant requests authorization to modify the RS-5 zone district development standards to allow for a reduction in garage, front yard, and rear yard setbacks, and a reduction in minimum lot size and depth.

Plan Amendment-Pre-zone Application No. P25-01682 was filed by Melanie Poh of Harbour & Associates, on behalf of Rachel Reyes of Wilson Homes, Inc., pertaining to approximately 21.41 acres of property located at the northwest corner of East Floradora and South Armstrong Avenues. The applicant requests authorization to change the planned land use and corresponding pre-zoning of an approximately 17.21-acre portion of the subdivision to Medium Density Residential and RS-5 zoning, with the remaining 4.20-acre portion to remain Employment - Business Park and pre-zone to BP.

The project is located within Safety Zone 6, the Traffic Pattern Zone (TPZ) of Fresno Yosemite International Airport.



Exhibit D1



LEGEND

- Existing Runway¹
- - - Ultimate Runway¹
- Airport Property¹
- Municipal Boundary
- Airport Influence Area (AIA)²
- Urban³
- Vulnerable Occupants Review Area (See Section 3.2.2 & Table 3A)

Safety Zones⁴

- 1. Runway Protection Zone
- 2. Inner Approach/Departure Zone
- 3. Inner Turning Zone
- 4. Outer Approach/Departure Zone
- 5. Sideline Zone
- 6. Traffic Pattern Zone
- 7. Precision Approach Zone



0 15,000 30,000
1" = 15,000'

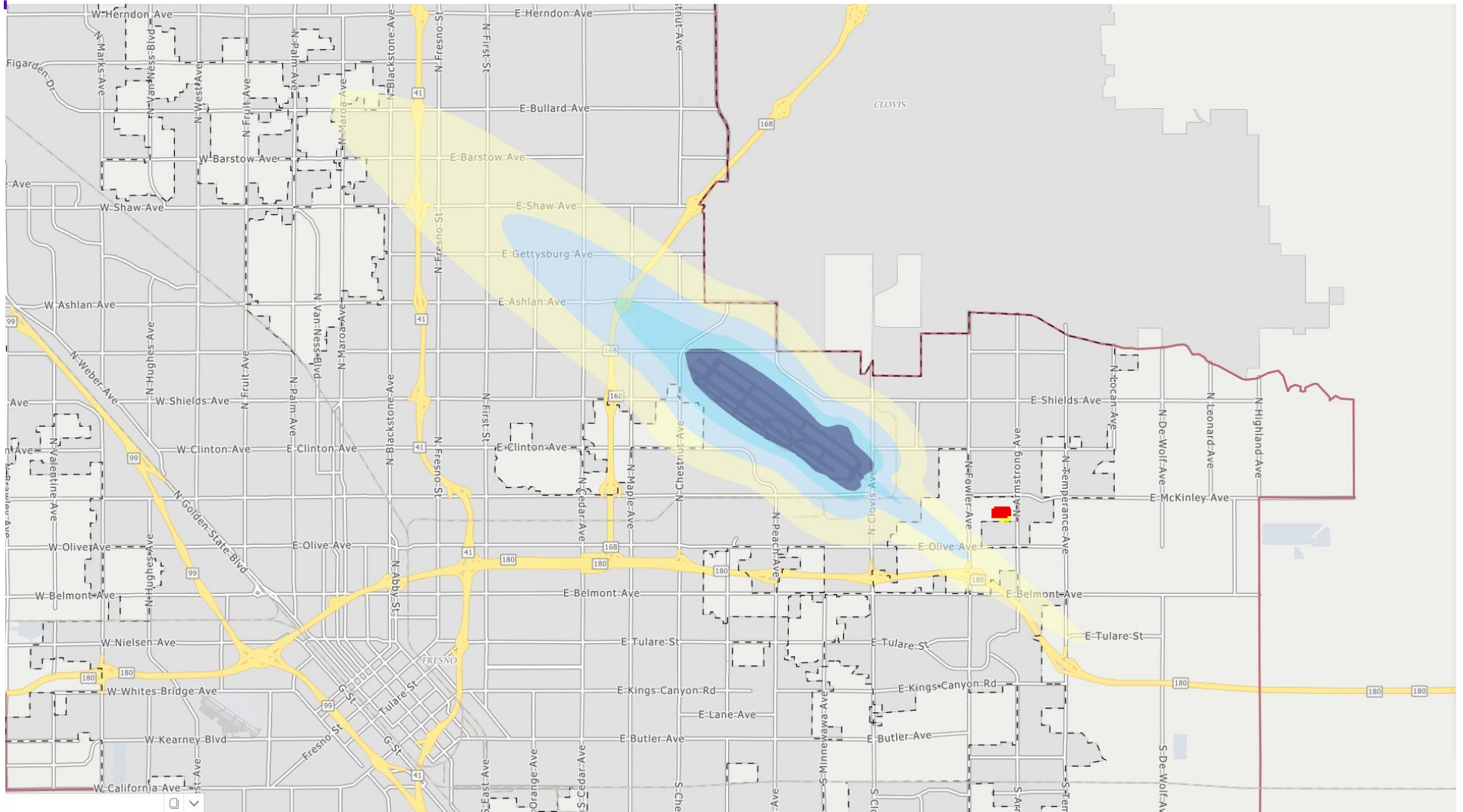
¹FresnoYosemite Intl. Airport Layout Plan (2013)

²AIA drawn from Part 77 Conical and Outer-Transitional surfaces. See 14 CFR, Subchapter E, Part 77, §77.25.

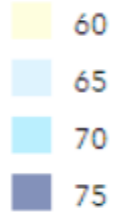
³City of Fresno, 2018

⁴Figure 3B, California Airport Land Use Planning Handbook (2011), and Coffman Associates Analysis. Sources: Fresno County Parcels, ESRI Basemap Imagery (2020).

T-6309 CNEL Map

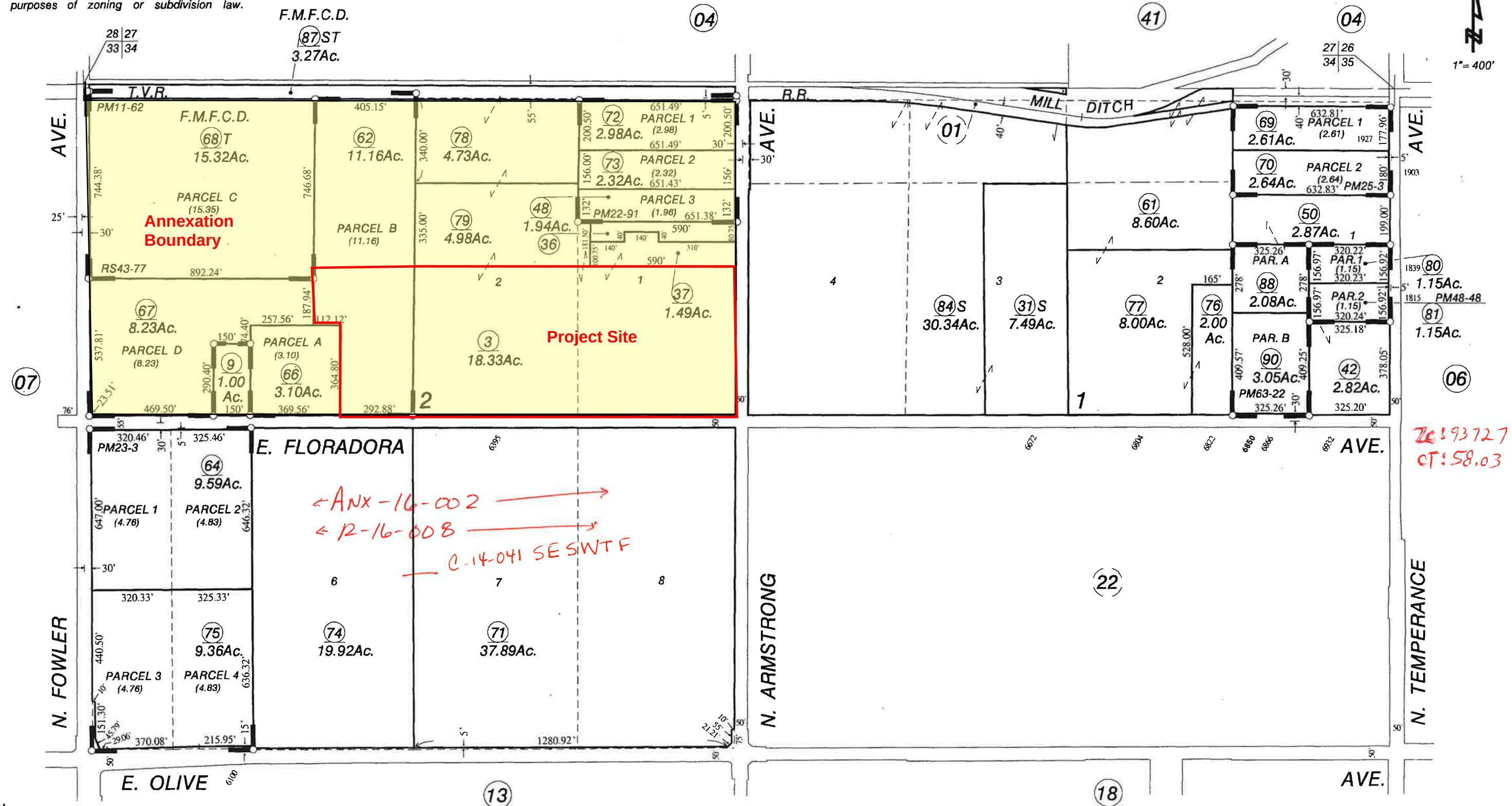


 Project Location



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

1" = 400'



ANNEXATION:

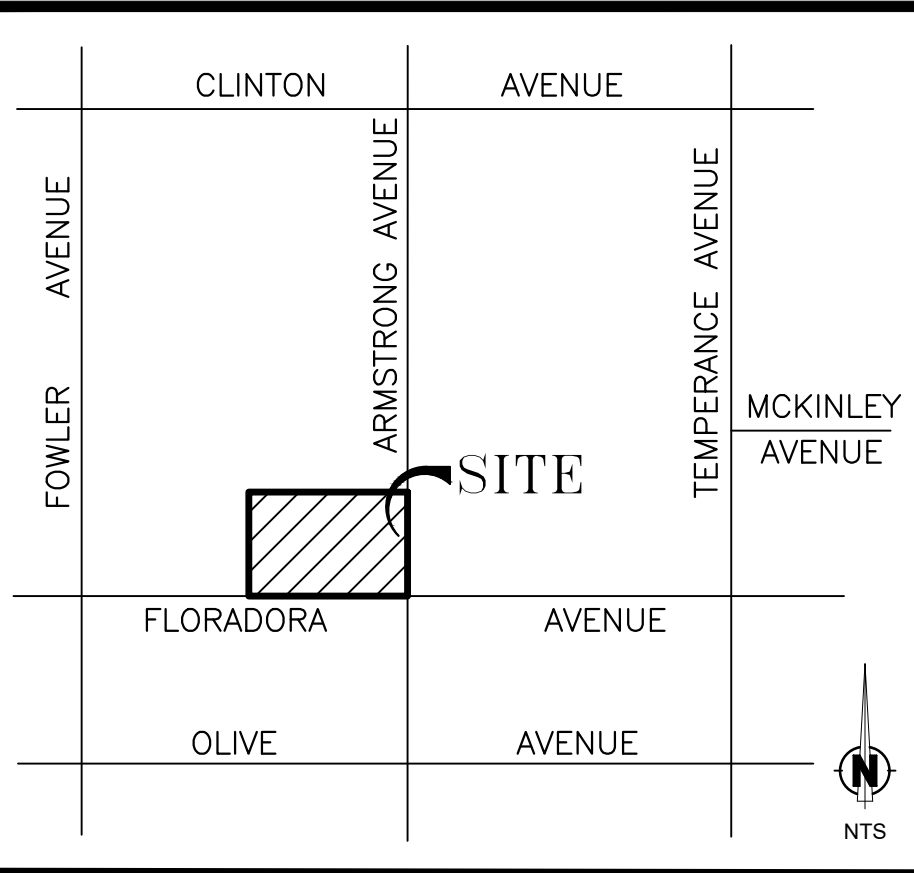
Temperance Colony - Plat Bk. 2, Pg. 7
Record of Survey - Bk. 43, Pg. 77
Parcel Map No. 1881 - Bk. 11, Pg. 62
Parcel Map No. 3312 - Bk. 22, Pg. 91

Parcel Map No. 3195 - Bk. 23, Pg. 3
Parcel Map No. 3288 - Bk. 25, Pg. 3
Parcel Map No. 7229 - Bk. 48, Pg. 48
Parcel Map No. 7909 - Bk. 63, Pg. 22

2256,2257
Assessor's Map Bk. 310 - Pg. 08
County of Fresno, Calif.

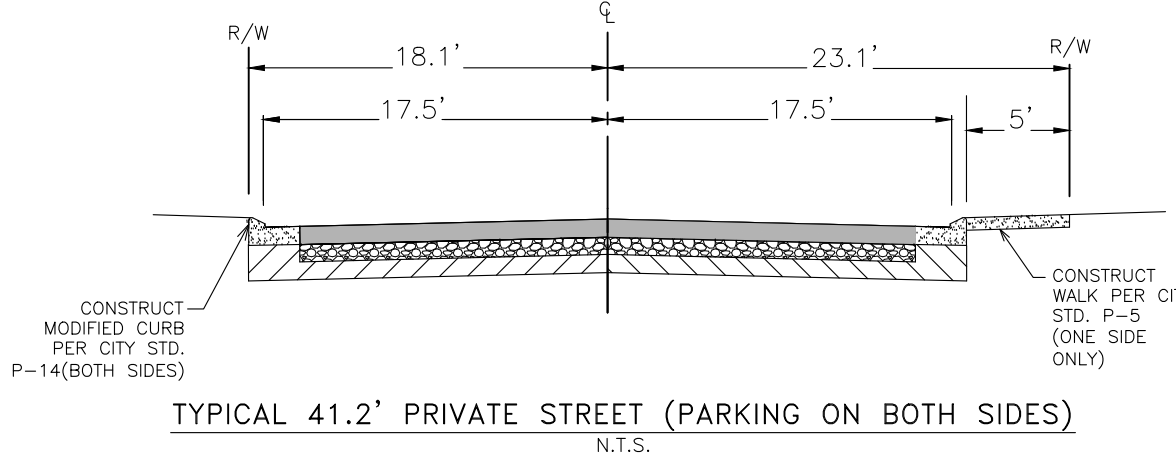
NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

10/06-C

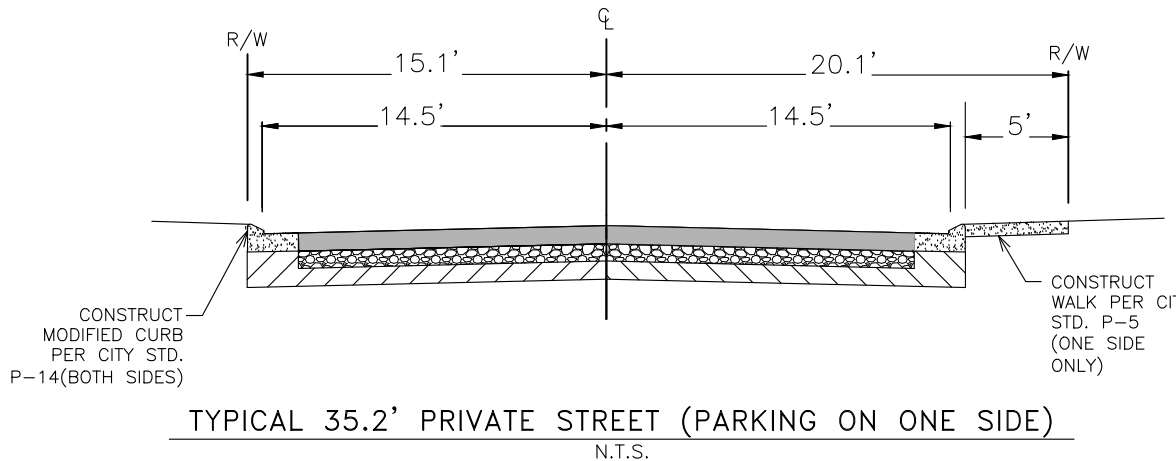


APPL. NO. T-6309 EXHIBIT A-1 DATE 09/14/2026
PLANNING REVIEW BY DATE
TRAFFIC ENG. DATE
APPROVED BY DATE
CITY OF FRESNO DARM DEPT

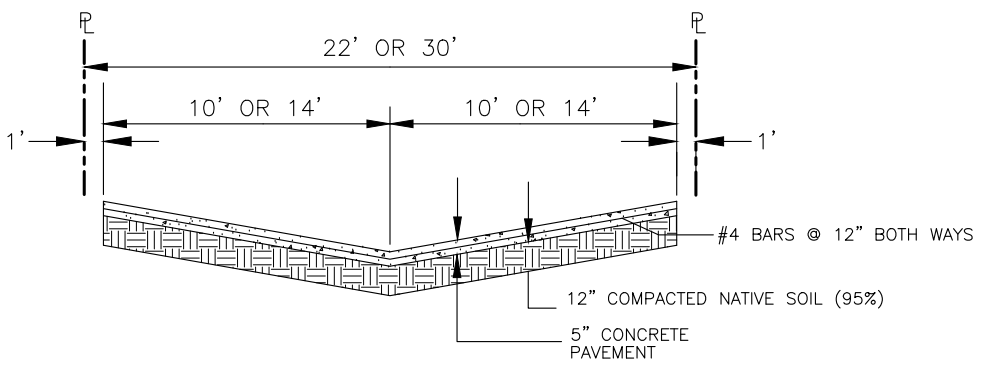
VICINITY MAP
N.T.S.



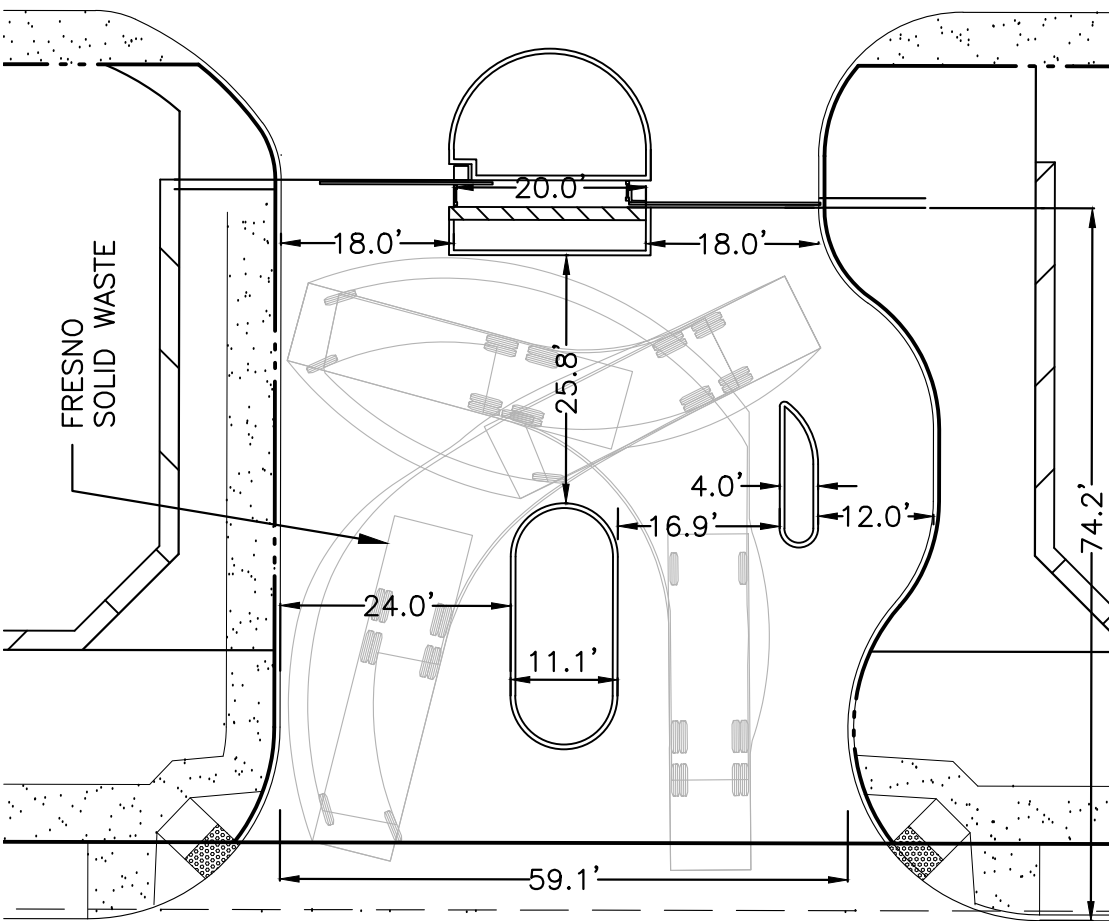
TYPICAL 41.2' PRIVATE STREET (PARKING ON BOTH SIDES)
N.T.S.



TYPICAL 35.2' PRIVATE STREET (PARKING ON ONE SIDE)
N.T.S.



CONCRETE DRIVE EXTENSION (TYP.)
N.T.S.



PUBLIC STREET

ENTRY DETAIL
NOT TO SCALE
NOTE: ENTRY CURB PER CITY STD. P-77

VESTING
TENTATIVE SUBDIVISION MAP
OF

TRACT NO. 6309

A PLANNED DEVELOPMENT
IN THE CITY OF FRESNO
FRESNO COUNTY, CALIFORNIA

LEGAL DESCRIPTION:

310-082-09

THAT CERTAIN REAL PROPERTY SITUATED AND BEING A PORTION OF SECTION 34, TOWNSHIP 13 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, BEING MORE PARTICULARLY DESCRIBES AS FOLLOWS:

ALL OF LOTS 1 AND 2 IN BLOCK 2 OF TEMPERANCE COLONY, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 2 OF MAPS, AT PAGE 7, FRESNO COUNTY RECORDS.

EXCEPTING THEREFROM THE NORTH 675.00 FEET.

NOTES:

- THIS AREA IS SUBJECT TO FLOODZONE X (UNSHADED).
- ALL IMPROVEMENTS SHALL BE AS REQUIRED BY THE CITY OF FRESNO TO CITY STANDARDS, AND SHALL INCLUDE SANITARY SEWER, DOMESTIC WATER, UNDERGROUND POWER, TELEPHONE, GAS, CONCRETE CURBS, GUTTERS, SIDEWALKS, PERMANENT STREET PAVEMENT STREET LIGHTS, ETC.
- THERE SHALL BE NO GRADE DIFFERENTIALS OF GREATER THAN 6" WITHIN 200 FEET OF THE SITE UNLESS APPROVED BY THE CITY OF FRESNO DEVELOPMENT DEPARTMENT.
- THERE ARE NO EXISTING ABOVE GROUND USES OR STRUCTURES SUCH AS BUILDINGS, WATER WELLS, POWER LINES, TOWERS, ETC., WITHIN THE PROPOSED SUBDIVISION.
- THERE ARE NO UNDERGROUND FEATURES SUCH AS WELLS, CESSPOOLS, SEWERS, CULVERTS, STORM DRAINS, DUMP SITES AND OTHER UNDERGROUND STRUCTURES WITHIN THE PROPOSED SUBDIVISION. (EXCEPT IF SHOWN)
- THE DESIGN OF THE PROPOSED SUBDIVISION SHALL PROVIDE TO THE EXTENT FEASIBLE FOR FUTURE PASSIVE OR NATURAL HEATING OR COOLING OPPORTUNITIES AND OTHER MEASURES THAT CONSERVE NONRENEWABLE ENERGY RESOURCES AS PROVIDED IN THE SUBDIVISION MAP ACT. 79% OF THE LOTS ARE ORIENTED NORTH AND SOUTH.
- UTILITY BOXES, PADS, VAULTS AND TRANSFORMERS WILL BE INSTALLED AS APPROVED BY PG&E, AT&T, AND COMCAST IMPROVEMENT PLANS.
- VEHICULAR GATES TO BE OPEN DURING PEAK HOURS FROM 7:00AM TO 9:00AM AND 4:00PM TO 6:00PM
- THE SEWER AND WATER FACILITIES WITHIN THE OUTLOTS ARE TO BE PRIVATE.
- THE LOTS IN THIS SUBDIVISION SHALL BE PHASED ACCORDING TO THIS MAP.

LEGEND:

- INDICATES STREETS PREVIOUSLY DEDICATED FOR PUBLIC USE PER RECORDED PLAT TEMPERANCE COLONY AT BOOK 2 PAGE 7 F.C.R.
- PUBLIC STREET EASEMENT NOW OFFERED FOR DEDICATION FOR PUBLIC USE
- PUE PUBLIC UTILITY EASEMENT NOW OFFERED FOR DEDICATION FOR PUBLIC USE
- PE PUBLIC PEDESTRIAN EASEMENT NOW OFFERED FOR DEDICATION FOR PUBLIC USE
- OUTLOT IDENTIFIER
- DIRECTION OF STORMWATER FLOW

EXISTING BUILDINGS
EXISTING BUILDINGS TO BE REMOVED

EXISTING TREES
NONE

EXISTING ZONING
AE-20

PROPOSED ZONING
RS-5

EXISTING USE
AGRICULTURE

PROPOSED USE
SINGLE FAMILY RESIDENTIAL SUBDIVISION

PLANNED LAND USE
RESIDENTIAL - MEDIUM DENSITY

SOURCE OF WATER
CITY OF FRESNO

SOURCE OF SEWAGE DISPOSAL
CITY OF FRESNO

SOURCE OF WASTE DISPOSAL
CITY OF FRESNO

SOURCE OF ELECTRICITY
PG&E

SOURCE OF GAS
PG&E

SOURCE OF CABLE T.V.
COMCAST

SOURCE OF TELEPHONE
AT&T

ASSESSOR'S PARCEL NUMBER
310-082-09

SITE AREA
17.78 AC. (GROSS)

17.20 AC. (NET)

NUMBER OF LOTS
202 RESIDENTIAL & 30 OUTLOTS

DENSITY
11.74 DU/AC (RESIDENTIAL ONLY)

AVERAGE LOT SIZE
2,174 SF

OUTLOT SCHEDULE

- OUTLOT A IS FOR PRIVATE STREET, PUBLIC UTILITY & PRIVATE UTILITY (CITY SEWER & WATER) PURPOSES.
- OUTLOTS B, D, F, H, J, K, L, M, N, O, Q, S, T, U, W, X, & AA ARE FOR PRIVATE LANDSCAPING AND PUBLIC UTILITY PURPOSES.
- OUTLOTS C, E, G, I, P, R, V ARE FOR PRIVATE LANDSCAPING, PARKING AND PUBLIC UTILITY PURPOSES.
- OUTLOT BB IS FOR PRIVATE PEDESTRIAN, PRIVATE LANDSCAPING AND PUBLIC UTILITY PURPOSES.
- OUTLOT Y IS FOR PRIVATE OPEN SPACE PURPOSES.
- OUTLOTS Z, CC, & DD ARE FOR PUBLIC OPEN SPACE AND FID EASEMENT PURPOSES.

ADDRESS:
6404 EAST FLORADORA AVENUE
FRESNO, CA 93727

OWNER:
DeBenedetto Properties,
A CALIFORNIA LIMITED PARTNERSHIP
849 OSMUN CIR,
CLOVIS, CA 93612

EXISTING BUILDINGS TO BE REMOVED

EXISTING TREES

EXISTING ZONING

PROPOSED ZONING

EXISTING USE

PROPOSED USE

PLANNED LAND USE

SOURCE OF WATER

SOURCE OF SEWAGE DISPOSAL

SOURCE OF WASTE DISPOSAL

SOURCE OF ELECTRICITY

SOURCE OF GAS

SOURCE OF CABLE T.V.

SOURCE OF TELEPHONE

ASSESSOR'S PARCEL NUMBER

SITE AREA

NUMBER OF LOTS

DENSITY

AVERAGE LOT SIZE

OUTLOT SCHEDULE

ADDRESS:

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SOURCE OF ELECTRICITY

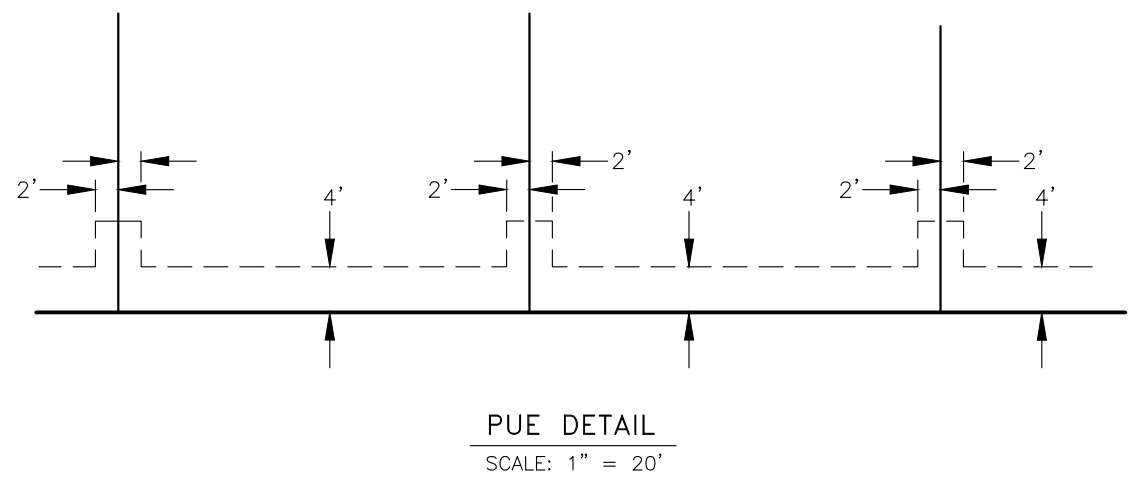
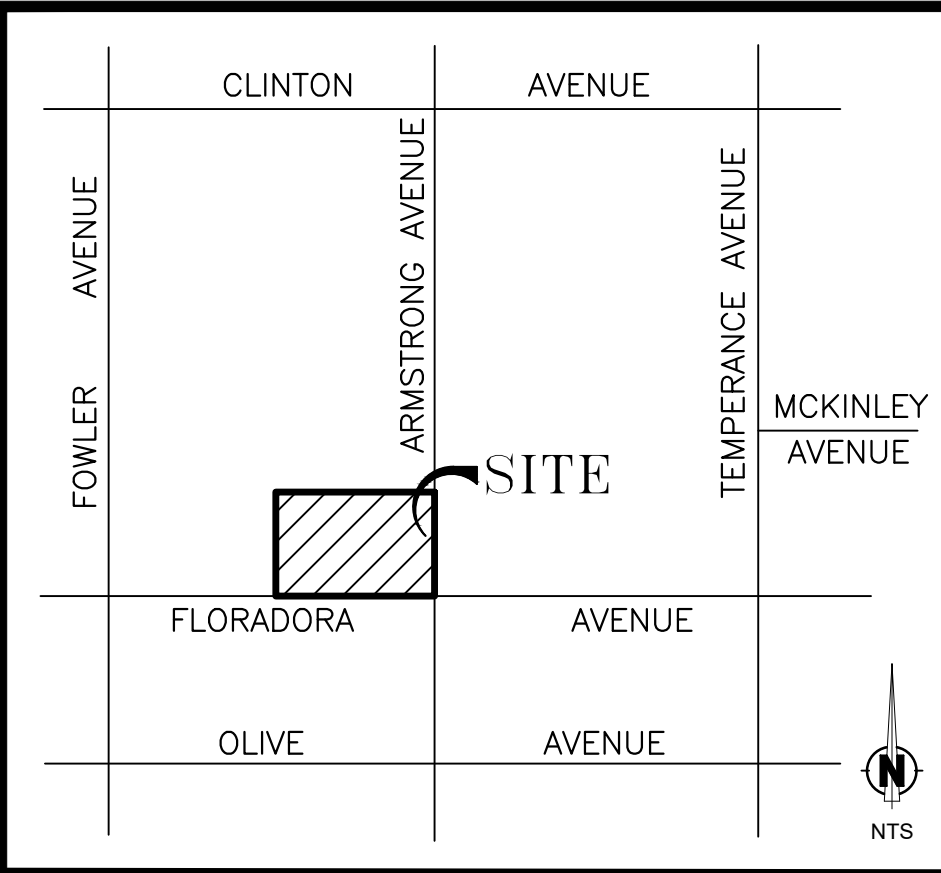
SOURCE OF GAS

SOURCE OF CABLE T.V.

SOURCE OF TELEPHONE

ASSESSOR'S PARCEL NUMBER

SITE AREA



APPL. NO. T-6309 EXHIBIT A-2 DATE 09/14/2026

PLANNING REVIEW BY _____ DATE _____

TRAFFIC ENG. _____ DATE _____

APPROVED BY _____ DATE _____

CITY OF FRESNO DARM DEPT

VESTING
TENTATIVE SUBDIVISION MAP
OF
TRACT NO. 6309
A PLANNED DEVELOPMENT
IN THE CITY OF FRESNO
FRESNO COUNTY, CALIFORNIA

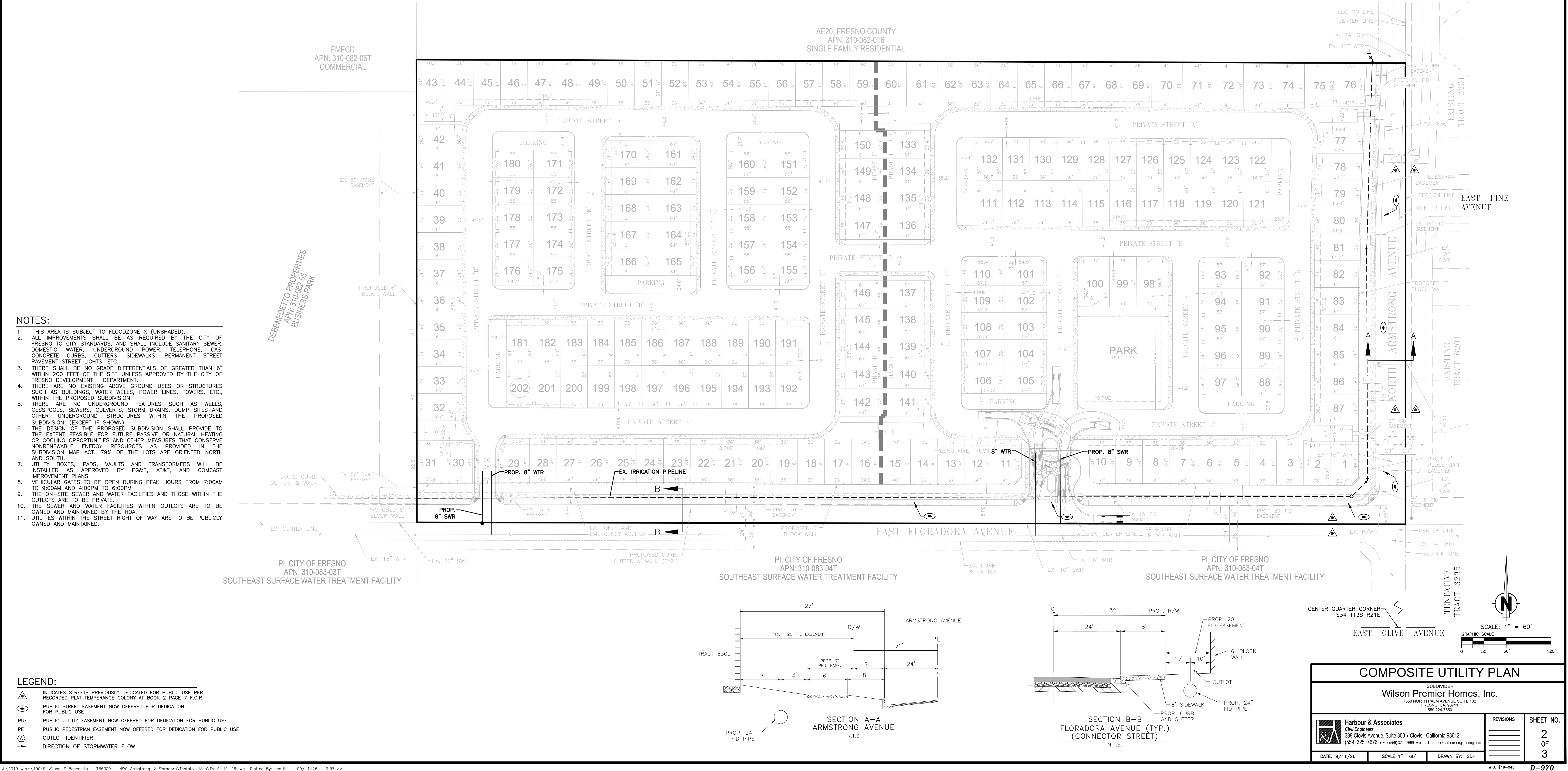
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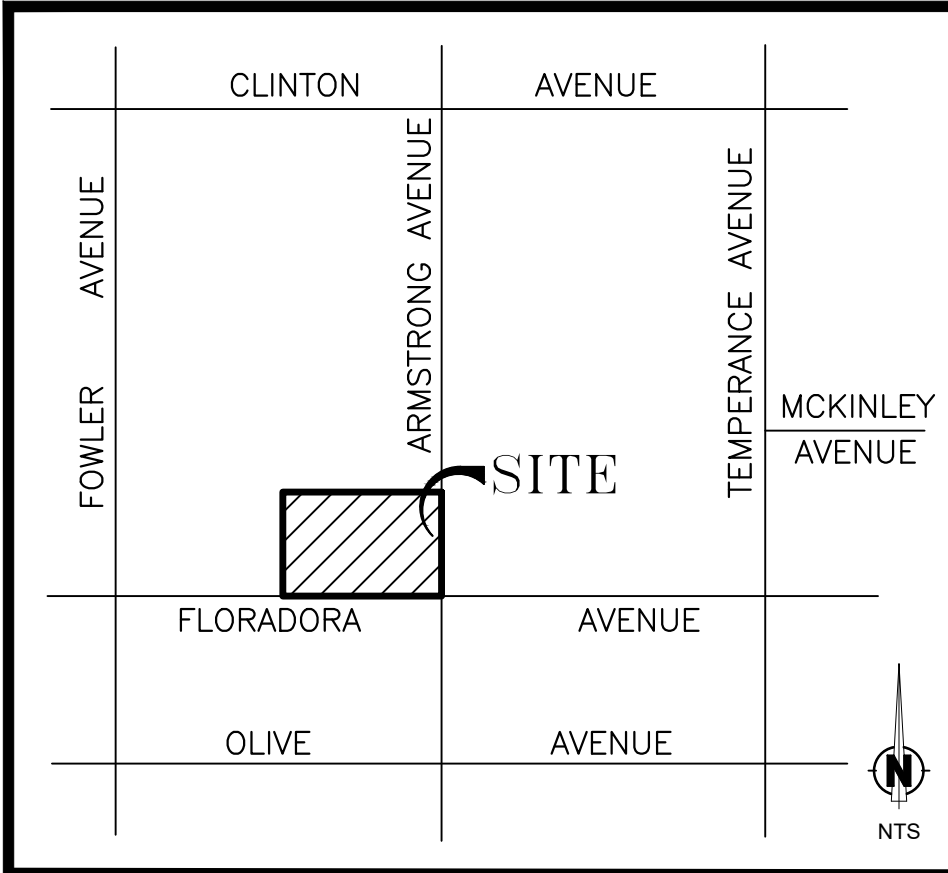
310-082-09

THAT CERTAIN REAL PROPERTY SITUATED AND BEING A PORTION OF SECTION 34, TOWNSHIP 13 SOUTH, RANGE 21 EAST, MOUNT DIABLO BASE AND MERIDIAN, BEING MORE PARTICULARLY DESCRIBES AS FOLLOWS:

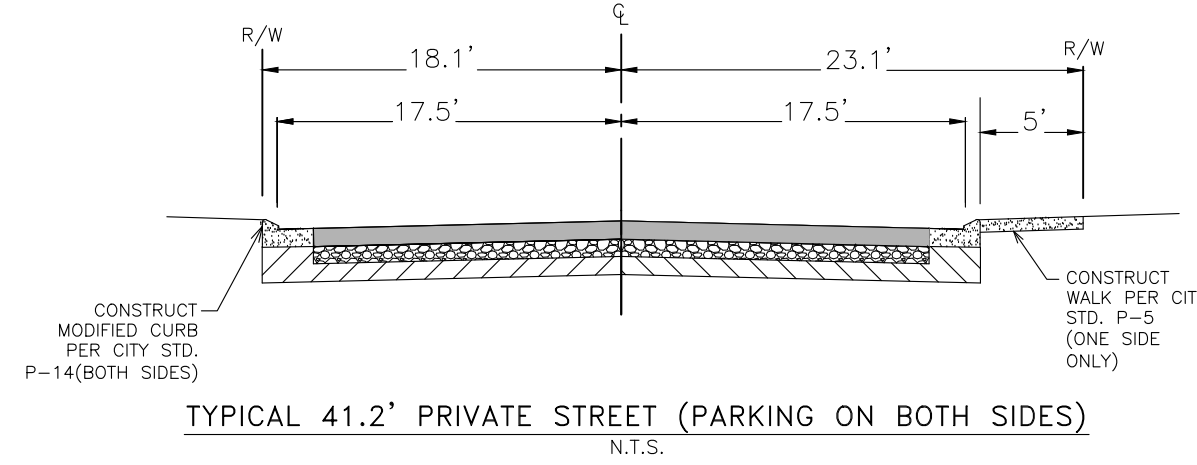
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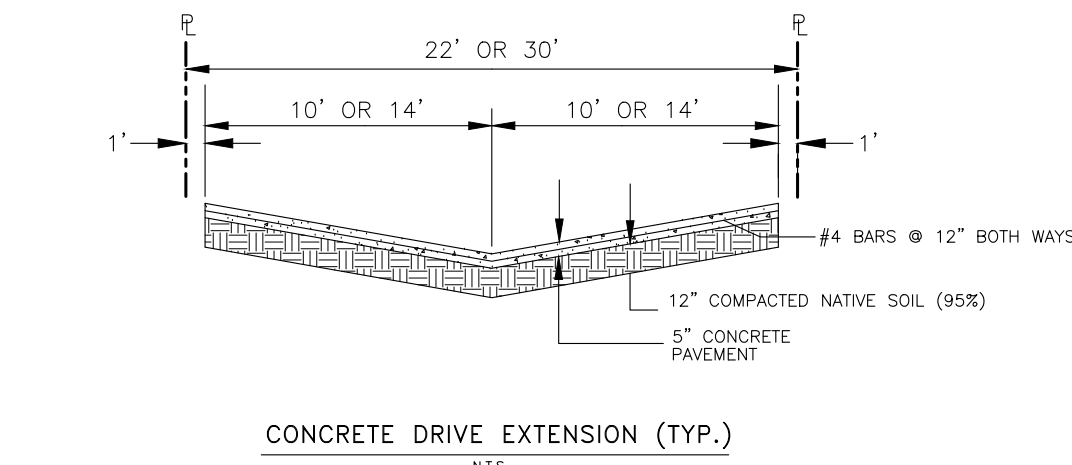




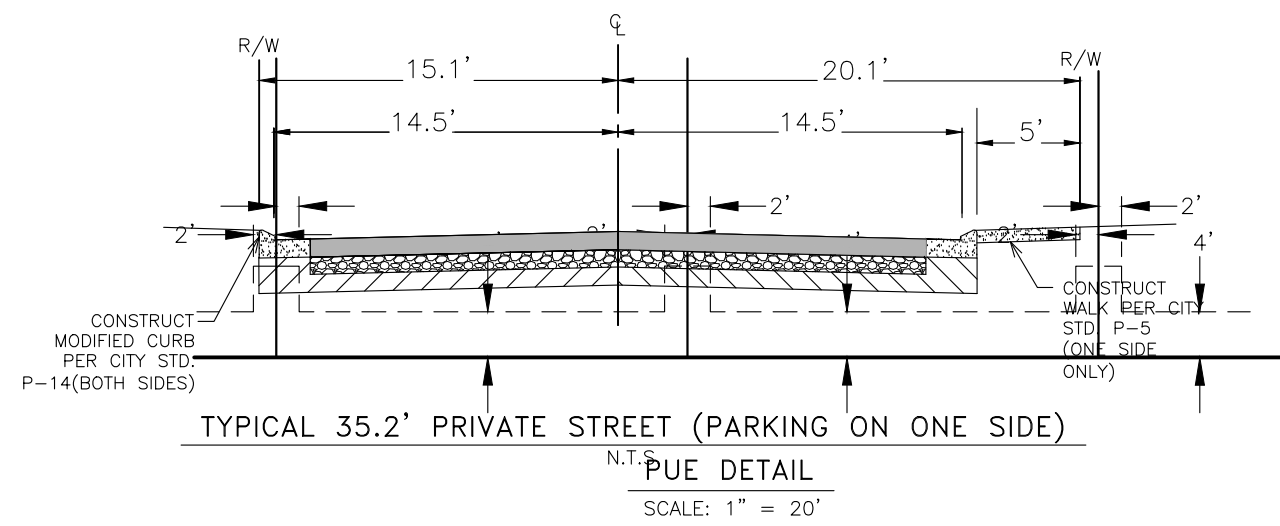
VICINITY MAP
N.T.S.



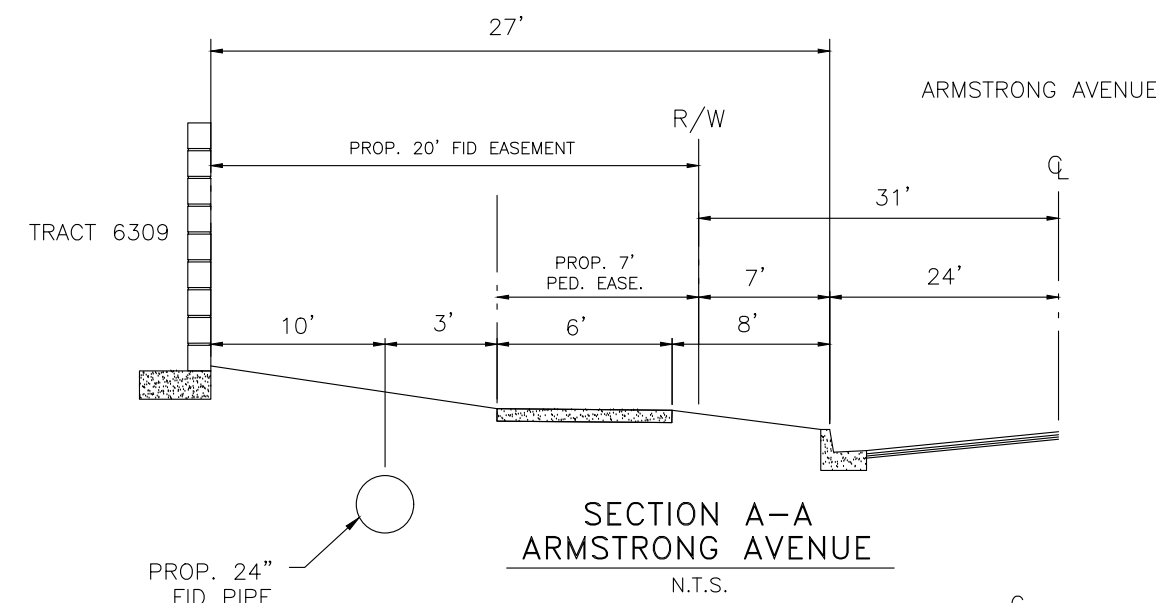
TYPICAL 41.2' PRIVATE STREET (PARKING ON BOTH SIDES)
N.T.S.



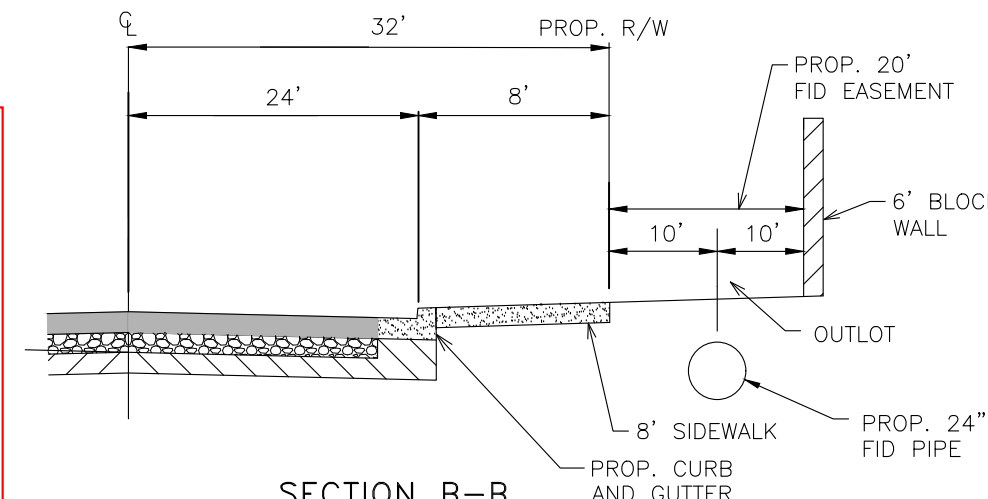
CONCRETE DRIVE EXTENSION (TYP.)
N.T.S.



TYPICAL 35.2' PRIVATE STREET (PARKING ON ONE SIDE)
N.T.S.

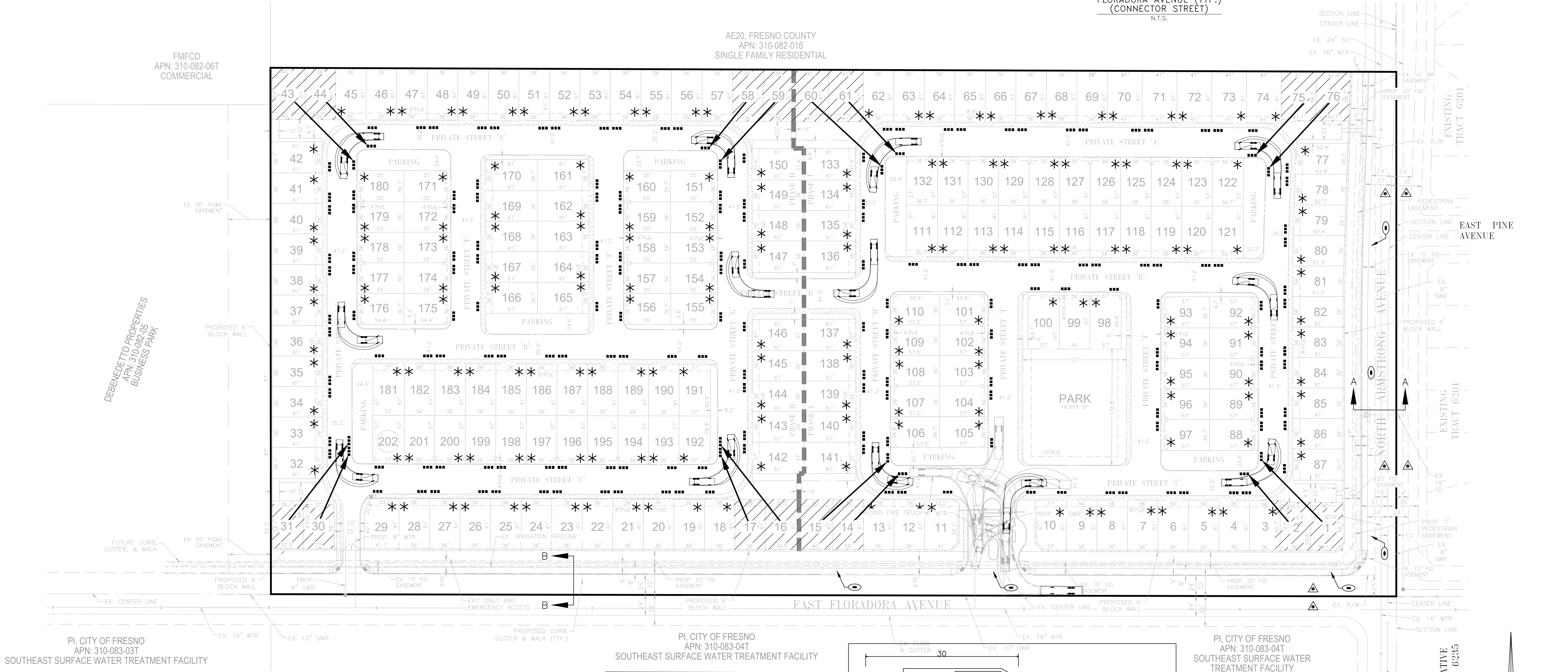


SECTION A-A
ARMSTRONG AVENUE
N.T.S.



SECTION B-B
FLORADORA AVENUE (TYP.)
(CONNECTOR STREET)
N.T.S.

APPL. NO. T-6309 EXHIBIT A-3 DATE 09/14/2026
PLANNING REVIEW BY _____ DATE _____
TRAFFIC ENG. _____ DATE _____
APPROVED BY _____ DATE _____
CITY OF FRESNO DARM DEPT



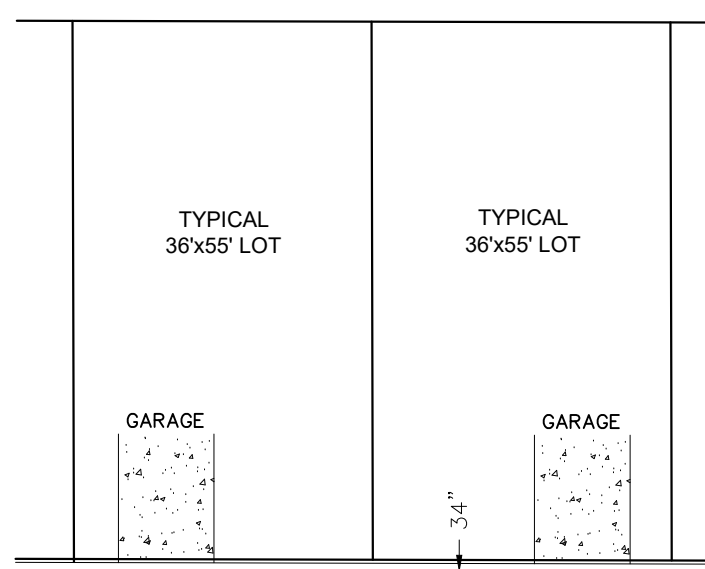
LEGEND

- 3 TRASH BINS PER UNIT (30"x34" BIN WITH 4' SEPARATION FROM CENTER OF BIN)
- LOTS WITH SPECIAL TRASH BIN PLACEMENT
- GARAGE SIDE (FOR CONCEPTUAL PURPOSES ONLY AND MAY DIFFER FROM ACTUAL PLANS PURCHASED)
- TOTER LOCATION ASSOCIATED WITH LOTS WITH SPECIAL TRASH BIN PLACEMENT

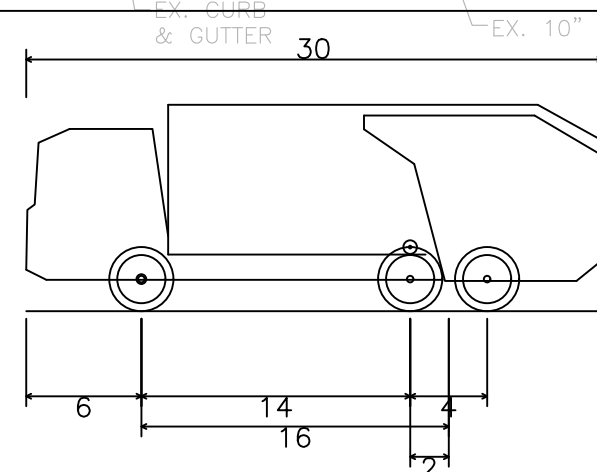
PROJECT SUMMARY

TOTAL NET AREA: 17.2 ACRES ±
TOTAL UNITS: 202 HOMES
TRASH BINS: 3 PER HOME (TRASH, RECYCLE, GREEN)
TOTAL TRASH BINS: 606 BINS
SERVICE FREQUENCY: ONCE PER WEEK
TYPE OF SERVICE: 96-GAL CART SERVICE

ESTIMATED SOLID WASTE GENERATION RATES
SINGLE-FAMILY RESIDENTIAL = 8.9 LB/DAY/DU



TYPICAL TOTER DETAIL
SCALE: N.T.S.



Fresno Solid Waste
Overall Length 30.000ft
Overall Width 8.000ft
Overall Body Height 10.747ft
Min Body Ground Clearance 1.577ft
Track Width 8.500ft
Lock-to-lock time 6.00s
Max Wheel Angle 37.80°

SCALE: 1" = 60'
0 30' 60' 120'

SOLID WASTE HANDLING PLAN

SUBDIVIDER
Wilson Premier Homes, Inc.
1550 NORTH PALM AVENUE SUITE 102
FRESNO, CA 93711
559-224-7550

Harbour & Associates
Civil Engineers
389 Clovis Avenue, Suite 300 • Clovis, California 93612
(559) 325-7676 • Fax (559) 325-7999 • e-mail: hars@harbour-engineering.com

DATE: 9/11/25 SCALE: 1" = 60' DRAWN BY: SDH SHEET NO. 3 OF 3



SECTION NOTES	
1.	THESE BUILDING SECTIONS MAY VARY AT ALTERNATE ELEVATION STYLES AND AT "PLAN OPTION" CONDITIONS. REFER TO FLOOR PLAN ADDENDA DRAWINGS FOR ADDITIONAL INFORMATION NOT SHOWN.
2.	THESE BUILDING SECTIONS ARE PROVIDED TO ILLUSTRATE THE ARCHITECTURAL RELATIONSHIPS BETWEEN STRUCTURAL ELEMENTS, INTERIOR VOLUME CONFIGURATIONS, AND BUILDING ROFILES. REFER TO THE STRUCTURAL DRAWINGS AND TRUSS MANUFACTURER'S DRAWINGS AND CALCULATIONS FOR ALL FRAMING AND TRUSS INFORMATION.
3.	PROVIDE FIRE BLOCKING OF WALLS AT INTERVALS NOR TO EXCEED TEN FEET (CRC 302.11).

GYPSUM BOARD	
1. REFER TO SPECIFICATION SECTION 09255 FOR ADDITIONAL INFORMATION.	
INTERIOR EXTERIOR WALL ASSEMBLIES:	1/2" THICK GYP. BD. (WHERE THE FIRE SEPARATION DISTANCE TO THE PROPERTY LINE IS GREATER THAN 2'-0" MEASURED FROM THE FACE OF THE EXTERIOR FINISH).
2. INTERIOR CEILING ASSEMBLIES:	MINIMUM THICKNESS AND APPLICATION OF GYPSUM BOARD PER CRC TABLE R702.3.5. REFER TO TABLE FOR APPLICABLE JOIST SPACING, FASTENER TYPE AND SIZES.
3. DWELLING GARAGE, OPENING / PENETRATIONS AND FIRE SEPARATION:	SEPARATION SHALL BE PER CRC TABLE R702.5. OPENINGS IN WALLS SHALL COMPLY WITH SECTION R302.5. THIS PROVISION DOES NOT APPLY TO GARAGE WALLS THAT ARE PERPENDICULAR TO THE ADJACENT DWELLING UNIT WALL. A SEPARATION IS NOT REQUIRED BETWEEN THE DWELLING UNIT AND A CARPORT, PROVIDED THE CARPORT IS ENTIRELY OPEN ON TWO OR MORE SIDES AND THERE ARE NOT ENCLOSED AREAS ABOVE.
<u>SEPARATION:</u>	<u>MATERIAL:</u>
FROM RESIDENCE AND ATTICS:	NOT LESS THAN 1/2-INCH GYPSUM BOARD APPLIED TO THE GARAGE SIDE
FROM HABITABLE ROOMS ABOVE THE GARAGE OR CARPORT:	NOT LESS THAN 5/8-INCH TYPE 'X' GYPSUM BOARD OR EQUIVALENT
STRUCTURE(S) SUPPORTING FLOOR/ CEILING ASSEMBLIES USED FOR SEPARATION	NOT LESS THAN 1/2-INCH GYPSUM BOARD OR EQUIVALENT
R302.6:	
GARAGES LOCATED LESS THAN 3 FEET FROM A DWELLING UNIT ON THE SAME LOT:	NOT LESS THAN 1/2-INCH GYPSUM BOARD OR EQUIVALENT APPLIED TO THE INTERIOR SIDE OF EXTERIOR WALLS THAT ARE WITHIN THIS AREA
4. UNDER STAIR PROTECTION:	ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE SOFFITS, UNDER STAIR SURFACE AND ALL SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD PER CRC SECTION R302.7.

BLDG DEPT COMMENTS	
1.	NOTE THAT THE DIFFERENCE BETWEEN THE LARGEST AND SMALLEST RISER SHALL NOT EXCEED 3/8" PER 2022 CRC R311.7.5.1
2.	NOTE THAT THE DIFFERENCE BETWEEN THE LARGEST AND SMALLEST RUN SHALL NOT EXCEED 3/8" PER 2022 CRC R311.7.5.2

CONTEMPORARY SPANISH

PROJECT MANAGER :	CC
DESIGNER :	-
DRAWN BY :	-
REVIEWED BY :	WHA CC
1ST BLDG. DEPT. SUBMITTAL :	06-27-2023
ISSUED FOR CONSTRUCTION :	-
JOB NUMBER :	2023010
CAD FILE NAME :	A103

TRACT NUMBER: 6205
PROJECT TYPE: S.F.D. (XX'XX' Lots)

WILSON HOMES
FRESNO, CALIFORNIA

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WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO A THIRD PARTY
WITHOUT FIRST OBTAINING THE WRITTEN PERMISSION AND CONSENT
OF WHA. IN THE EVENT OF UNAUTHORIZED REUSE OF THESE PLANS BY
A THIRD PARTY, THE THIRD PARTY SHALL HOLD WHA HARMLESS.

ARCHITECTS . PLANNERS . DESIGNERS



WILSON HÔMES

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

2023010- DELTA 2 2022 CODE UPDATE SET 02-08-2024

ROOF PLAN

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

ELEVATION REFERENCE: A

ELEVATION STYLE: CONTEMPORARY SPANISH

ROOF MATERIAL	STANDARD ROOF DETAIL U.N.O.	FASCIU U.N.O.	BARGE U.N.O.	OVERHANG DIM. U.N.O.
LOW PROFILE CONCRETE S-TILE	1 D1	2x6	NONE	1'-0" TIGHT

ROOF PLAN NOTES

1. SEE GENERAL NOTES FOR ROOF NOTES.

2. SPARK ARRESTORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.

3. ATTIC ACCESS PER CRC SECTION R807.

4. PROVIDE ATTIC & SOFFIT VENTILATION PER CRC SECTION R806.2. PER CRC SECTION R806.2, THE MINIMUM NET FREE VENTILATING AREA SHALL BE 1/150 OF THE AREA OF THE VENTED SPACE. EXCEPTION: THE MINIMUM NET FREE VENTILATION AREA SHALL BE 1/300 OF THE VENTED SPACE PROVIDED BOTH OF THE FOLLOWING CONDITIONS ARE MET:

- IN CLIMATE ZONES 6, 7 AND 8, A CLASS I OR II VAPOR RETARDER IS INSTALLED ON THE WARM-IN-WINTER SIDE OF THE CEILING.
- NOT LESS THAN 40 PERCENT AND NOT MORE THAN 50 PERCENT OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC OR RAFTER SPACE. UPPER VENTILATORS SHALL BE LOCATED NO MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OR HIGHEST POINT OF THE SPACE, MEASURED VERTICALLY. THE BALANCE OF THE REQUIRED VENTILATION PROVIDED SHALL BE LOCATED IN THE BOTTOM ONE-THIRD OF THE ATTIC SPACE, WHERE THE LOCATION OF WALL OR ROOF FRAMING MEMBERS CONFLICTS WITH THE INSTALLATION OF UPPER VENTILATORS, INSTALLATION OF MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OF HIGHEST POINT OF THE SPACE SHALL BE PERMITTED.

5. CLAY AND CONCRETE ROOF TILE SHALL BE INSTALLED ON ROOF SLOPES OF 2 1/2:12 OR GREATER. FOR ROOF SLOPES FROM 2 1/2:12 TO 4:12, DOUBLE UNDERLAYMENT APPLICATION AS REQUIRED IN ACCORDANCE WITH R905.3.3. (R905.3.2 CRC)

6. WOOD BATTENS ARE REQUIRED ON CONCRETE AND CLAY TILE ROOFS WHERE SLOPES EXCEED 7:12 PER TILE ROOFING INSTITUTE INSTALLATION MANUAL.

7. WHEN ROOF WITH DIFFERENT PITCHES INTERSECT, THE FRAMER OR TRUSS MANUFACTURER MUST ADD A HEEL TO THE STEEPER PITCH TO ALIGN WITH THE EAVE OF THE LOWER PITCH.

8. ROOF SHALL HAVE MIN. AGED SOLAR REFLECTANCE OF 0.20. MIN. THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 16 FOR STEEPED-SLOPED ROOFS. FOR LOW-SLOPED ROOFS, ROOF SHALL HAVE A MIN. AGED SOLAR REFLECTANCE OF 0.63 THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 75 OR MORE PER CEN150.2(B)(1)

SOLAR PHOTOVOLTAIC SYSTEMS

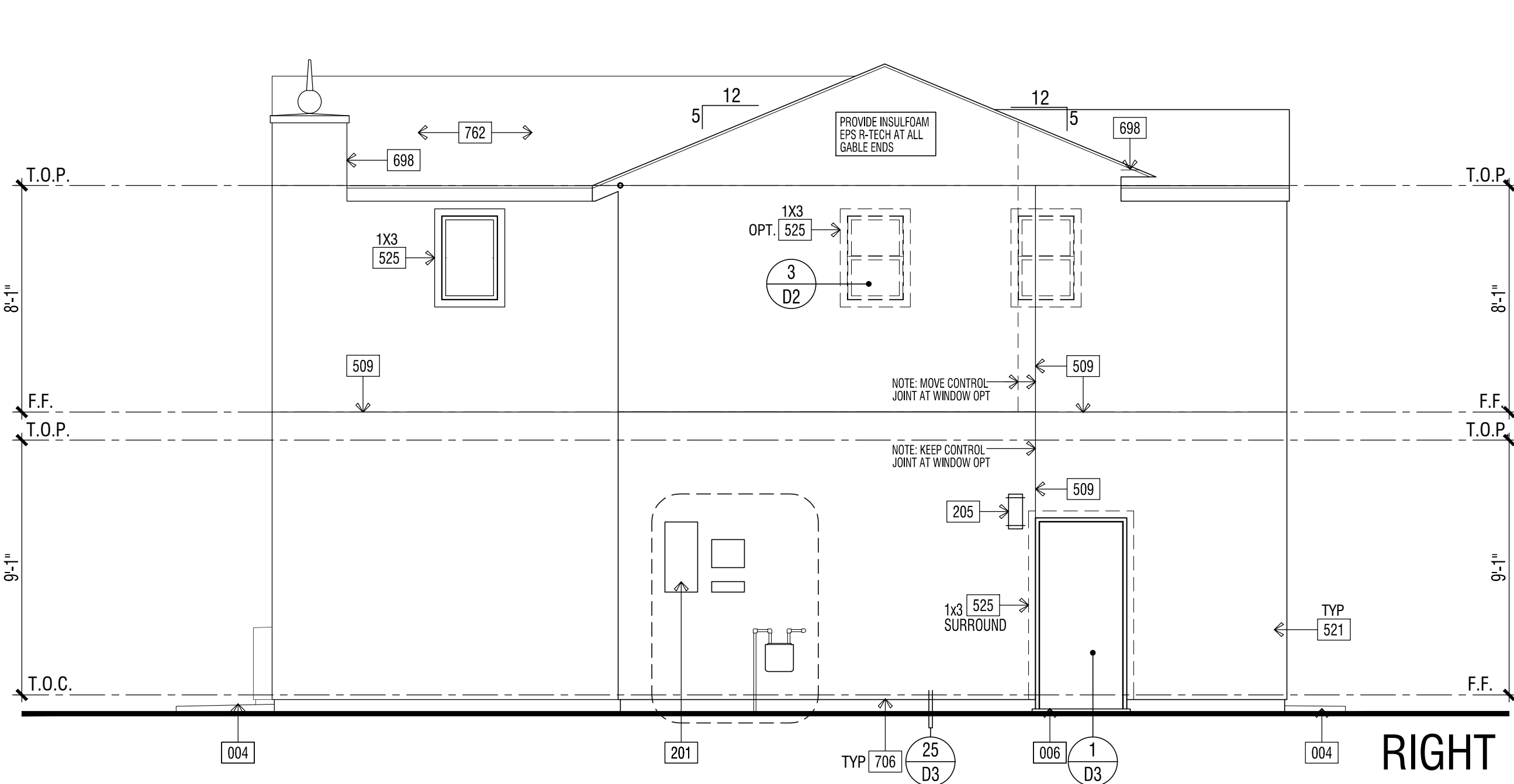
1. SOLAR PHOTOVOLTAIC POWER SYSTEMS SHALL BE PROVIDED IN ACCORDANCE WITH CEC SECTION 150.100(1). INSTALLATION PER CRC SECTION 324.3 THROUGH R324.8 AND THE CALIFORNIA ELECTRICAL CODE, CALIFORNIA FIRE CODE, AND THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.

2. REFER TO SOLAR CONSULTANT PLANS UNDER SEPARATE SUBMITTAL FOR SOLAR PHOTOVOLTAIC POWER SYSTEM DESIGN, PANEL LOCATIONS AND SIZES, AND ALL OTHER DESIGN REQUIREMENTS.

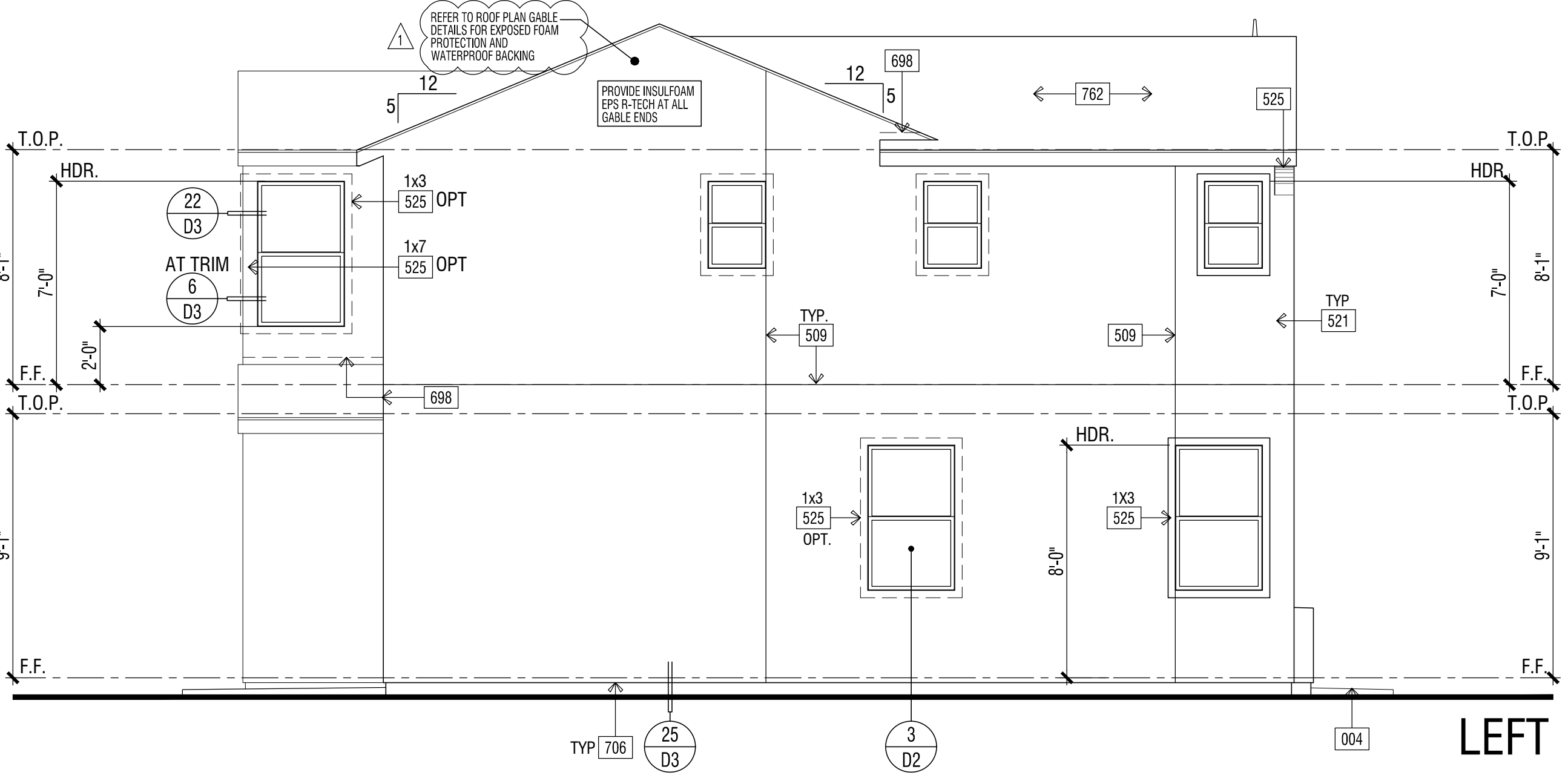
NOTE THAT NO MECHANICAL PLUMBING EXHAUST VENTS, ROOF ATTIC VENTS WILL BE PERMITTED WITHIN THE SOLAR ZONE AREA. WHERE APPLICABLE, CONSIDERATION AND COORDINATION WITH SOLAR PANELS LOCATIONS SHOULD BE TAKEN INTO ACCOUNT WHEN PLACING THE DRYER VENT TERMINATION. REF. CA ENERGY CODE SECTION 110.10 AND CBC SECTION 311.2.1

ROOF PLAN KEY NOTES	
Name	NOTE
802	CLASS 'X' ROOFING, 9 PSF - CONCRETE - S-TILE - BY EAGLE ROOFING (APMO UES ER-1900)
810	LINE OF WALL BELOW
826	ROOF VENT - D'HAGIN 'XL SERIES' CLOAKED VENT (ICC # NER-8650A)
830	G.I. METAL CROCKET - SLOPE 1/4" PER FOOT MINIMUM
837	PROVIDE 1" CONDUIT FROM THE ELECTRIC PANEL TO LOCATION IN ATTIC FOR PV SOLAR INSTALLATION. PROVIDE ROUTE FOR SOLAR HEAT PUMP WATER HEATER
838	PHOTOVOLTAIC SOLAR ARRAY
839	MIN. 22"x30" OPENING IN CALIFORNIA ROOF FRAMING CONDITIONS FOR ATTIC ACCESS AND CROSS VENTILATION - CONTRACTOR TO VERIFY AIRFLOW TO ALL ATTIC AREAS
847	PROVIDE NON-COMBUSTIBLE FIREBLOCKING (10 FEET ON CENTER) AT CONCEALED SPACE AT EAVES

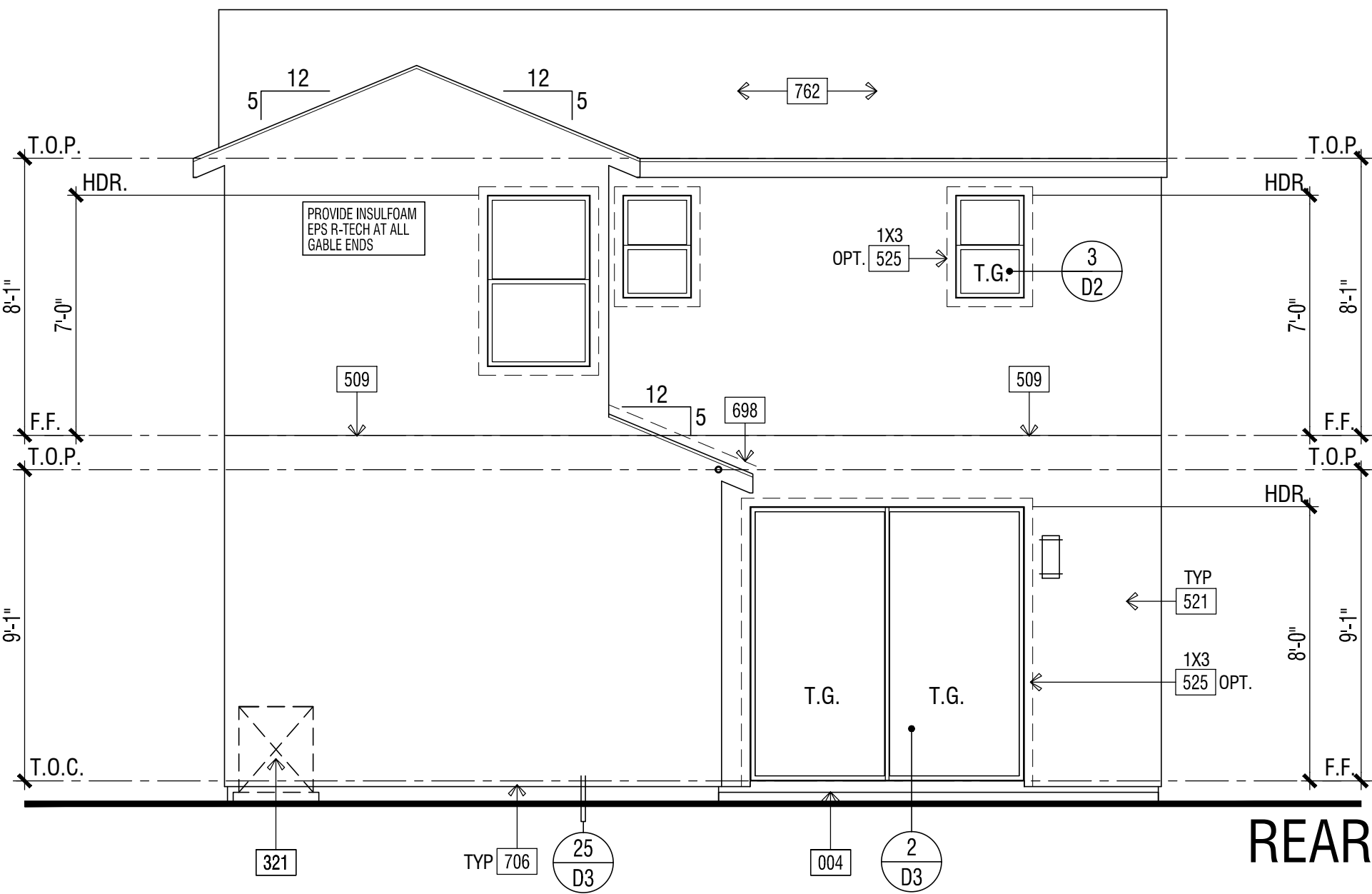
ATTIC VENTILATION CALCULATIONS				PLAN 1227A	
ROOF ATTIC AREA		A	772	SQ. FT.	111168
CALCULATION FACTOR:					1/300
MIN. VENTILATION REQUIRED:		TOTAL	366	SQ. IN.	
MIN. VENTILATION REQUIRED:		HIGH	183	SQ. IN.	
MIN. VENTILATION REQUIRED:		LOW	183	SQ. IN.	
TOTAL PROVIDED:			392	SQ. IN.	
TOTAL HIGH PROVIDED:			196	SQ. IN.	
TOTAL LOW PROVIDED:			196	SQ. IN.	
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY	FREE VENT AREA
CLOAKED VENT - CONC. S-TILE			98	SQ. IN. X	2
TOTAL PROVIDED:					196
LOW VENTILATION METHOD		SIZE	FREE AREA	QUANTITY	FREE VENT AREA
CLOAKED VENT - CONC. S-TILE			98	SQ. IN. X	2
TOTAL PROVIDED:					196
ROOF ATTIC AREA		B	16	SQ. FT.	2304
CALCULATION FACTOR:					1/150
MIN. VENTILATION REQUIRED:		TOTAL	15	SQ. IN.	
TOTAL PROVIDED:					98
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY	FREE VENT AREA
CLOAKED VENT - CONC. S-TILE			98	SQ. IN. X	2
TOTAL PROVIDED:					98



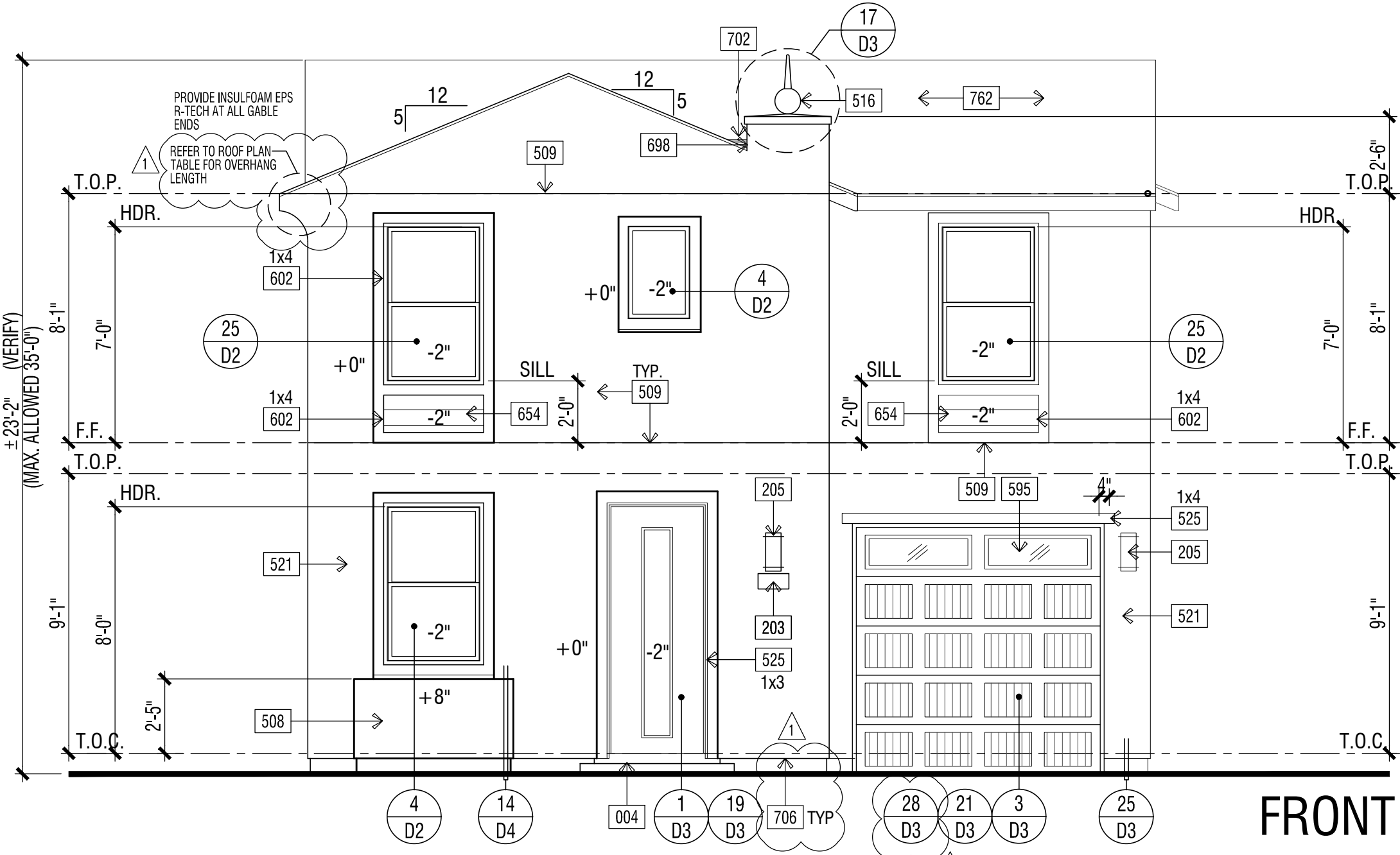
RIGHT



LEFT



REAR



FRONT

ELEVATION KEY NOTES	
Name	NOTE
004	CONCRETE PORCH SLAB (BY OTHERS) - SLOPE 1/4" PER FOOT MINIMUM (2% SLOPE) TO DRAIN IN THE DIRECTION INDICATED. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR FURTHER INFORMATION
006	CONCRETE STUCCO - 3/8" DEEP AND 2" WIDER THAN THE DOOR OPENING - SLOPE 1/4" PER FOOT MINIMUM TO DRAIN IN DIRECTION INDICATED
201	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION
203	ADDRESS PANEL, 4" MIN. HIGH BUILDING ADDRESS CHARACTERS PLACED IN SUCH A POSITION TO BE PLAINLY VISIBLE FROM THE STREET.
205	ACCENT EXTERIOR WALL LIGHT
321	AIR CONDITIONING CONDENSER LOCATION
508	WATERPROOF STUCCO SHELF - SLOPE 1/4" PER FOOT
509	STUCCO CONTROL JOINT - SEE DETAIL 16/D4
516	DECORATIVE FOAM FINIAL - SEE DETAIL 16/D3 - ICC ESR 1566
521	STUCCO - OMEGA DIAMOND WALL ONE COAT STUCCO (R4) INTERTEK CCR-0467 STUCCO TYPE 1 OR 11 PORTLAND CEMENT OVER SOAT R GUARD ESR-1566 BY START R FOAM, LATH AND PLASTER TO COMPLY WITH CRC SECTION 703.2 REQUIREMENTS
525	STUCCO OVER RIGID FOAM TRIM - FOAM SHAPE PER ELEVATION
595	TEMPERED GLASS WINDOWS AT GARAGE DOOR
602	WOOD TRIM(S) - SIZE PER ELEVATION
654	FIBER CEMENT SHIPLAP PANELING SIDING - 5/16" THICK HARDIPLANK (OR EQUIVALENT. FINISH SELECT CEDARMILL. EXPOSURE: 6" (INSTALLATION PER MANUFACTURERS INSTRUCTIONS) ICC-ES ESR-405
698	G.I. FLASHING AND COUNTER FLASHING AT RAKE WALLS AND ROOF TO WALL CONNECTIONS
701	G.I. FLASHING
702	G.I. METAL CROCKET - SLOPE 1/4" PER FOOT MINIMUM
706	CORROSION-RESISTANT OR PLASTIC WEEP SCREED PER CRC CHAPTER 7 SECTION R703.7.2.1 REQUIREMENTS. REFER TO SCREED DETAILS FOR ADDITIONAL INFORMATION
782	CLASS 'X' ROOFING, 9 PSF - CONCRETE - S-TILE - BY EAGLE ROOFING (APMO UES ER-1900)

ANY OPERABLE WINDOW WITH A SILL THAT IS LOCATED LESS THAN 24" ABOVE FINISHED FLOOR AND MORE THAN 72" ABOVE FINISHED GRADE OR OTHER SURFACE BELOW AT THE EXTERIOR, MUST BE PROTECTED BY A GUARD OR, HAVE A FIXED GLASS. THE GUARD MAY NOT HAVE OPENINGS THAT A SPHERE 4" IN DIAMETER CAN PASS THROUGH. 2022 CBC 1405.13.2

NOTE: WATER-RESISTIVE BARRIER APPLIED OVER WOOD-BASE SHEATHING SHALL HAVE 2 LAYERS OF GRADE 10" PAPER APPLIED SHINGLE FASHION. 2022 CRC R703.7.3

FINISHED GRADE VARIES. SEE CIVIL ENGINEERS PLANS FOR FINAL GRADE AND SITE DRAINAGE.

NOTE: CONTROL JOINTS TO BE SPACED PER CBC SECTION 1402. ASTM REPORT #C928 AND DETAIL 29/D5. FIRST FLOOR - 10.33x14 = 144 SQ FT SECOND FLOOR - 9x16 = 144 SQ FT LOCATE CONTROL JOINTS AT WINDOW/DOOR/RECESSED OPENINGS' EDGE AS SHOWN ON THE ELEVATIONS

CONTEMPORARY SPANISH

ARCHITECTS . PLANNERS . DESIGNERS

WHA

ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO

WILSON HOMES

TRACT NUMBER: 6205

PROJECT TYPE: S.F.D. (XXXX Lots)

PLAN 1227

ELEVATIONS at Clovis

CLOVIS, CALIFORNIA

WILSON HOMES

FRESNO, CALIFORNIA

PLAN 1227A EXTERIOR ELEVATIONS & ROOF PLAN

PROJECT MANAGER: CC

DESIGNER: -

DRAWN BY: -

REVIEWED BY: WHA CC

1ST BLDG. DEPT. SUBMITTAL: 06-27-2023

ISSUED FOR CONSTRUCTION: -

JOB NUMBER: 2023010

CAD FILE NAME: A1.4

DATE: 02-08-24

SHEET: A1.4

2023010- DELTA 2 2022 CODE UPDATE SET 02-08-2024

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

ROOF PLAN

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

ELEVATION REFERENCE:**B**

ELEVATION STYLE:**MODERN**

ROOF MATERIAL	STANDARD ROOF DETAIL U.N.O.	FASCIA - U.N.O.	BARGE - U.N.O.	OVERHANG DIM. - U.N.O.	RAKE
CONCRETE FLAT TILE		2x6	2x6	1'-0"	1'-0"

ROOF PLAN NOTES

1. SEE GENERAL NOTES FOR ROOF NOTES.

2. SPARK ARRESTORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

3. ATTIC ACCESS PER CRC SECTION R807.

4. PROVIDE ATTIC & SOFFIT VENTILATION PER CRC SECTION R806. PER CRC SECTION R806.2, THE MINIMUM NET FREE VENTILATING AREA SHALL BE 1/150 OF THE AREA OF THE VENTED SPACE. EXCEPTION: THE MINIMUM NET FREE VENTILATION AREA SHALL BE 1/300 OF THE VENTED SPACE PROVIDED BOTH OF THE FOLLOWING CONDITIONS ARE MET:

- IN CLIMATE ZONES 6, 7 AND 8, A CLASS I OR II VAPOR RETARDER IS INSTALLED ON THE WARM-IN-WINTER SIDE OF THE CEILING
- NOT LESS THAN 40 PERCENT AND NOT MORE THAN 50 PERCENT OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC OR RAFTER SPACE. UPPER VENTILATORS SHALL BE LOCATED NO MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OR HIGHEST POINT OF THE SPACE, MEASURED VERTICALLY. THE BALANCE OF THE REQUIRED VENTILATION PROVIDED SHALL BE LOCATED IN THE BOTTOM ONE-THIRD OF THE ATTIC SPACE, WHERE THE LOCATION OF WALL OR ROOF FRAMING MEMBERS CONFLICTS WITH THE INSTALLATION OF UPPER VENTILATORS, INSTALLATION OF MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OF HIGHEST POINT OF THE SPACE SHALL BE PERMITTED.

4. CLAY AND CONCRETE ROOF TILE SHALL BE INSTALLED ON ROOF SLOPES OF 2 1/2:12 OR GREATER. FOR ROOF SLOPES FROM 2 1/2:12 TO 4:12, DOUBLE UNDERLAYMENT APPLICATION AS REQUIRED IN ACCORDANCE WITH R905.3.3. (R905.3.2 CRC)

5. WOOD BATTENS ARE REQUIRED ON CONCRETE AND CLAY TILE ROOFS WHERE SLOPES EXCEED 7:12 PER TILE ROOFING INSTITUTE INSTALLATION MANUAL.

6. WHEN ROOF WITH DIFFERENT PITCHES INTERSECT, THE FRAMER OR TRUSS MANUFACTURER MUST ADD A HEE TO THE STEEPER PITCH TO ALIGN WITH THE EAVE OF THE LOWER PITCH.

7. ROOF SHALL HAVE MIN. AGED SOLAR REFLECTANCE OF 0.20, MIN. THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 16 FOR STEEPED-SLOPED ROOFS. FOR LOW-SLOPED ROOFS, ROOF SHALL HAVE A MIN. AGED SOLAR REFLECTANCE OF 0.63 THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 75 OR MORE PER CEN150.2(B)(1)

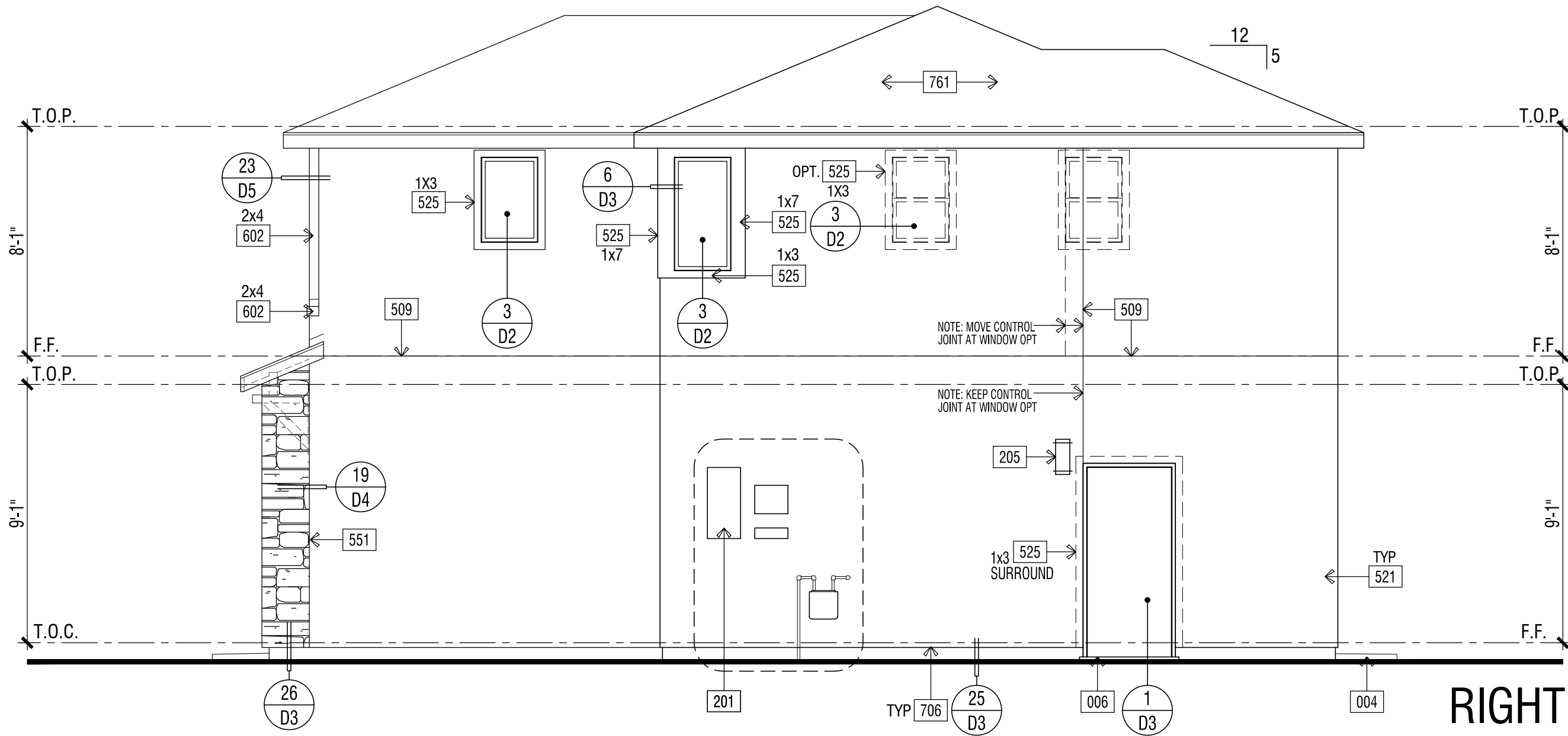
SOLAR PHOTOVOLTAIC SYSTEMS

1. SOLAR PHOTOVOLTAIC POWER SYSTEMS SHALL BE PROVIDED IN ACCORDANCE WITH CENC, SECTION 150.1(D)(1), INSTALLATION PER CRC SECTION 324.3 THROUGH R324.8 AND THE CALIFORNIA ELECTRICAL CODE, CALIFORNIA FIRE CODE, AND THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.

2. REFER TO SOLAR CONSULTANT PLANS UNDER SEPARATE SUBMITTAL FOR SOLAR PHOTOVOLTAIC POWER SYSTEM DESIGN, PANEL LOCATIONS AND SIZES, AND ALL OTHER DESIGN REQUIREMENTS.

NOTE THAT NO MECHANICAL PLUMBING EXHAUST VENTS, ROOF ATTIC VENTS WILL BE PERMITTED WITHIN THE SOLAR ZONE AREA. WHERE APPLICABLE, CONSIDERATION AND COORDINATION WITH SOLAR PANEL LOCATIONS SHOULD BE TAKEN INTO ACCOUNT WHEN PLACING THE DRYER VENT TERMINATION. REF CA ENERGY CODE SECTION 110.10 AND CBC SECTION 3111.2.1

ATTIC VENTILATION CALCULATIONS						PLAN 1227B		
ROOF ATTIC AREA		A	772	SQ. FT.		CALCULATION FACTOR:		1/300
MIN. VENTILATION REQUIRED:		TOTAL	366	SQ. IN.		TOTAL PROVIDED:		396
MIN. VENTILATION REQUIRED:		HIGH	183	SQ. IN.		TOTAL HIGH PROVIDED:		198
MIN. VENTILATION REQUIRED:		LOW	183	SQ. IN.		TOTAL LOW PROVIDED:		198
HIGH VENTILATION METHOD				SIZE	FREE AREA	QUANTITY	FREE VENT AREA	
CLOAKED VENT - CONC. FLAT TILE -				99	SQ. IN. X	2	198	
						TOTAL PROVIDED:	198	
LOW VENTILATION METHOD				SIZE	FREE AREA	QUANTITY	FREE VENT AREA	
CLOAKED VENT - CONC. FLAT TILE -				99	SQ. IN. X	2	198	
						TOTAL PROVIDED:	198	
ROOF ATTIC AREA		B	16	SQ. FT.		CALCULATION FACTOR:		1/150
MIN. VENTILATION REQUIRED:		TOTAL	15	SQ. IN.		TOTAL PROVIDED:		99
HIGH VENTILATION METHOD				SIZE	FREE AREA	QUANTITY	FREE VENT AREA	
CLOAKED VENT - CONC. FLAT TILE -				99	SQ. IN. X	1	99	
						TOTAL PROVIDED:	99	



RIGHT

ELEVATION KEY NOTES	
Name	NOTE
004	CONCRETE PORCH SLAB (BY OTHERS) - SLOPE 1/4" PER FOOT MINIMUM (2% SLOPE) TO DRAIN IN THE DIRECTION INDICATED. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR FURTHER INFORMATION
006	CONCRETE STOOP - 36" DEEP AND 2" WIDER THAN THE DOOR OPENING - SLOPE 1/4" PER FOOT MINIMUM TO DRAIN IN DIRECTION INDICATED
201	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION
203	ADDRESS PANEL - 7" MIN. HIGH BUILDING ADDRESS CHARACTERS PLACED IN SUCH A POSITION TO BE PLAINLY VISIBLE FROM THE STREET
205	ACCENT EXTERIOR WALL LIGHT
321	AIR CONDITIONING CONDENSER LOCATION
408	LINE OF WOOD BEAM ABOVE - SIZE PER STRUCTURAL DRAWINGS
521	STUCCO - OMEGA DIAMOND WALL ONE COAT STUCCO (R4) INTERTEK CCRP-94B7 STUCCO TYPE I OR 11 PORTLAND CEMENT OVER SRAAT 9' GUARD ESR-1566 BY START R FOM. LATH AND PLASTER TO COMPLY WITH CRC SECTION 703.7 REQUIREMENTS
525	STUCCO OVER RIGID FOAM TRIM - FOAM SHAPE PER ELEVATION
551	MANUFACTURED ADHERED STUCCO STONE VENEER - INSTALL PER MANUFACTURERS INSTRUCTIONS. BY EL DORADO STUCCO ICC-ES ESR-3568
595	TEMPERED GLASS WINDOWS AT GARAGE DOOR
602	WOOD TRIMS - SIZE PER ELEVATION
626	LINE OF OUTLOOKER ASSEMBLY - WOOD (SIZE/SHAPE PER ELEVATION)
650B	FIBER CEMENT LAP SIDING - 5/16" THICK "HARDPLANK" (OR EQUIVALENT) FINISH SELECT CEDARMILL. EXPOSURE: 6" (INSTALLATION PER MANUFACTURERS INSTRUCTIONS) ICC-ES ESR-405
688	G.I. FLASHING AND COUNTER-FLASHING AT RAKE WALLS AND ROOF TO WALL CONNECTIONS
701	G.I. FLASHING
761	CLASS 'K' ROOFING, 9 PSF - CONCRETE - FLAT TILE - BY EAGLE ROOFING IAPMO UES ER-1900
770	ROOFING - METAL BY CUSTOM BILT METALS - ASTM A792

ANY OPERABLE WINDOW WITH A SILL THAT IS LOCATED LESS THAN 24" ABOVE FINISHED FLOOR AND MORE THAN 72" ABOVE FINISHED GRADE OR OTHER SURFACE BELOW AT THE EXTERIOR, MUST BE PROTECTED BY A GUARD OR, HAVE A FIXED GLASS. THE GUARD MAY NOT HAVE OPENINGS THAT A SPHERE 4" IN DIAMETER CAN PASS THROUGH. 2022 CBC 1405.13.2

NOTE: WATER-RESISTIVE BARRIER APPLIED OVER WOOD-SHAKE SHEATHING SHALL HAVE 2 LAYERS OF GRADE 70 PAPER APPLIED SHINGLE FASHION. 2022 CBC R703.7.3

FINISHED GRADE VARIES. SEE CIVIL ENGINEERS PLANS FOR FINAL GRADE AND SITE DRAINAGE.

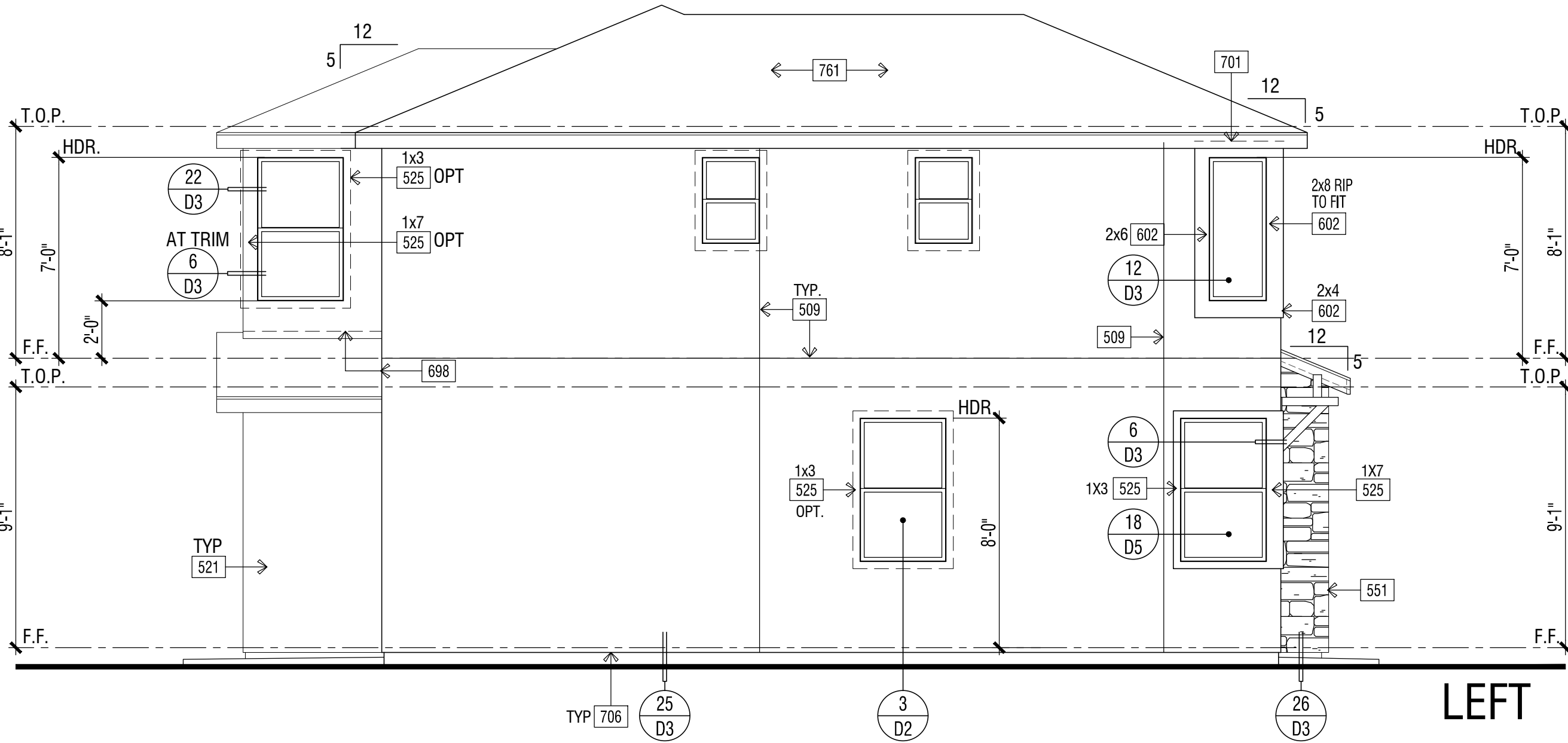
NOTE: CONTROL JOINTS TO BE SPACED PER CBC SECTION 1402. ASTM REPORT #C926 AND DETAIL 29/D5

FIRST FLOOR - 10.33x14 = 144 SQ FT

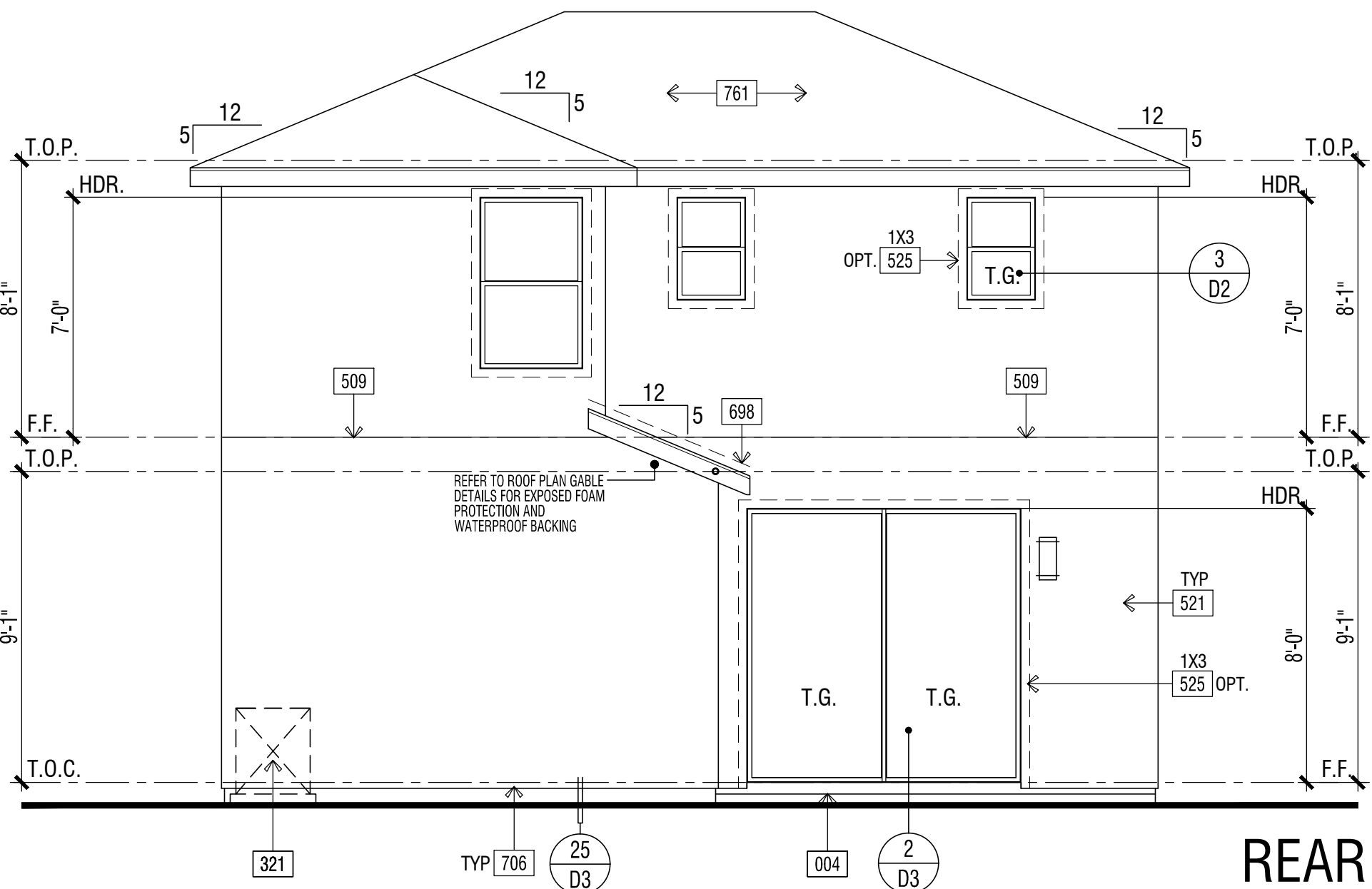
SECOND FLOOR - 9x16 = 144 SQ FT

LOCATE CONTROL JOINTS AT WINDOW/DOOR/RECESSED OPENINGS' EDGE AS SHOWN ON THE ELEVATIONS

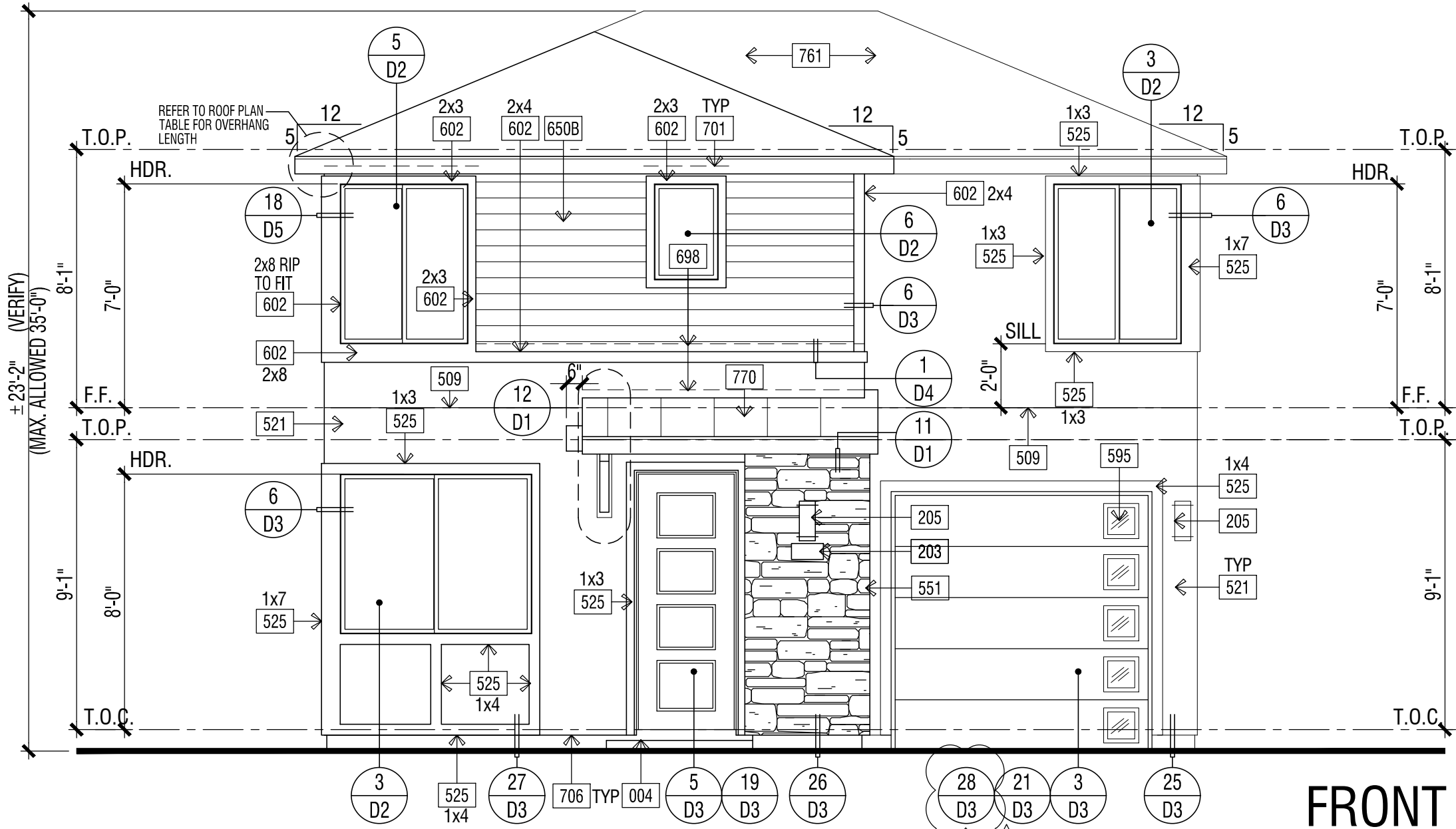
ROOF PLAN KEY NOTES	
Name	NOTE
801	CLASS 'K' ROOFING, 9 PSF - CONCRETE - FLAT TILE - BY EAGLE ROOFING IAPMO UES ER-1900
807	ROOFING - METAL BY CUSTOM BILT METALS - ASTM A792
810	LINE OF WALL BELOW
826	ROOF VENT - OMEGA "XL SERIES" CLOAKED VENT (ICC # NER-9650A)
837	PROVIDE 1" CONDUIT FROM THE ELECTRIC PANEL TO LOCATION IN ATTIC FOR PV SOLAR INSTALLATION. PROVIDE ROUTE FOR SOLAR HEAT PUMP WATER HEATER
838	PHOTOVOLTAIC SOLAR ARRAY
839	MIN. 22"x30" OPENING IN CALIFORNIA ROOF FRAMING CONDITIONS FOR ATTIC ACCESS AND CROSS VENTILATION - CONTRACTOR TO VERIFY AIRFLOW TO ALL ATTIC AREAS
847	PROVIDE NON-COMBUSTIBLE FIREBLOCKING (10 FEET ON CENTER) AT CONCEALED SPACE AT EAVES



LEFT



REAR



FRONT

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

ARCHITECTS . PLANNERS . DESIGNERS

WHA

ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO



WILSON HOMES

TRACT NUMBER: 6205
PROJECT TYPE: S.F.D. (XXXX Lots)

PLAN 1227
ELEVATIONS at Clovis
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

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DO NOT SCALE PLANS

REVISIONS		
NO.	DATE	DESCRIPTION
1	02-08-2024	PLAN CHECK CORRECTIONS

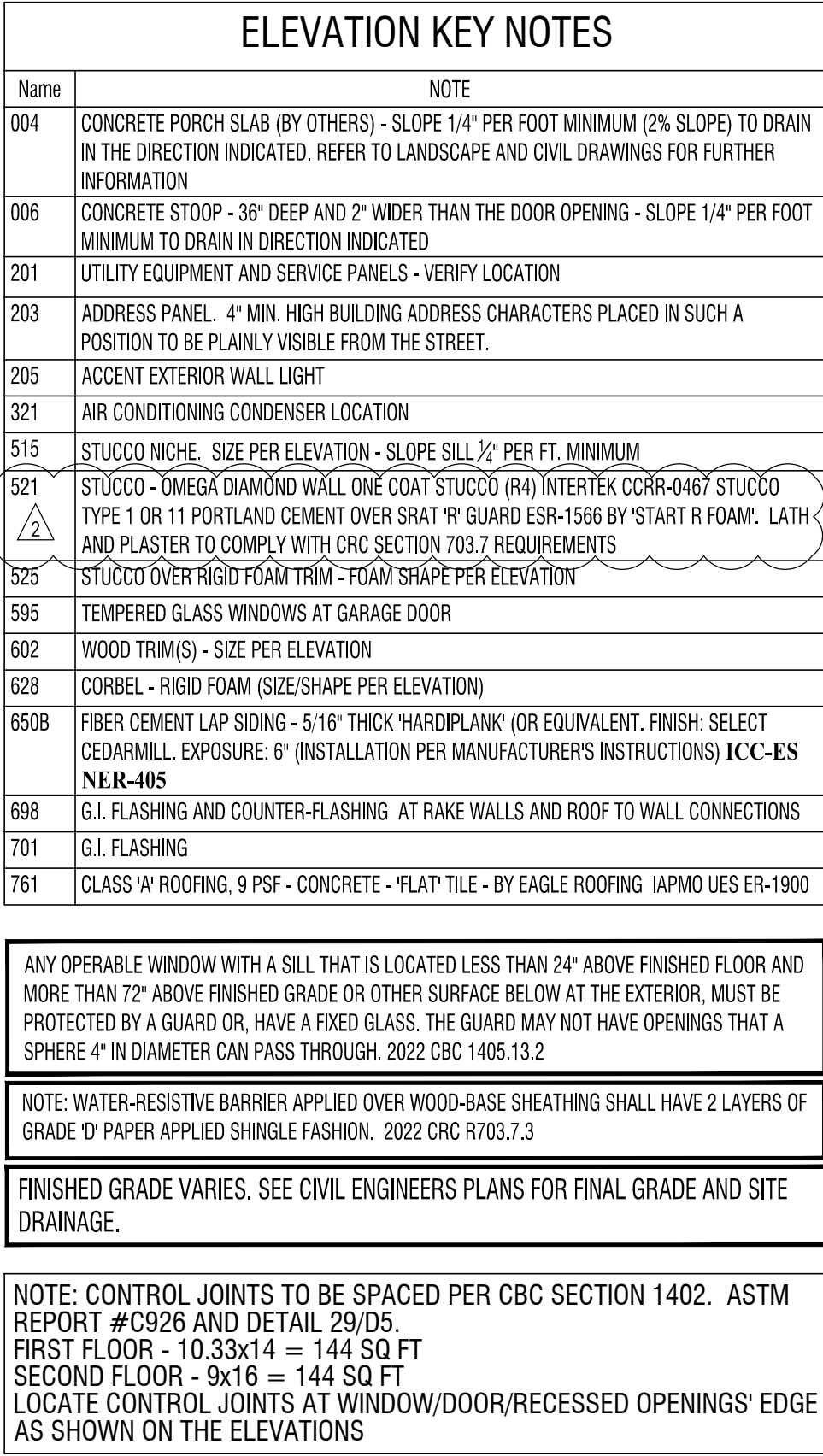
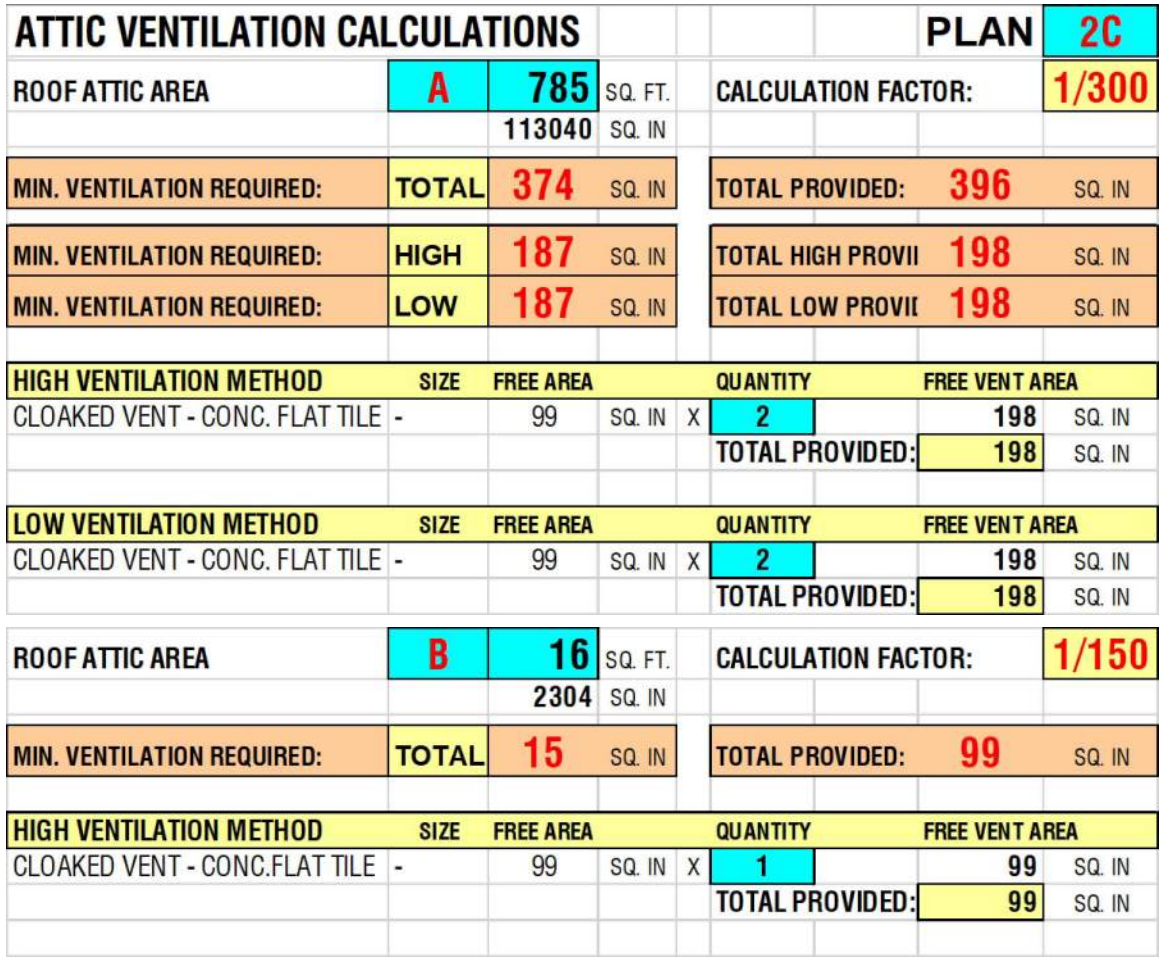
PLAN 1227B
EXTERIOR ELEVATIONS
& ROOF PLAN

PROJECT MANAGER:	CC
DESIGNER:	-
DRAWN BY:	-
REVIEWED BY:	WHA CC
1ST BLDG. DEPT. SUBMITTAL:	06-27-2023
ISSUED FOR CONSTRUCTION:	-
JOB NUMBER:	2023010
CAD FILE NAME:	A1.6

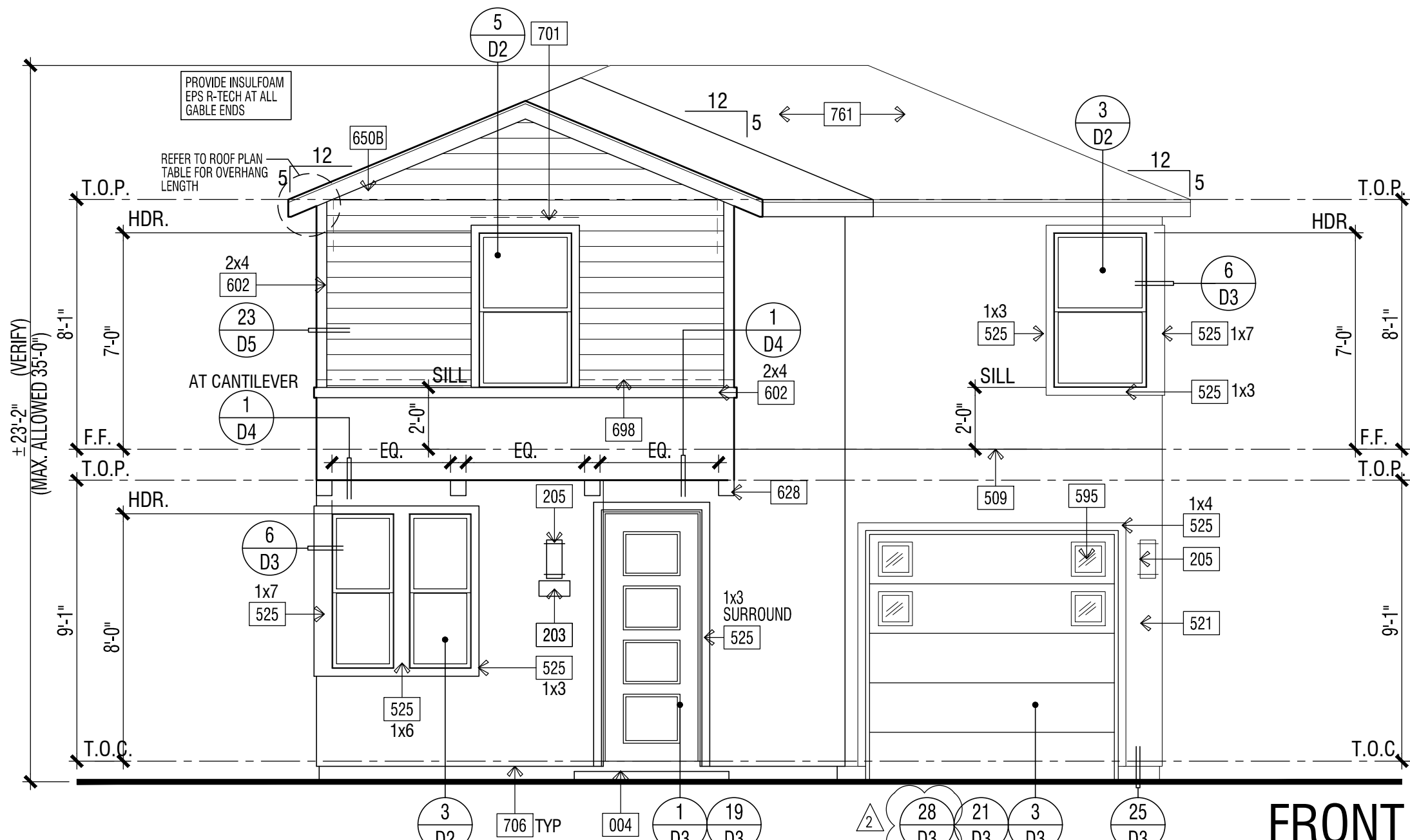
DATE:	02-08-24	SHEET:	A1.6
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MODERN

2023010- DELTA 2 2022 CODE UPDATE SET 02-08-2024



ROOF PLAN KEY NOTES	
	NOTE
801	CLASS V ROOFING, 5 PSF - CONCRETE - FLAT TILE - BY EAGLE ROOFING (APPROX. SEE EIR-10000) 
802	5/8" SPANTEL BEAMS
805	ROOF VENT - CHASINX ULX SERIES C-GRADED VENT (ICC-N-9560A)
807	PROVIDE 1" CONDUIT FROM THE ELECTRICAL PANEL TO LOCATION IN ATTIC FOR PV SOLAR INSTALLATION. PROVIDE ROOF FOR SOLAR HEAT PUMP WATER HEATER
838	PHOTOVOLTAIC SOLAR ARRAY
841	MIN. 22"X30" OPENING IN CORONA ROOF FRAMING CONDITIONS FOR ATTIC ACCESS AND CROSS VENTILATION - CONTRACTOR TO VERIFY ACCESS TO ALL ATTIC AREAS
847	PROVIDE NON-COMBUSTIBLE FIREBLOCKING (10 FEET ON CENTER) AT CONCEALED SPACE AT EAVES



ARCHITECTS . PLANNERS . DESIGNERS

WHA.

ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO



A circular professional seal for the State of California. The outer ring contains the text "LICENSED ARCHITECT" at the top and "STATE OF CALIFORNIA" at the bottom, separated by two stars. The center of the seal contains the following information: "MICHAEL H. CHOU" (with a handwritten signature over it), "C12920", "04-30-25", and "RENEWAL DATE".

WILSON HOMES

TRACT NUMBER: 6205
E: S.F.D. (XX'xXX' Lots)

FRESNO, CALIFORNIA

PLAN 1227
ELEVATIONS at Clovis
CLOVIS, CALIFORNIA

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DO NOT SCALE PLANS

REVISIONS

NO.	DATE	DESCRIPTION
A	02-08-2024	PLAN CHECK CORRECTIONS

PROGRESSIVE NAPA

PLAN 1227C EXTERIOR ELEVATIONS & ROOF PLAN

PROJECT MANAGER :	CC
DESIGNER :	-
DRAWN BY :	-
REVIEWED BY :	WHA CC
1ST BLDG. DEPT. SUBMITTAL :	06-27-2023
ISSUED FOR CONSTRUCTION :	-
JOB NUMBER :	2023010
CAD FILE NAME :	A1.8

DATE: 02-08-24	SHEET: A1.8
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SCALE: 1/4" = 1'-0"

2023010- DELTA 2 2022 CODE UPDATE SET 02-08-2024

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

CONTEMPORARY SPANISH

PLAN 1412A
SECTIONS

PROJECT MANAGER :	CC
DESIGNER :	-
DRAWN BY :	-
REVIEWED BY :	WHA CC
1ST BLDG. DEPT. SUBMITTAL :	06-27-2023
ISSUED FOR CONSTRUCTION :	-
JOB NUMBER :	2023010
CAD FILE NAME :	A103

DATE:	SHEET:
02-08-24	A1.3

PLAN 1412
ELEV8IONS at Clovis
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

TRACT NUMBER: 6205
PROJECT TYPE: S.F.D. (XXXX Lots)

ARCHITECTS . PLANNERS . DESIGNERS

WHA

ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO



WILSON HÔMES

SECTION KEYNOTES	
NUM	NOTE
102	ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD PER CRC SECTION R302.7.
104	GARAGE AND/OR CARPORT CEILING WITH HABITABLE ROOMS ABOVE SHALL BE SEPARATED FROM THE RESIDENCE BY A MIN. 5/8" TYPE 'X' GYP. BD. OR EQ. STRUCTURE(S) SUPPORTING THE F.R. O.G. ASSEMBLY USED FOR SEPARATION SHALL BE A MIN. 1/2" GYP. BD. OR EQ. PER CRC SEC. R302.6.
108	GARAGE AND/OR CARPORT SHALL BE SEPARATED FROM THE RESIDENCE AND ITS ATTIC BY MEANS OF A MIN. 5/8" TYPE 'X' GYP. BD. APPLIED TO THE GARAGE CEILING AND A MIN. 1/2" GYP. BD. OR EQUIVALENT APPLIED TO THE GARAGE WALL SIDE PER CRC SECTION R302.6.
112	PROVIDE INSULFOAM EPS R-TECH AT ALL GABLE ENDS
113	R-19 INSULATION AT F.A.U. PLATFORM. 40 SQ. FT. MAX.
322	FORCED AIR UNIT (FAU) ATTIC INSTALLATION. SEE DETAIL 26/05
951	TRUSSES BY OTHERS

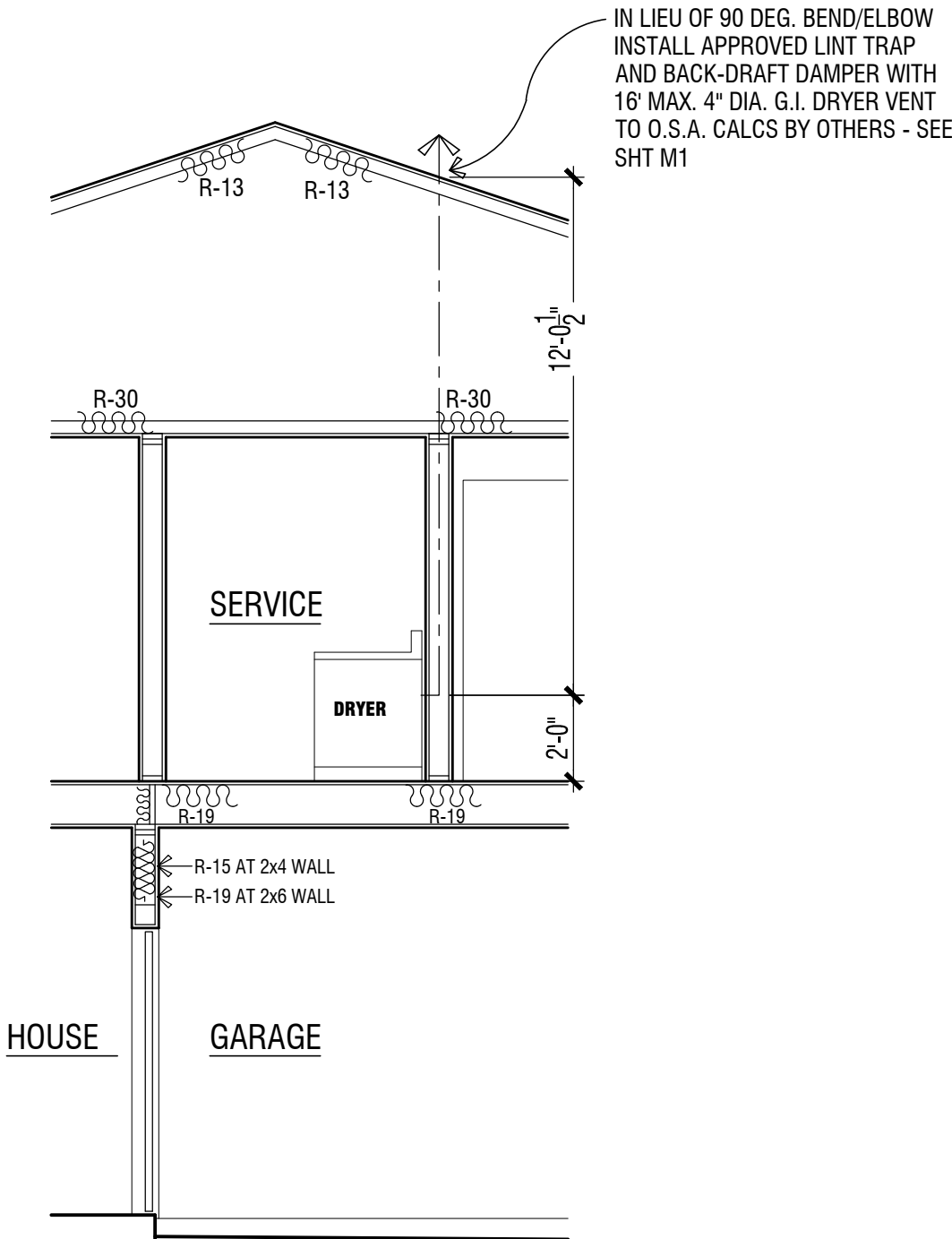
- SECTION NOTES**
- THESE BUILDING SECTIONS MAY VARY AT ALTERNATE ELEVATION STYLES AND AT "PLAN OPTION" CONDITIONS. REFER TO FLOOR PLAN APPENDIX DRAWINGS FOR ADDITIONAL INFORMATION NOT SHOWN.
 - THESE BUILDING SECTIONS ARE PROVIDED TO ILLUSTRATE THE ARCHITECTURAL RELATIONSHIPS BETWEEN STRUCTURAL ELEMENTS, INTERIOR VOLUME CONFIGURATIONS, AND BUILDING ROFILES. REFER TO THE STRUCTURAL DRAWINGS AND TRUSS MANUFACTURER'S DRAWINGS AND CALCULATIONS FOR ALL FRAMING AND TRUSS INFORMATION.
 - PROVIDE FIRE BLOCKING OF WALLS AT INTERVALS NOT TO EXCEED TEN FEET (CRC 302.11)

BUILDING INSULATION	
(REFER TO SPECIFICATION SECTION 09255 AND T-24 REPORT FOR ADDITIONAL INFORMATION.)	
1. EXTERIOR STUCCO 2x6 WALL ASSEMBLIES:	R19
2. EXTERIOR SLOPED 2x6 WALL ASSEMBLIES:	R19
3. GARAGE EXTERIOR 2x6 WALL ASSEMBLIES:	R0
4. 2x4 TO GARAGE WALL ASSEMBLIES:	R15
5. 2x6 TO GARAGE WALL ASSEMBLIES:	R19
6. LIVING ROOM DECK:	R13
7. LIVING CEILING INSULATION:	R30
8. FAU CEILING INSULATION:	R19
9. FLOOR TO OUTSIDE:	R19
10. FLOOR TO GARAGE:	R19

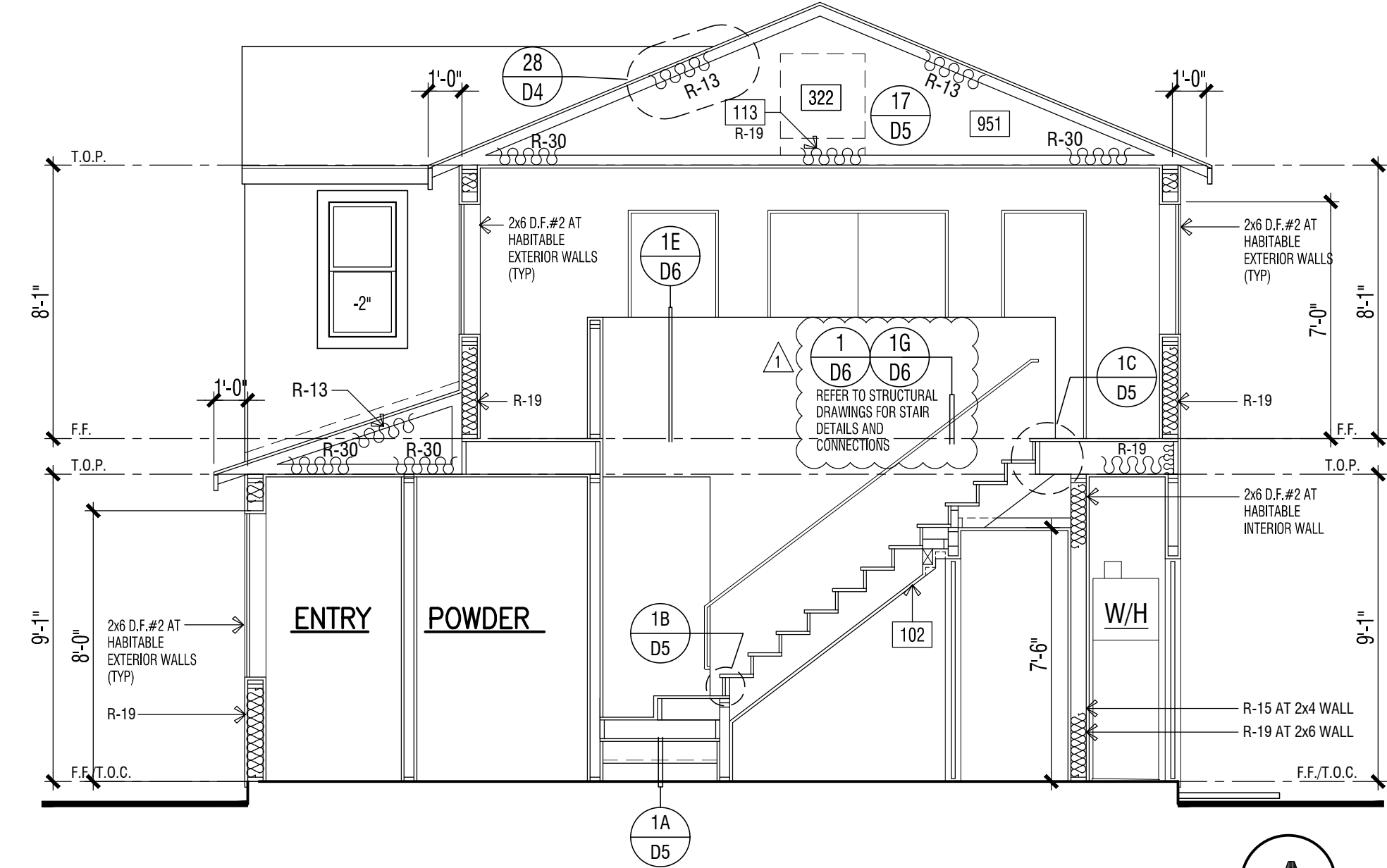
GYPSUM BOARD	
(REFER TO SPECIFICATION SECTION 09255 FOR ADDITIONAL INFORMATION.)	
1. INTERIOR/ EXTERIOR WALL ASSEMBLIES:	1/2" THICK GYP. BD. (WHERE THE FIRE SEPARATION DISTANCE TO THE PROPERTY LINE IS GREATER THAN 3'-0" MEASURED FROM THE FACE OF THE EXTERIOR FINISH).
2. INTERIOR CEILING ASSEMBLIES:	MINIMUM THICKNESS AND APPLICATION OF GYPSUM BOARD PER CRC TABLE R702.3.5. REFER TO TABLE FOR APPLICABLE JOIST SPACING, FASTENER TYPE AND SIZES.
3. DWELLING, GARAGE, OPENING / PENETRATIONS AND FIRE SEPARATION:	SEPARATION SHALL BE PER CRC TABLE R302.6. OPENINGS IN GARAGE WALLS SHALL COMPLY WITH SECTION R302.5. THIS PROVISION DOES NOT APPLY TO GARAGE WALLS THAT ARE PERPENDICULAR TO THE ADJACENT DWELLING UNIT WALL. A SEPARATION IS NOT REQUIRED BETWEEN THE DWELLING UNIT AND A CARPORT. PROVIDED THE CARPORT IS ENTIRELY OPEN ON TWO OR MORE SIDES AND THERE ARE NOT ENCLOSED AREAS ABOVE.
SEPARATION: FROM RESIDENCE AND ATTICS:	MATERIAL: NOT LESS THAN 1/2-INCH GYPSUM BOARD APPLIED TO THE GARAGE SIDE.
FROM HABITABLE ROOMS ABOVE THE GARAGE OR CARPORT:	NOT LESS THAN 5/8-INCH TYPE 'X' GYPSUM BOARD OR EQUIVALENT
STRUCTURE(S) SUPPORTING FLOOR/ CEILING ASSEMBLIES USED FOR SEPARATION REQUIRED BY CRC SECTION R302.6:	NOT LESS THAN 1/2-INCH GYPSUM BOARD OR EQUIVALENT
GARAGES LOCATED LESS THAN 3 FEET FROM A DWELLING UNIT ON THE SAME LOT:	NOT LESS THAN 1/2-INCH GYPSUM BOARD OR EQUIVALENT APPLIED TO THE INTERIOR SIDE OF EXTERIOR WALLS THAT ARE WITHIN THIS AREA
4. UNDER STAIR PROTECTION:	ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD PER CRC SECTION R302.7.

- STAIR NOTES**
- STAIR CONSTRUCTION PER CRC SECTION R311.7.
 - STAIRWAYS, STAIR TREADS, NOSINGS, RISERS PER CRC SECTION R311.7.5.
 - HANDRAILS PER CRC SECTION R311.7.8.
 - GUARDS PER CRC SECTION R312 AND TABLE R301.5.
 - FIRE BLOCKING PER CRC SECTION R302.1.1.
 - SUBCONTRACTOR TO FIELD VERIFY ALL CONDITIONS PRIOR TO THE FABRICATIONS OF STAIRS, HANDRAILS AND GUARDRAILS.
 - THESE PLANS AND SECTIONS ARE DRAWN AS A DESIGN TOOL, TO ASSIST THE SUB- CONTRACTOR IN THE PREPARATION OF THEIR SHOP DRAWINGS. SHOP DRAWINGS ARE TO BE APPROVED BY THE OWNER AND LOCAL BUILDING OFFICIAL.

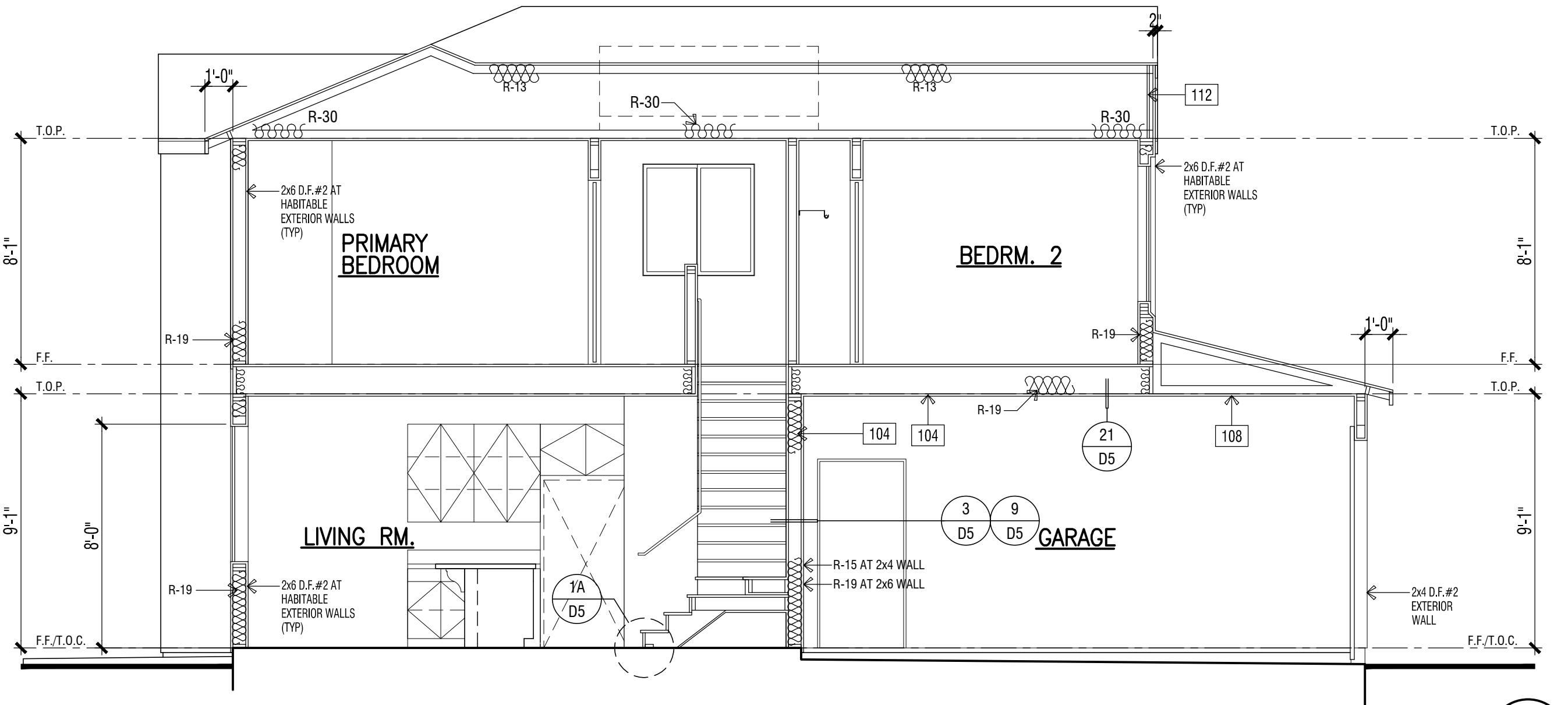
- BLDG DEPT COMMENTS**
- NOTE THAT THE DIFFERENCE BETWEEN THE LARGEST AND SMALLEST RISER SHALL NOT EXCEED 3/8" PER 2022 CRC R311.7.5.1
 - NOTE THAT THE DIFFERENCE BETWEEN THE LARGEST AND SMALLEST RUN SHALL NOT EXCEED 3/8" PER 2022 CRC R311.7.5.2



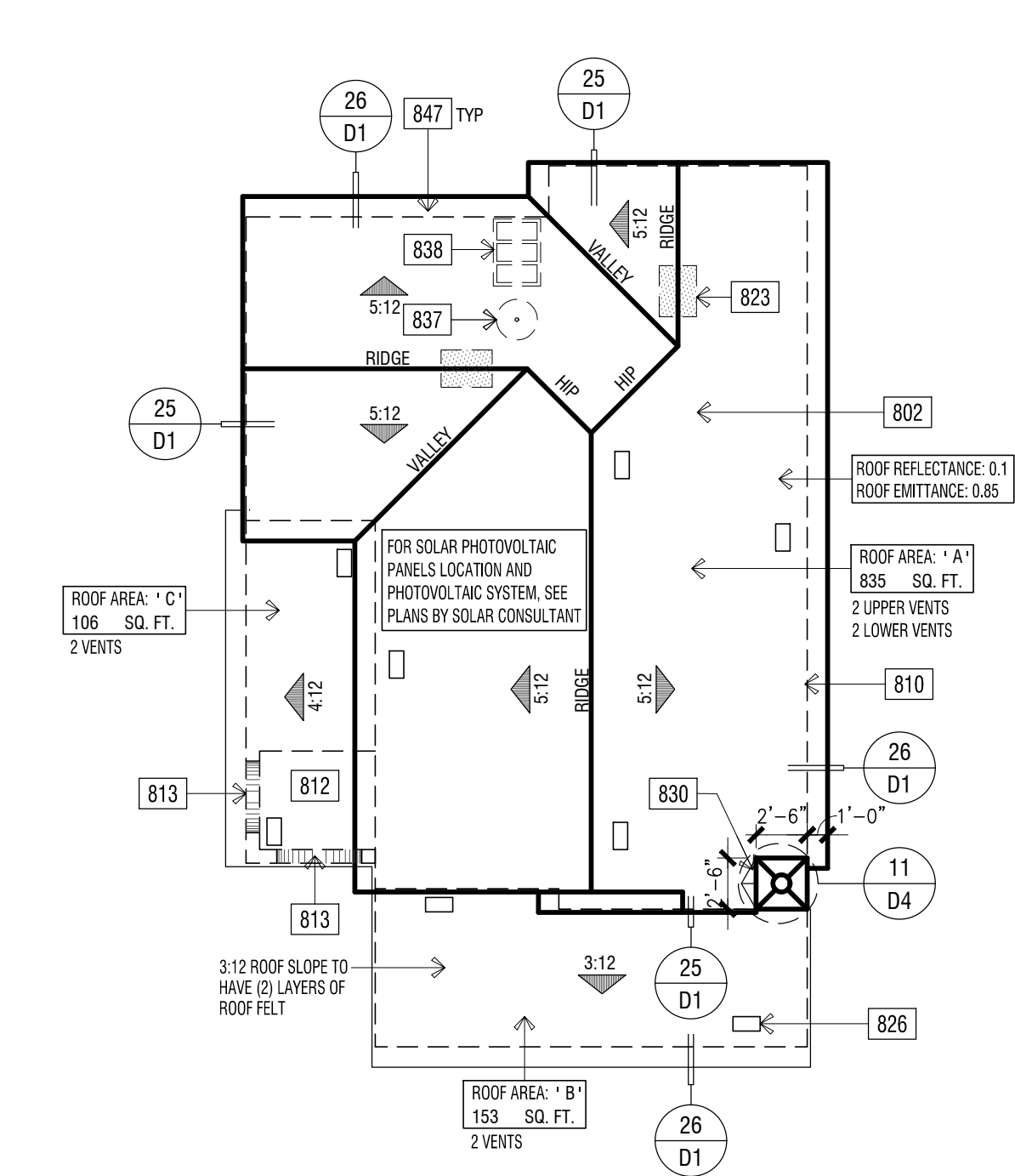
PARTIAL AT DRYER VENT



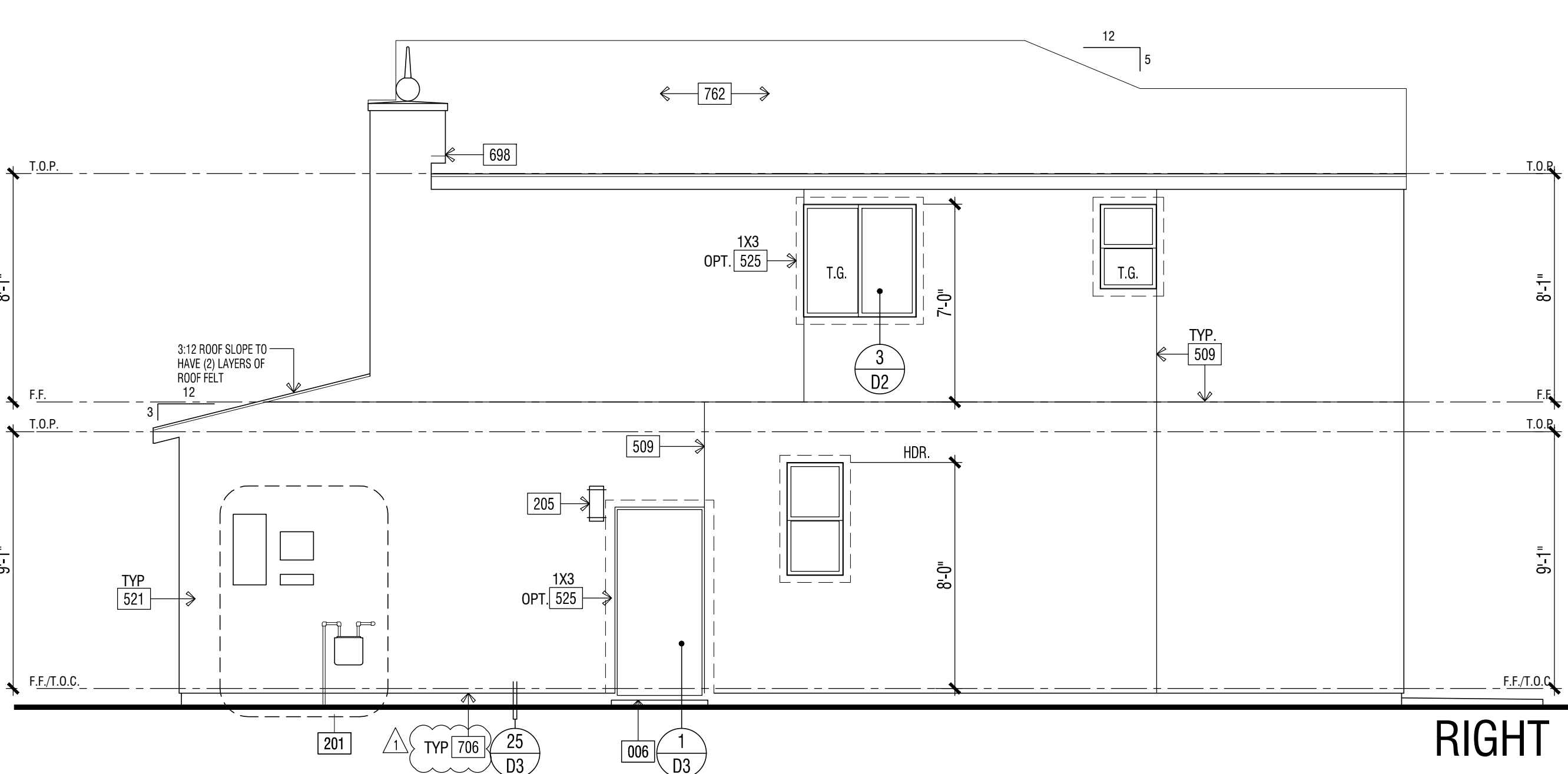
A



B



ATTIC VENTILATION CALCULATIONS				PLAN 1412A			
ROOF ATTIC AREA		A	835	SQ. FT.		CALCULATION FACTOR:	
		120240		SQ. IN.			
MIN. VENTILATION REQUIRED:		TOTAL	390	SQ. IN.		TOTAL PROVIDED:	
						392	
MIN. VENTILATION REQUIRED:		HIGH	195	SQ. IN.		TOTAL HIGH PROVIDED:	
						196	
MIN. VENTILATION REQUIRED:		LOW	195	SQ. IN.		TOTAL LOW PROVIDED:	
						196	
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY		FREE VENT AREA	
CLOAKED VENT - CONC.S-TILE		-	98	SQ. IN. X		2	
						196	
						TOTAL PROVIDED:	
						196	
LOW VENTILATION METHOD		SIZE	FREE AREA	QUANTITY		FREE VENT AREA	
CLOAKED VENT - CONC.S-TILE		-	98	SQ. IN. X		2	
						196	
						TOTAL PROVIDED:	
						196	
ROOF ATTIC AREA		B	153	SQ. FT.		CALCULATION FACTOR:	
						1/150	
MIN. VENTILATION REQUIRED:		TOTAL	147	SQ. IN.		TOTAL PROVIDED:	
						196	
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY		FREE VENT AREA	
CLOAKED VENT - CONC.S-TILE		-	98	SQ. IN. X		2	
						196	
						TOTAL PROVIDED:	
						196	
ROOF ATTIC AREA		C	106	SQ. FT.		CALCULATION FACTOR:	
						1/150	
MIN. VENTILATION REQUIRED:		TOTAL	102	SQ. IN.		TOTAL PROVIDED:	
						196	
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY		FREE VENT AREA	
CLOAKED VENT - CONC.S-TILE		-	98	SQ. IN. X		2	
						196	
						TOTAL PROVIDED:	
						196	



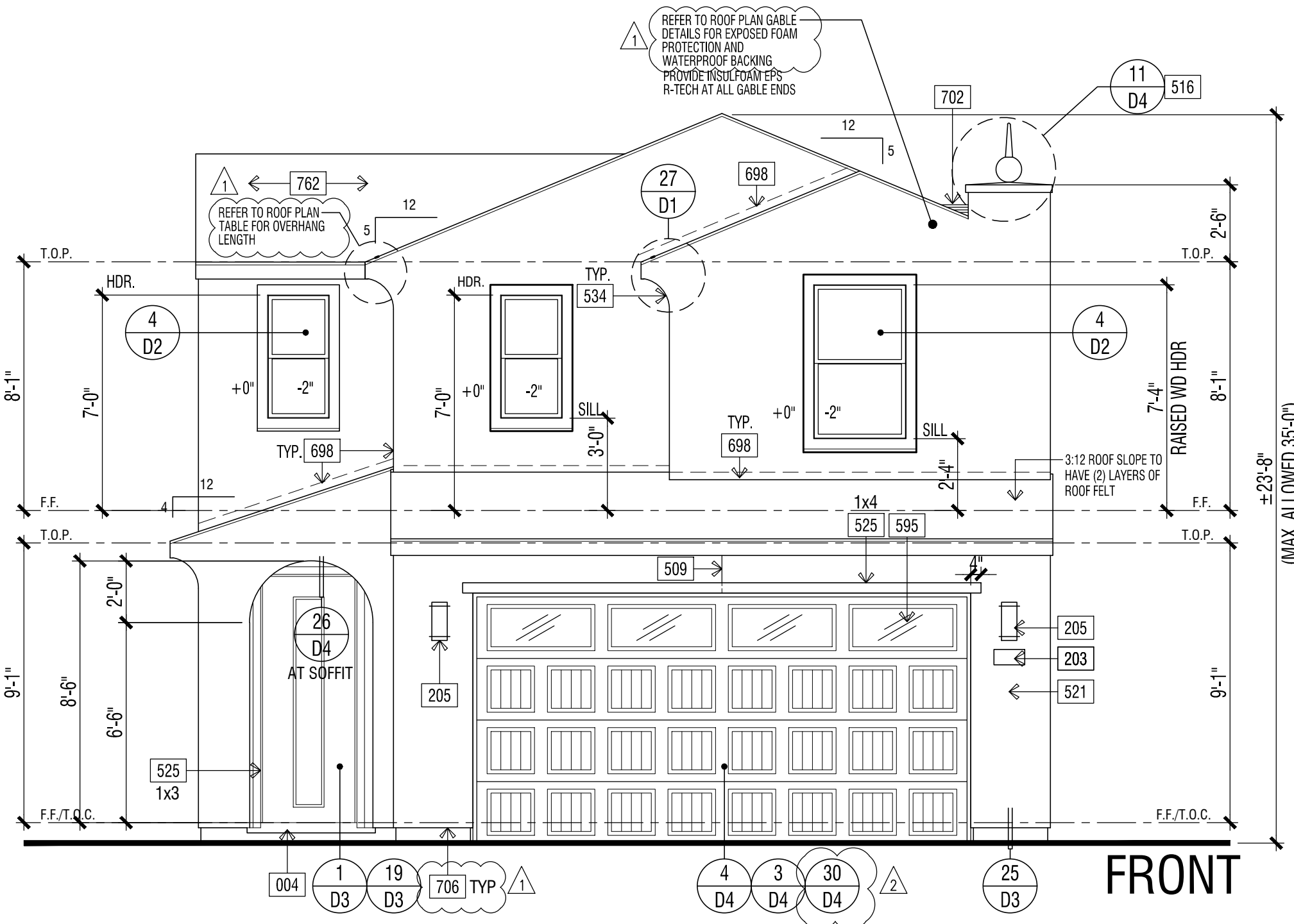
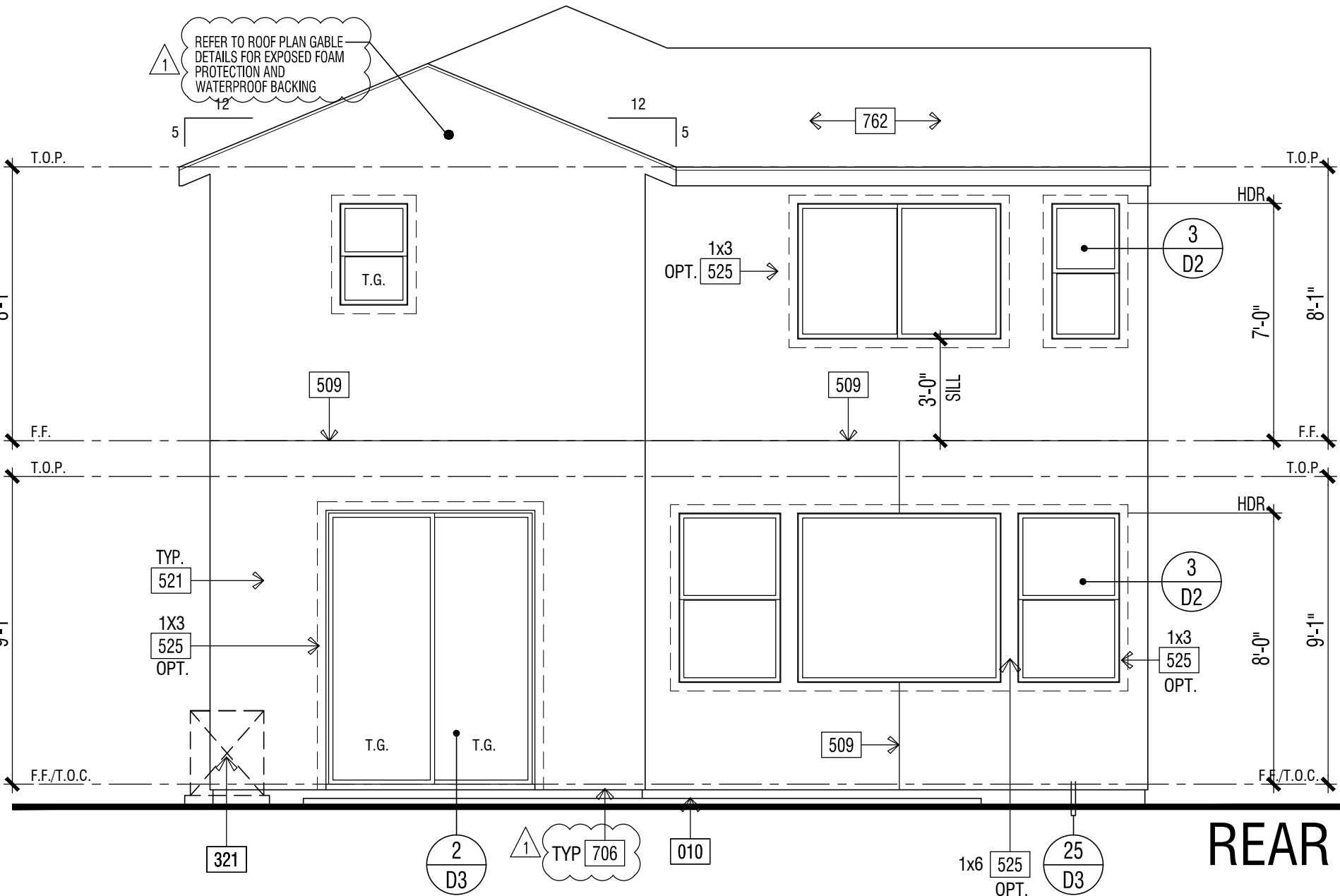
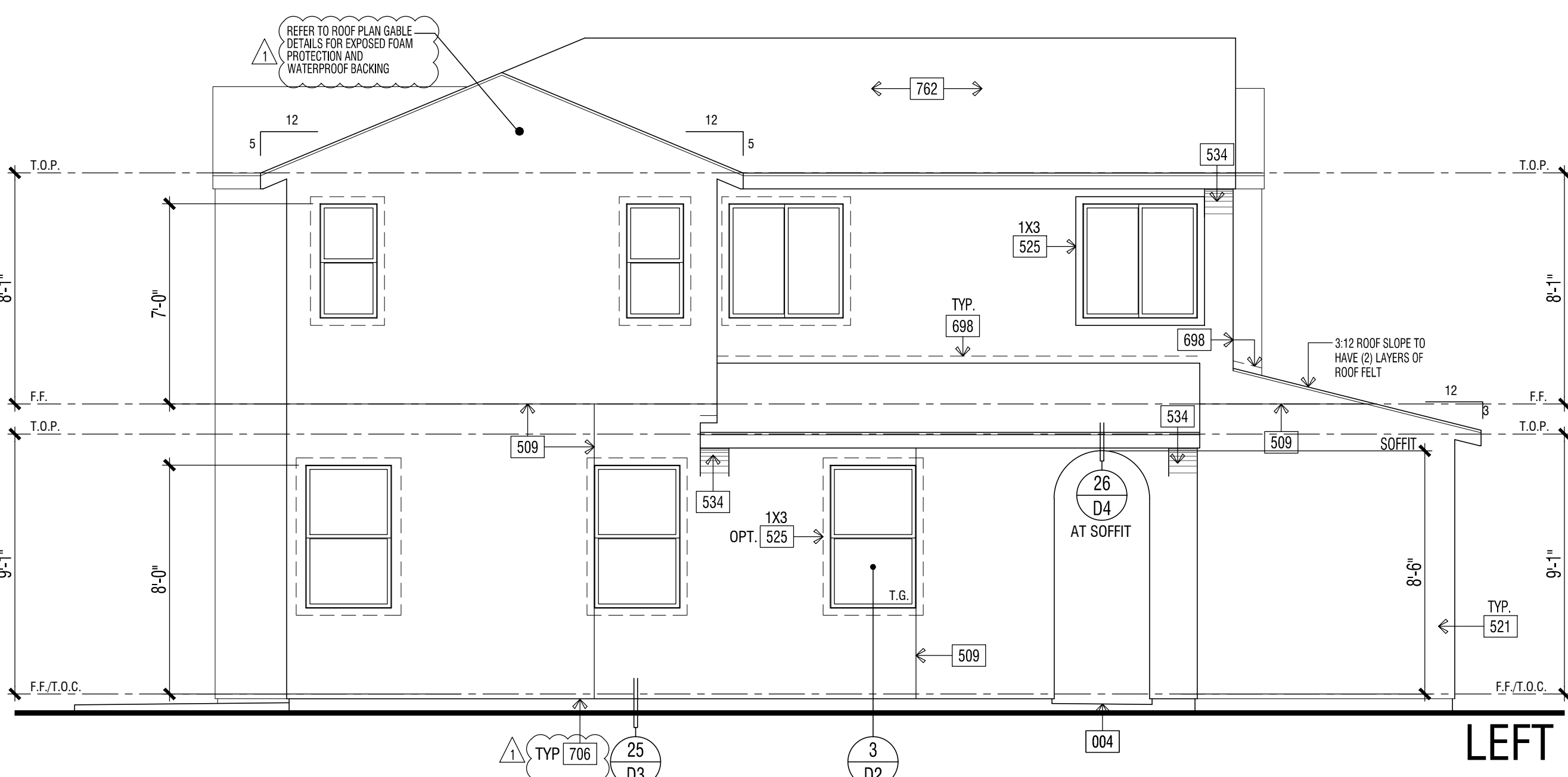
ELEVATION KEY NOTES	
Name	NOTE
004	CONCRETE PORCH SLAB (BY OTHERS) SLOPE 1/4" PER FOOT MINIMUM IN DIRECTION INDICATED
006	CONCRETE STOOP - 38" DEEP AND 2" WIDER THAN THE DOOR OPENING - SLOPE 1/4" PER FOOT MINIMUM TO DRAIN IN DIRECTION INDICATED
010	CONCRETE PATH (BY OTHERS)
201	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION
203	ADDRESS PANEL - 4" MIN. HIGH BUILDING ADDRESS CHARACTERS PLACED IN SUCH A POSITION TO BE PLAINLY VISIBLE FROM THE STREET.
205	ACCENT EXTERIOR WALL LIGHT
321	AIR CONDITIONING CONDENSER LOCATION
509	STUCCO CONTROL JOINT - SEE DETAIL 23/04
516	DECORATIVE FINIAL FOAM ACCENT - SEE DETAIL 11/04 - ICC ESR 1566
521	STUCCO - OMEGA DIAMOND WALL ONE COAT STUCCO (R4) INTERTEK CORR-0467 STUCCO TYPE 1 OR 11 PORTLAND CEMENT OVER SRA7 R' GUARD ESR-1566 BY START R' FOAM, LATH AND PLASTER TO COMPLY WITH CRC SECTION 703.7 REQUIREMENTS
525	STUCCO OVER RIGID FOAM TRIM - FOAM SHAPE PER ELEVATION
534	DECORATIVE SHAPE FOAM EAVE/RAKE ACCENT - SIZE SHAPE PER DETAILS
585	TEMPERED GLASS WINDOWS AT GARAGE DOOR
688	G.I. FLASHING AND COUNTER-FLASHING AT RAKE WALLS AND ROOF TO WALL CONNECTIONS
701	G.I. FLASHING
702	G.I. METAL CRICKET - SLOPE 1/4" PER FOOT MINIMUM
706	CORROSION-RESISTANT OR PLASTIC WEEP SCREED PER CRC CHAPTER 7 SECTION 703.7.2 REQUIREMENTS. REFER TO SCREED DETAILS FOR ADDITIONAL INFORMATION
762	CLASS 'W' ROOFING; 5 PSF - CONCRETE - 5" TILE - BY EAGLE ROOFING APNO UES ER-1900
ANY OPERABLE WINDOW WITH A SILL THAT IS LOCATED LESS THAN 2' ABOVE FINISHED FLOOR AND MORE THAN 7' ABOVE FINISHED GRADE OR OTHER SURFACE BELOW AT THE EXTERIOR, MUST BE PROTECTED BY A GUARD OR, HAVE A FIXED GLASS. THE GUARD MAY NOT HAVE OPENINGS THAT A SPHERE 4" IN DIAMETER CAN PASS THROUGH. 2022 CBC 1405.13.2	
NOTE: WATER-RESISTIVE BARRIER APPLIED OVER WOOD-BASE SHEATHING SHALL HAVE 2 LAYERS OF GRADE 70 PAPER APPLIED SHINGLE FASHION. 2022 CRC 7/03.7.3	
FINISHED GRADE VARIES. SEE CIVIL ENGINEERS PLANS FOR FINAL GRADE AND SITE DRAINAGE.	
NOTE: CONTROL JOINTS TO BE SPACED PER CBC SECTION 1402. ASTM REPORT #C926 AND DETAIL 29/D5. FIRST FLOOR - 10.33x14 = 144 SQ FT SECOND FLOOR - 9x16 = 144 SQ FT LOCATE CONTROL JOINTS AT WINDOW/DOOR/RECESSED OPENINGS' EDGE AS SHOWN ON THE ELEVATIONS	

ROOF PLAN

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

ELEVATION REFERENCE:	A	ELEVATION STYLE:	CONTEMPORARY SPANISH
ROOF MATERIAL	STANDARD ROOF DETAIL 11/04	FASCO - V.N.C.	BARGE - V.N.C.
LOW PROFILE CONCRETE S-TILE	1 D1	2x6	NONE
EAGLE ROOFING APNO UES ER-1900			1'-0"
TIGHT			
ROOF PLAN NOTES			
1. SEE GENERAL NOTES FOR ROOF NOTES.			
2. SPARK ARRESTORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.			
3. ATTIC ACCESS PER CRC SECTION R807.			
4. PROVIDE ATTIC & SOFFIT VENTILATION PER CRC SECTION R806. PER CRC SECTION R806.2, THE MINIMUM NET FREE VENTILATING AREA SHALL BE 1/150 OF THE AREA OF THE VENTED SPACE. EXCEPTION: THE MINIMUM NET FREE VENTILATION AREA SHALL BE 1/300 OF THE VENTED SPACE PROVIDED BOTH OF THE FOLLOWING CONDITIONS ARE MET: - IN CLIMATE ZONES 6, 7 AND 8, A CLASS I OR II VAPOR RETARDER IS INSTALLED ON THE WARM-IN-WINTER SIDE OF THE CEILING - NOT LESS THAN 40 PERCENT AND NOT MORE THAN 50 PERCENT OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC OR RAFTER SPACE. UPPER VENTILATORS SHALL BE LOCATED NO MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OR HIGHEST POINT OF THE SPACE, MEASURED VERTICALLY. THE BALANCE OF THE REQUIRED VENTILATION PROVIDED SHALL BE LOCATED IN THE BOTTOM ONE-THIRD OF THE ATTIC SPACE. WHERE THE LOCATION OF WALL OR ROOF FRAMING MEMBERS CONFLICTS WITH THE INSTALLATION OF UPPER VENTILATORS, INSTALLATION OF MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OF HIGHEST POINT OF THE SPACE SHALL BE PERMITTED.			
5. CLAY AND CONCRETE ROOF TILE SHALL BE INSTALLED ON ROOF SLOPES OF 2 1/2:12 OR GREATER. FOR ROOF SLOPES FROM 2 1/2:12 TO 4:12, DOUBLE UNDERLAYMENT APPLICATION AS REQUIRED IN ACCORDANCE WITH R905.3.3. (R905.3.2 CRC)			
6. WOOD BATTENS ARE REQUIRED ON CONCRETE AND CLAY TILE ROOFS WHERE SLOPES EXCEED 7:12 PER TILE ROOFING INSTITUTE INSTALLATION MANUAL.			
7. WHEN ROOF WITH DIFFERENT PITCHES INTERSECT, THE FRAMER OR TRUSS MANUFACTURER MUST ADD A HEEL TO THE STEEPER PITCH TO ALIGN WITH THE EAVE OF THE LOWER PITCH.			
8. ROOF SHALL HAVE MIN. AGED SOLAR REFLECTANCE OF 0.20, MIN. THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 16 FOR STEEPED-SLOPED ROOFS. FOR LOW-SLOPED ROOFS, ROOF SHALL HAVE A MIN. AGED SOLAR REFLECTANCE OF 0.63 THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 75 OR MORE PER CEN150.2(B)11			
SOLAR PHOTOVOLTAIC SYSTEMS			
1. SOLAR PHOTOVOLTAIC POWER SYSTEMS SHALL BE PROVIDED IN ACCORDANCE WITH CEC, SECTION 150.10(1). INSTALLATION PER CRC SECTION 524.5 THROUGH R324.8 AND THE CALIFORNIA ELECTRICAL CODE, CALIFORNIA FIRE CODE, AND THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.			
2. REFER TO SOLAR CONSULTANT PLANS UNDER SEPARATE SUBMITTAL FOR SOLAR PHOTOVOLTAIC POWER SYSTEM DESIGN, PANEL LOCATIONS AND SIZES, AND ALL OTHER DESIGN REQUIREMENTS.			
NOTE THAT NO MECHANICAL/PLUMBING EXHAUST VENTS, ROOF ATTIC VENTS WILL BE PERMITTED WITHIN THE SOLAR ZONE AREA. WHERE APPLICABLE, CONSIDERATION AND COORDINATION WITH SOLAR PANEL LOCATIONS SHOULD BE TAKEN INTO ACCOUNT WHEN PLACING THE DRYER VENT TERMINATION. REF. CA ENERGY CODE SECTION 110.10 AND CBC SECTION 311.1.2.1			

ROOF PLAN KEY NOTES	
Name	NOTE
802	CLASS 'W' ROOFING; 8 PSF - CONCRETE - 5" TILE - BY EAGLE ROOFING APNO UES ER-1900
810	LINE OF WALL BELOW
812	STUCCO CEILING
813	STUCCO SOFFIT
826	ROOF VENT - OMAGIN 'XL' SERIES' CLOAKED VENT (ICC # NER-9650A)
830	G.I. METAL CRICKET - SLOPE 1/4" PER FOOT MINIMUM
837	PROVIDE 1" CONDUIT FROM THE ELECTRIC PANEL TO LOCATION IN ATTIC FOR PV SOLAR INSTALLATION. PROVIDE ROUTE FOR SOLAR HEAT PUMP WATER HEATER
838	PHOTOVOLTAIC SOLAR ARRAY
839	MIN. 22"x30" OPENING IN CALIFORNIA ROOF FRAMING CONDITIONS FOR ATTIC ACCESS AND CROSS VENTILATION - CONTRACTOR TO VERIFY AIRFLOW TO ALL ATTIC AREAS
847	PROVIDE NON-COMBUSTIBLE FIREBLOCKING (10 FEET ON CENTER) AT CONCEALED SPACE AT EAVES



CONTEMPORARY SPANISH



WILSON HOMES

PLAN 1412
ELEVATIONS at Clovis
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

TRACT NUMBER: 6205
PROJECT TYPE: S.F.D. (XXXX Lots)

DO NOT SCALE PLANS		
REVISIONS		
NO.	DATE	DESCRIPTION
1	11-28-2023	PLAN CHECK CORRECTIONS
2	02-08-2024	PLAN CHECK CORRECTIONS
PLAN 1412A EXTERIOR ELEVATIONS & ROOF PLAN		
PROJECT MANAGER:		CC
DESIGNER:		-
DRAWN BY:		-
REVIEWED BY:		WHA CC
1ST BLDG. DEPT. SUBMITTAL:		06-27-2023
ISSUED FOR CONSTRUCTION:		-
JOB NUMBER:		2023010
CAD FILE NAME:		A1.4
DATE:		02-08-24
SHEET:		A1.4

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

2023010- DELTA 2 2022 CODE UPDATE SET 02-08-2024

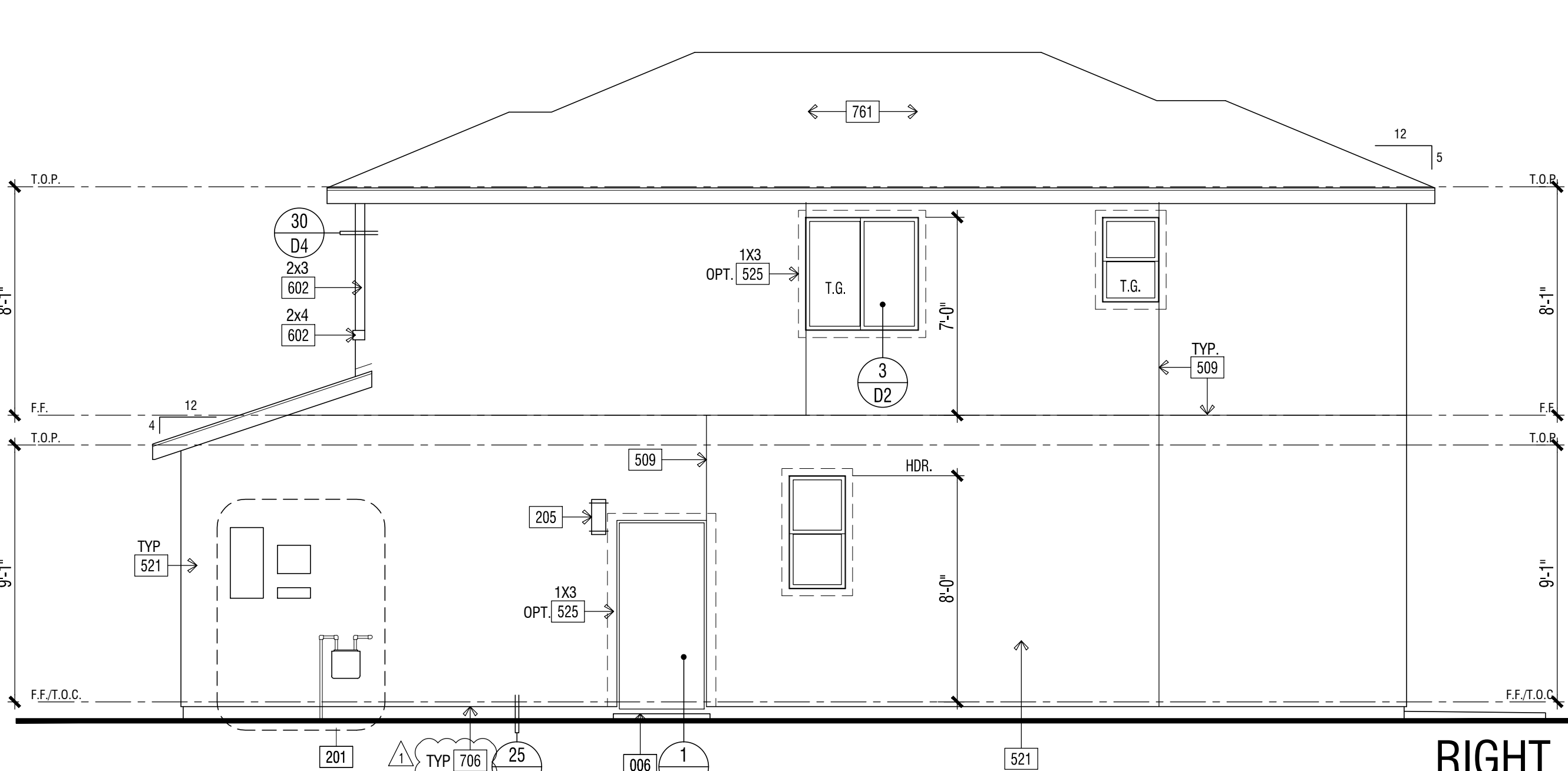
ATTIC VENTILATION CALCULATIONS				PLAN 1412B	
ROOF ATTIC AREA		A	833	SQ. FT.	119952
MIN. VENTILATION REQUIRED:		TOTAL	396	SQ. IN.	
MIN. VENTILATION REQUIRED:		HIGH	198	SQ. IN.	
MIN. VENTILATION REQUIRED:		LOW	198	SQ. IN.	
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY	FREE VENT AREA
CLOAKED VENT - CONC. FLAT TILE		99	SQ. IN.	2	198
TOTAL PROVIDED:					198
LOW VENTILATION METHOD		SIZE	FREE AREA	QUANTITY	FREE VENT AREA
CLOAKED VENT - CONC. FLAT TILE		99	SQ. IN.	2	198
TOTAL PROVIDED:					198
ROOF ATTIC AREA		B	153	SQ. FT.	22032
MIN. VENTILATION REQUIRED:		TOTAL	147	SQ. IN.	
MIN. VENTILATION REQUIRED:		HIGH	73.5	SQ. IN.	
MIN. VENTILATION REQUIRED:		LOW	73.5	SQ. IN.	
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY	FREE VENT AREA
CLOAKED VENT - CONC. FLAT TILE		99	SQ. IN.	2	198
TOTAL PROVIDED:					198
ROOF ATTIC AREA		C	106	SQ. FT.	15264
MIN. VENTILATION REQUIRED:		TOTAL	102	SQ. IN.	
MIN. VENTILATION REQUIRED:		HIGH	51	SQ. IN.	
MIN. VENTILATION REQUIRED:		LOW	51	SQ. IN.	
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY	FREE VENT AREA
CLOAKED VENT - CONC. FLAT TILE		99	SQ. IN.	2	198
TOTAL PROVIDED:					198

ROOF PLAN

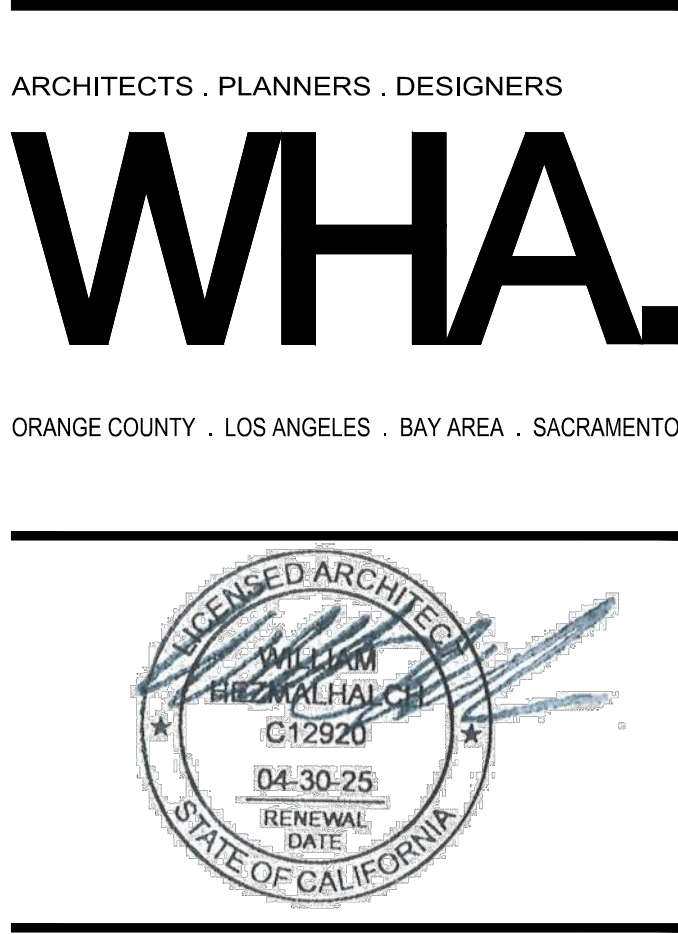
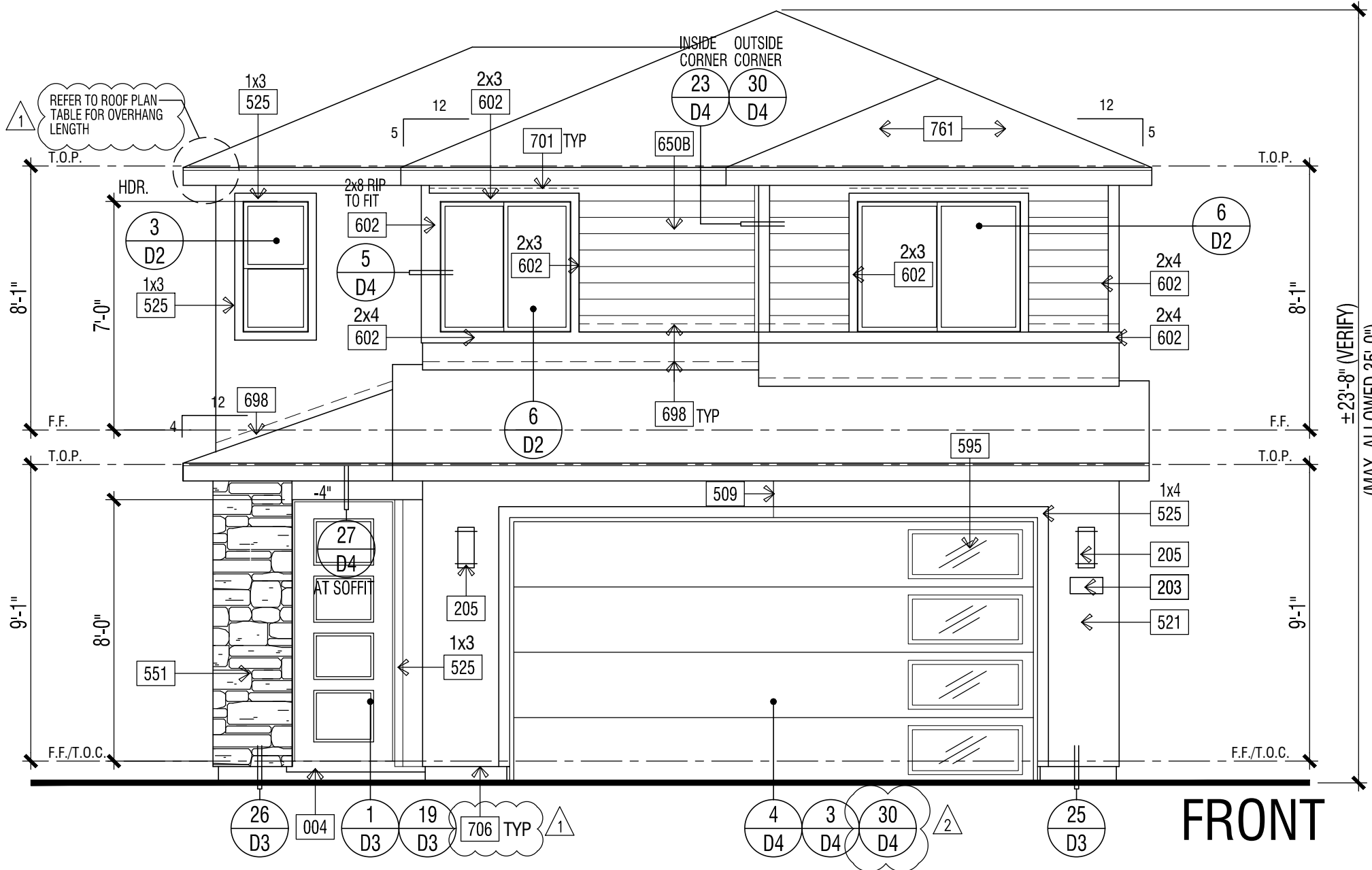
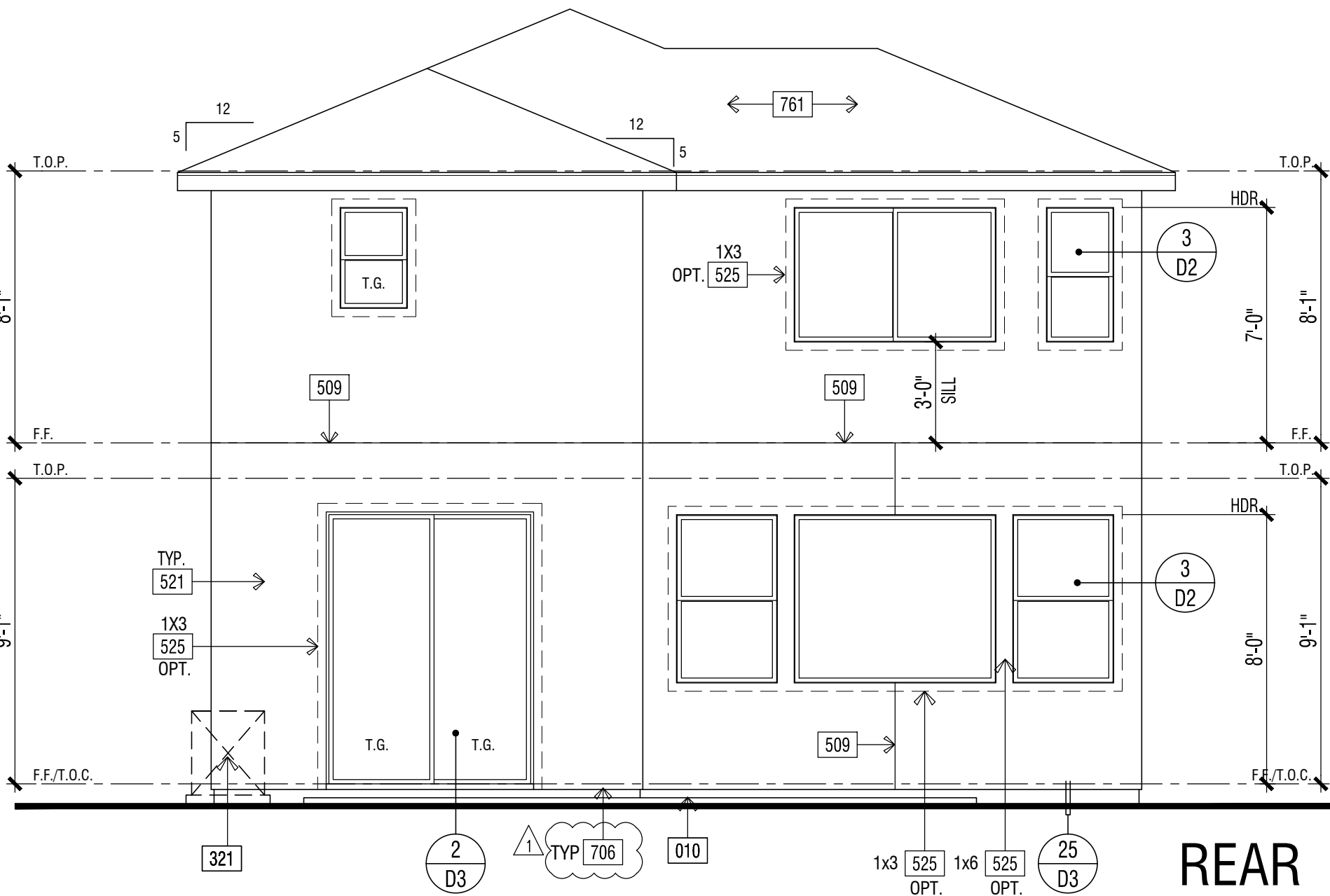
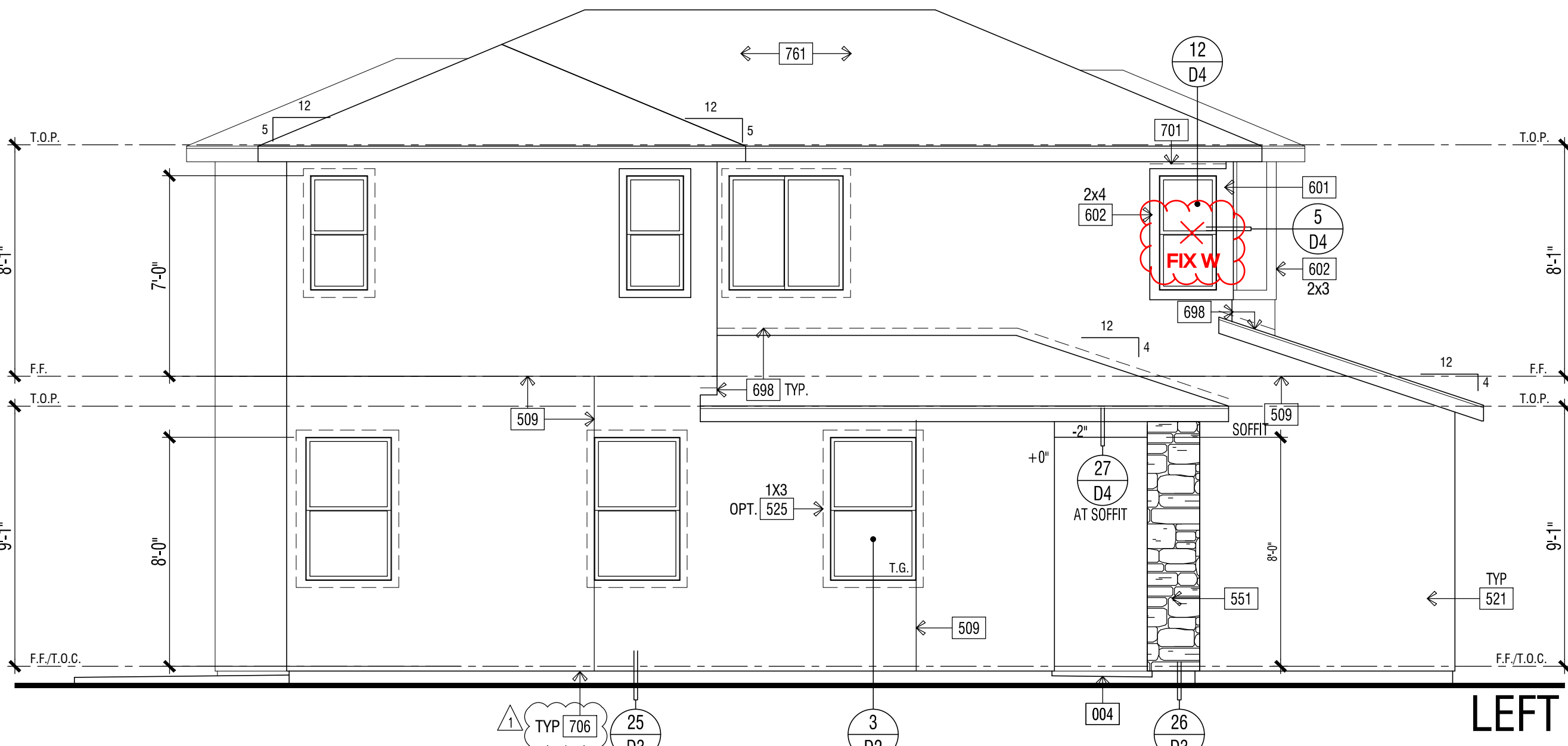
SCALE: 1/8" = 1'-0"

ELEVATION REFERENCE:	B	ELEVATION STYLE:	MODERN
ROOF MATERIAL:	CONCRETE FLAT TILE	STANDARD ROOF DETAIL U.N.O.	1 D1
ROOF PLAN NOTES	1. SEE GENERAL NOTES FOR ROOF NOTES. 2. SPARK ARRESTORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. 3. ATTIC ACCESS PER CRC SECTION R807. 4. PROVIDE ATTIC & SOFFIT VENTILATION PER CRC SECTION R806.2. PER CRC SECTION R806.2, THE MINIMUM NET FREE VENTILATING AREA SHALL BE 1/150 OF THE AREA OF THE VENTED SPACE. EXCEPTION: THE MINIMUM NET FREE VENTILATION AREA SHALL BE 1/300 OF THE VENTED SPACE PROVIDED BOTH OF THE FOLLOWING CONDITIONS ARE MET: - IN CLIMATE ZONES 6, 7 AND 8, A CLASS I OR II VAPOR RETARDER IS INSTALLED ON THE WARM-IN-WINTER SIDE OF THE CEILING. - NOT LESS THAN 40 PERCENT AND NOT MORE THAN 50 PERCENT OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC OR RAFTER SPACE. UPPER VENTILATORS SHALL BE LOCATED NO MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OR HIGHEST POINT OF THE SPACE, MEASURED VERTICALLY. THE BALANCE OF THE REQUIRED VENTILATION PROVIDED SHALL BE LOCATED IN THE BOTTOM ONE-THIRD OF THE ATTIC SPACE. WHERE THE LOCATION OF WALL OR ROOF FRAMING MEMBERS CONFLICTS WITH THE INSTALLATION OF UPPER VENTILATORS, INSTALLATION OF MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OF HIGHEST POINT OF THE SPACE SHALL BE PERMITTED.		
SOLAR PHOTOVOLTAIC SYSTEMS	1. SOLAR PHOTOVOLTAIC POWER SYSTEMS SHALL BE PROVIDED IN ACCORDANCE WITH CEC, SECTION 150.1(b)(1). INSTALLATION PER CRC SECTION 324.3 THROUGH R324.8 AND THE CALIFORNIA ELECTRICAL CODE, CALIFORNIA FIRE CODE, AND THE MANUFACTURER'S INSTALLATION INSTRUCTIONS. 2. REFER TO SOLAR CONSULTANT PLANS UNDER SEPARATE SUBMITTAL FOR SOLAR PHOTOVOLTAIC POWER SYSTEM DESIGN, PANEL LOCATIONS AND SIZES, AND ALL OTHER DESIGN REQUIREMENTS. NOTE THAT NO MECHANICAL PLUMBING EXHAUST VENTS, ROOF ATTIC VENTS WILL BE PERMITTED WITHIN THE SOLAR ZONE AREA, WHERE APPLICABLE. CONSIDERATION AND COORDINATION WITH SOLAR PANEL LOCATIONS SHOULD BE TAKEN INTO ACCOUNT WHEN PLACING THE DRYER VENT TERMINATION. REF. CA ENERGY CODE SECTION 110.10 AND CBC SECTION 3111.2.1		

ROOF PLAN KEY NOTES	
Name	NOTE
801	CLASS 'X' ROOFING, 9 PSF - CONCRETE - FLAT TILE - BY EAGLE ROOFING (APMO UES ER-1900)
810	LINE OF WALL BELOW
812	STUCCO CEILING
813	STUCCO SOFFIT
826	ROOF VENT - OHAGIN 'XL SERIES' CLOAKED VENT (ICC # NER-9650A)
837	PROVIDE 1" CONDUIT FROM THE ELECTRIC PANEL TO LOCATION IN ATTIC FOR PV SOLAR INSTALLATION. PROVIDE ROUTE FOR SOLAR HEAT PUMP WATER HEATER
838	PHOTOVOLTAIC SOLAR ARRAY
839	MIN. 22"x30" OPENING IN CALIFORNIA ROOF FRAMING CONDITIONS FOR ATTIC ACCESS AND CROSS VENTILATION - CONTRACTOR TO VERIFY AIRFLOW TO ALL ATTIC AREAS
847	PROVIDE NON-COMBUSTIBLE FIREBLOCKING (10 FEET ON CENTER) AT CONCEALED SPACE AT EAVES



ELEVATION KEY NOTES	
Name	NOTE
004	CONCRETE PORCH SLAB (BY OTHERS) - SLOPE 1/4" PER FOOT MINIMUM (2% SLOPE) TO DRAIN IN THE DIRECTION INDICATED. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR FURTHER INFORMATION
006	CONCRETE STOOP - 36" DEEP AND 2" WIDER THAN THE DOOR OPENING - SLOPE 1/4" PER FOOT MINIMUM TO DRAIN IN DIRECTION INDICATED
010	CONCRETE PATIO (BY OTHERS)
201	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION
203	ADDRESS PANEL - 6" MIN. HIGH BUILDING ADDRESS CHARACTERS PLACED IN SUCH A POSITION TO BE PLAINLY VISIBLE FROM THE STREET.
205	ACCENT EXTERIOR WALL LIGHT
509	STUCCO CONTROL JOINT - SEE DETAIL 23/04
521	STUCCO - OHAGIN DIAMOND WALL ONE COAT STUCCO (R4) INTERTEK CORR-0467 STUCCO TYPE 1 OR 11 PORTLAND CEMENT OVER SRAT 'R' GUARD ESR-1566 BY 'START R FOAM' LATH AND PLASTER TO COMPLY WITH CRC SECTION 703.7 REQUIREMENTS
525	STUCCO OVER RIGID FOAM THIR - FROM SHAPE PER ELEVATION
551	MANUFACTURED ADHERED STUCCO STONE VENEER - INSTALL PER MANUFACTURER'S INSTRUCTIONS. BY EL DORADO STONE/ICC-ES ESR-3568. ADHERED MASONRY VENEER REQUIREMENTS PER CRC SECTION R703.12
595	TEMPERED GLASS WINDOWS AT GARAGE DOOR
601	WOOD TRIM(S) - SIZE PER DETAIL
602	WOOD TRIM(S) - SIZE PER ELEVATION
6508	FIBER CEMENT LAP SIDING - 5/16" THICK 'HARDPLANK' (OR EQUIVALENT). FINISH: SELECT CEDAR/MILL. EXPOSURE: 6" (INSTALLATION PER MANUFACTURER'S INSTRUCTIONS) ICC-ES NER-405
698	G.I. FLASHING AND COUNTER-FLASHING AT RAKE WALLS AND ROOF TO WALL CONNECTIONS
701	G.I. FLASHING
706	CORROSION-RESISTANT OR PLASTIC WEEP SCREEN PER CRC CHAPTER 7 SECTION R703.7.2.1 REQUIREMENTS. REFER TO SCREED DETAILS FOR ADDITIONAL INFORMATION
761	CLASS 'A' ROOFING, 9 PSF - CONCRETE - FLAT TILE - BY EAGLE ROOFING (APMO UES ER-1900)
ANY OPERABLE WINDOW WITH A SILL THAT IS LOCATED LESS THAN 24" ABOVE FINISHED FLOOR AND MORE THAN 72" ABOVE FINISHED GRADE OR OTHER SURFACE BELOW AT THE EXTERIOR, MUST BE PROTECTED BY A GUARD OR, HAVE A FIXED GLASS. THE GUARD MAY NOT HAVE OPENINGS THAT A SPHERE 4" IN DIAMETER CAN PASS THROUGH. 2022 CBC 1405.13.2	
NOTE: WATER-RESISTIVE BARRIER APPLIED OVER WOOD-BASE SHEATHING SHALL HAVE 2 LAYERS OF GRADE 15' PAPER APPLIED SHINGLE FASHION. 2022 CRC R703.7.3	
FINISHED GRADE VARIES. SEE CIVIL ENGINEER'S PLANS FOR FINAL GRADE AND SITE DRAINAGE.	
NOTE: CONTROL JOINTS TO BE SPACED PER CBC SECTION 1402. ASTM REPORT #C926 AND DETAIL 29/D5. FIRST FLOOR - 10.33x14 = 144 SQ FT SECOND FLOOR - 9x10 = 90 SQ FT LOCATE CONTROL JOINTS AT WINDOW/DOOR/RECESSED OPENINGS' EDGE AS SHOWN ON THE ELEVATIONS	



WILSON HOMES

TRACT NUMBER: 6205
PROJECT TYPE: S.F.D. (XXXX Lots)

PLAN 1412
ELEVATIONS at Clovis
CLOVIS, CALIFORNIA
WILSON HOMES
FRESNO, CALIFORNIA

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DO	NOT	SCALE PLANS
REVISIONS		
NO.	DATE	DESCRIPTION
1	11-28-2023	PLAN CHECK CORRECTIONS
2	02-08-2024	PLAN CHECK CORRECTIONS

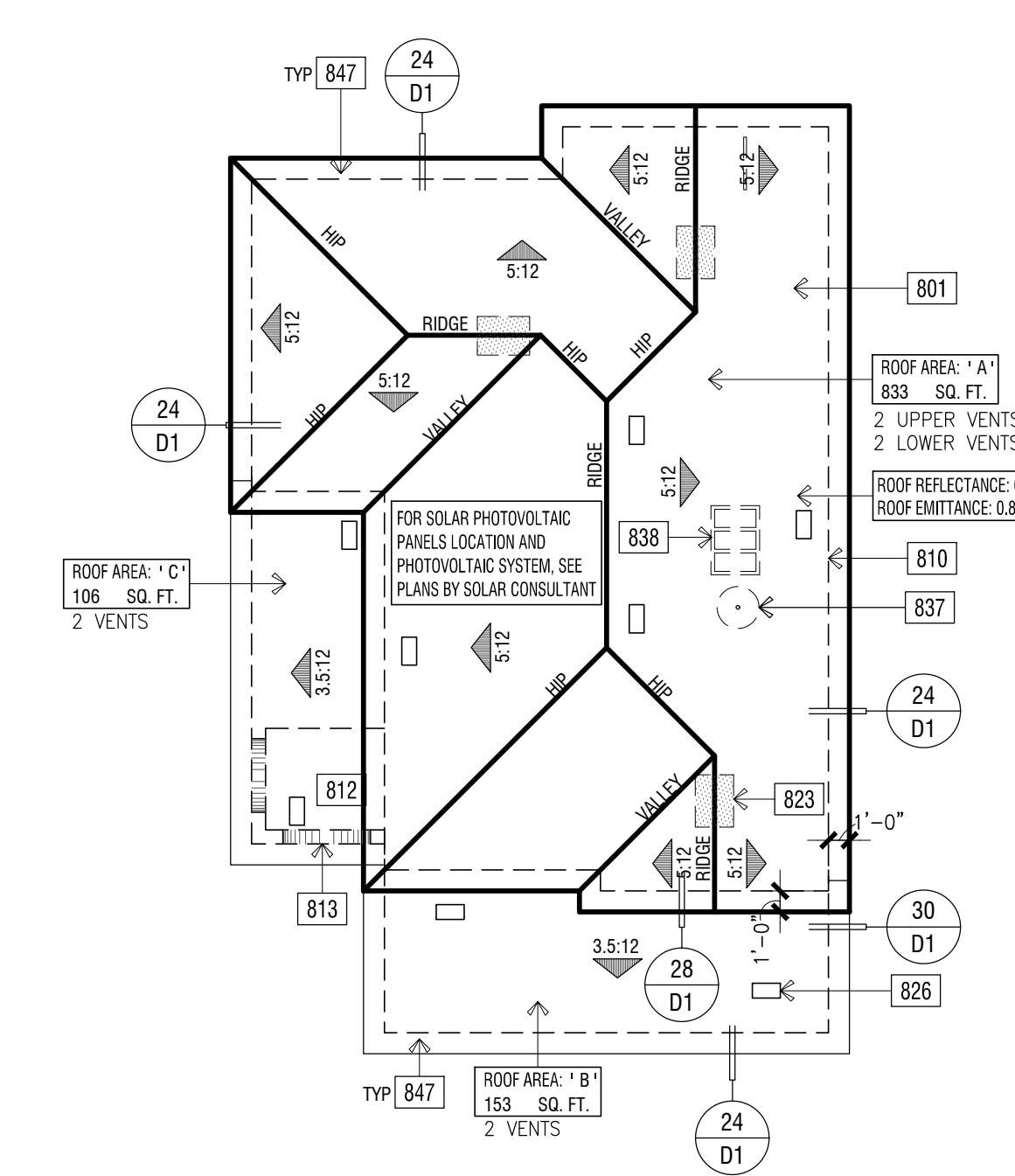
PLAN 1412B EXTERIOR
ELEVATIONS & ROOF
PLAN

PROJECT MANAGER:	CC
DESIGNER:	-
DRAWN BY:	-
REVIEWED BY:	WHA CC
1ST BLDG. DEPT. SUBMITTAL:	06-27-2023
ISSUED FOR CONSTRUCTION:	-
JOB NUMBER:	2023010
CAD FILE NAME:	A1.6

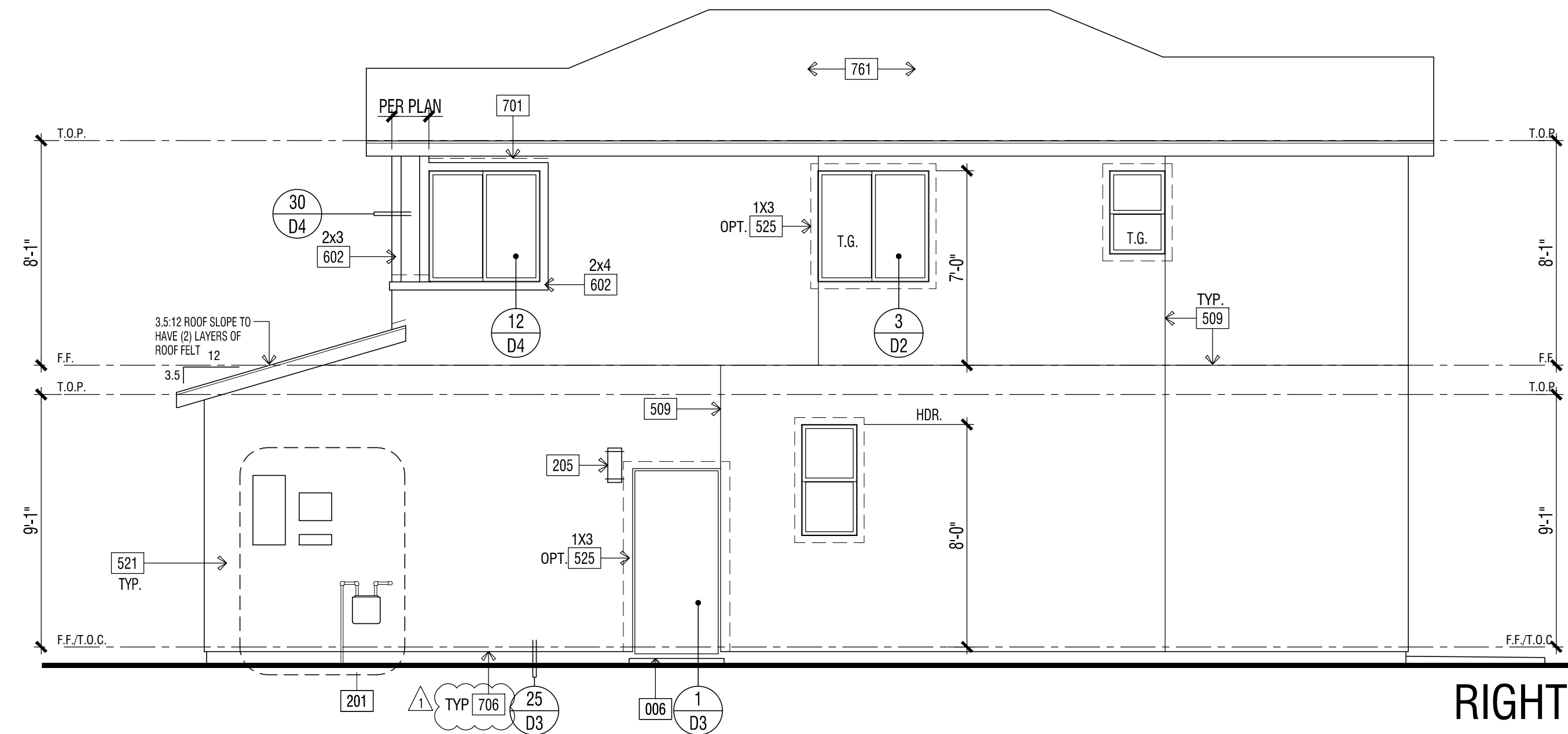
DATE: 02-08-24
SHEET: A1.6

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

2023010- DELTA 2 2022 CODE UPDATE SET 02-08-2024



ATTIC VENTILATION CALCULATIONS						PLAN 1412C	
ROOF ATTIC AREA		A	833	SQ. FT.		CALCULATION FACTOR:	
		119952		SQ. IN.		1/300	
MIN. VENTILATION REQUIRED:		TOTAL 396		SQ. IN.		TOTAL PROVIDED: 396	
MIN. VENTILATION REQUIRED:		HIGH 198		SQ. IN.		TOTAL HIGH PROVIDED: 198	
MIN. VENTILATION REQUIRED:		LOW 198		SQ. IN.		TOTAL LOW PROVIDED: 198	
HIGH VENTILATION METHOD		SIZE		FREE AREA		QUANTITY	
CLOAKED VENT - CONC. FLAT TILE		59		SQ. IN. X		2	
						TOTAL PROVIDED: 198	
LOW VENTILATION METHOD		SIZE		FREE AREA		QUANTITY	
CLOAKED VENT - CONC. FLAT TILE		59		SQ. IN. X		2	
						TOTAL PROVIDED: 198	
ROOF ATTIC AREA		B	153	SQ. FT.		CALCULATION FACTOR:	
		22032		SQ. IN.		1/150	
MIN. VENTILATION REQUIRED:		TOTAL 147		SQ. IN.		TOTAL PROVIDED: 198	
HIGH VENTILATION METHOD		SIZE		FREE AREA		QUANTITY	
CLOAKED VENT - CONC. FLAT TILE		59		SQ. IN. X		2	
						TOTAL PROVIDED: 198	
ROOF ATTIC AREA		C	106	SQ. FT.		CALCULATION FACTOR:	
		15264		SQ. IN.		1/150	
MIN. VENTILATION REQUIRED:		TOTAL 102		SQ. IN.		TOTAL PROVIDED: 198	
HIGH VENTILATION METHOD		SIZE		FREE AREA		QUANTITY	
CLOAKED VENT - CONC. FLAT TILE		59		SQ. IN. X		2	
						TOTAL PROVIDED: 198	



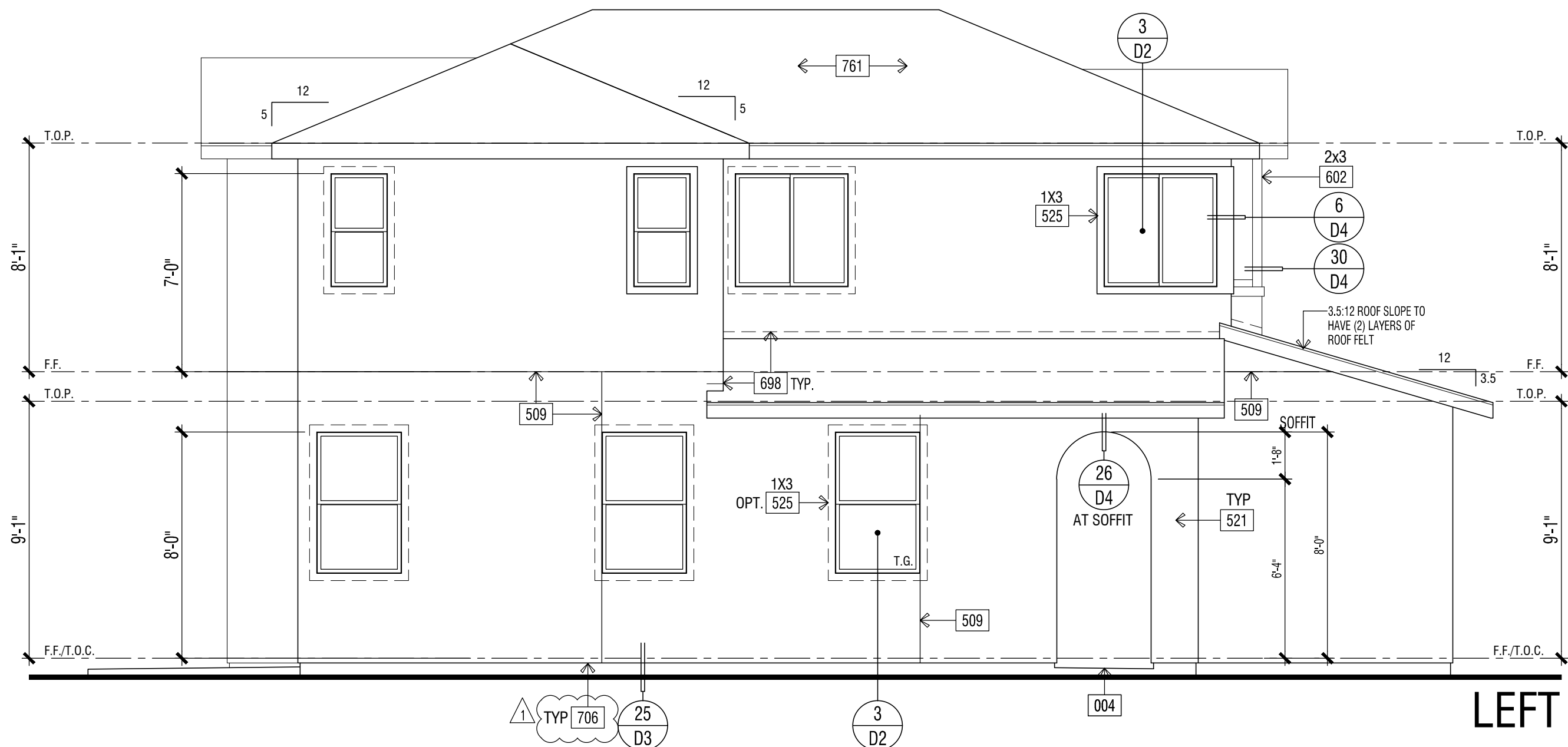
RIGHT

ROOF PLAN

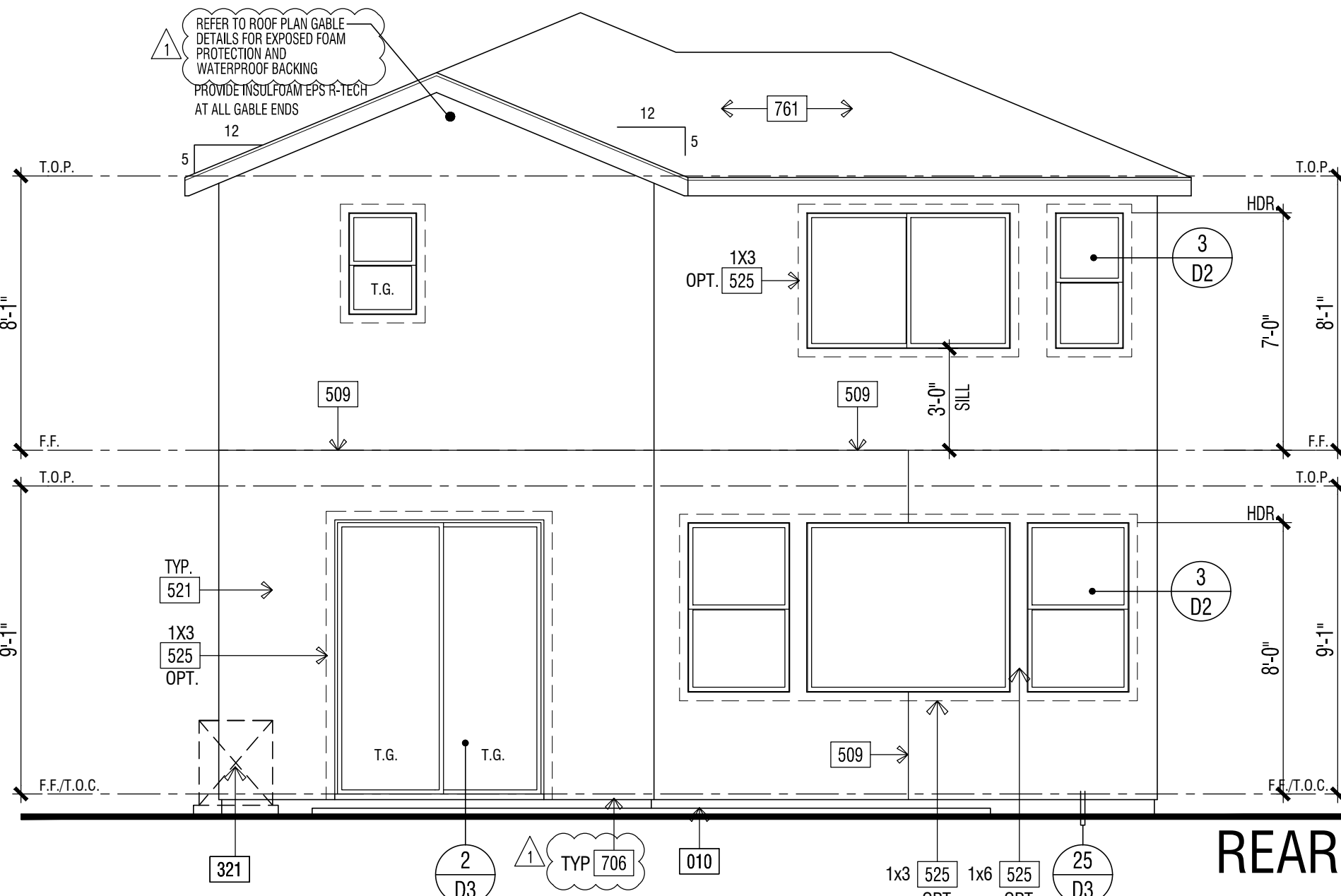
SCALE: 1/8" = 1'-0"

ELEVATION REFERENCE: C		ELEVATION STYLE: PROGRESSIVE NAPA				
ROOF MATERIAL	STANDARD ROOF DETAIL U.N.O.	FASCIA U.N.O.	BARGE U.N.O.	OVERHANG DIM. U.N.O.	EAVE	RAKE
CONCRETE FLAT TILE	1 D1.1	2x6	2x6	1'-0"	1'-0"	
ROOF PLAN NOTES						
1. SEE GENERAL NOTES FOR ROOF NOTES.						
2. SPARK ARRESTORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.						
3. ATTIC ACCESS PER CRC SECTION R807.						
4. PROVIDE ATTIC & SOFFIT VENTILATION PER CRC SECTION R806. PER CRC SECTION R806.2, THE MINIMUM NET FREE VENTILATING AREA SHALL BE 1/150 OF THE AREA OF THE VENTED SPACE. EXCEPTION: THE MINIMUM NET FREE VENTILATION AREA SHALL BE 1/300 OF THE VENTED SPACE PROVIDED BOTH OF THE FOLLOWING CONDITIONS ARE MET:						
• IN CLIMATE ZONES 6, 7 AND 8, A CLASS I OR II VAPOR RETARDER IS INSTALLED ON THE WARM-IN-WINTER SIDE OF THE CEILING						
• NOT LESS THAN 40 PERCENT AND NOT MORE THAN 50 PERCENT OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC OR RAFTER SPACE. UPPER VENTILATORS SHALL BE LOCATED NO MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OR HIGHEST POINT OF THE SPACE, MEASURED VERTICALLY. THE BALANCE OF THE REQUIRED VENTILATION PROVIDED SHALL BE LOCATED IN THE BOTTOM ONE-THIRD OF THE ATTIC SPACE, WHERE THE LOCATION OF WALL OR ROOF FRAMING MEMBERS CONFLICTS WITH THE INSTALLATION OF UPPER VENTILATORS. INSTALLATION OF MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OF HIGHEST POINT OF THE SPACE SHALL BE PERMITTED.						
4. CLAY AND CONCRETE ROOF TILE SHALL BE INSTALLED ON ROOF SLOPES OF 2 1/2:12 OR GREATER. FOR ROOF SLOPES FROM 2 1/2:12 TO 4:12, DOUBLE UNDERLAYMENT APPLICATION AS REQUIRED IN ACCORDANCE WITH R905.3.3. (R905.3.2 CRC)						
5. WOOD BATTENS ARE REQUIRED ON CONCRETE AND CLAY TILE ROOFS WHERE SLOPES EXCEED 7:12 PER TILE ROOFING INSTITUTE INSTALLATION MANUAL.						
6. WHEN ROOF WITH DIFFERENT PITCHES INTERSECT, THE FRAMER OR TRUSS MANUFACTURER MUST ADD A HEEL TO THE STEEPER PITCH TO ALIGN WITH THE EAVE OF THE LOWER PITCH.						
7. ROOF SHALL HAVE MIN. AGED SOLAR REFLECTANCE OF 0.20, MIN. THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 16 FOR STEEPED-SLOPED ROOFS. FOR LOW-SLOPED ROOFS, ROOF SHALL HAVE A MIN. AGED SOLAR REFLECTANCE OF 0.63 THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 75 OR MORE PER CIRC150.2(B)(1)						
SOLAR PHOTOVOLTAIC SYSTEMS						
1. SOLAR PHOTOVOLTAIC POWER SYSTEMS SHALL BE PROVIDED IN ACCORDANCE WITH CIRC SECTION 150.110(1). INSTALLATION PER CRC SECTION 324.3 THROUGH 324.8 AND THE CALIFORNIA ELECTRICAL CODE, CALIFORNIA FIRE CODE, AND THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.						
2. REFER TO SOLAR CONSULTANT PLANS UNDER SEPARATE SUBMITTAL FOR SOLAR PHOTOVOLTAIC POWER SYSTEM DESIGN, PANEL LOCATIONS AND SIZES, AND ALL OTHER DESIGN REQUIREMENTS.						
NOTE THAT NO MECHANICAL PLUMBING EXHAUST VENTS, ROOF ATTIC VENTS WILL BE PERMITTED WITHIN THE SOLAR ZONE AREA. WHERE APPLICABLE, CONSIDERATION AND COORDINATION WITH SOLAR PANEL LOCATIONS SHOULD BE TAKEN INTO ACCOUNT WHEN PLACING THE DRYER VENT TERMINATION. REF. CA ENERGY CODE SECTION 110.10 AND CBC SECTION 3111.2.1						

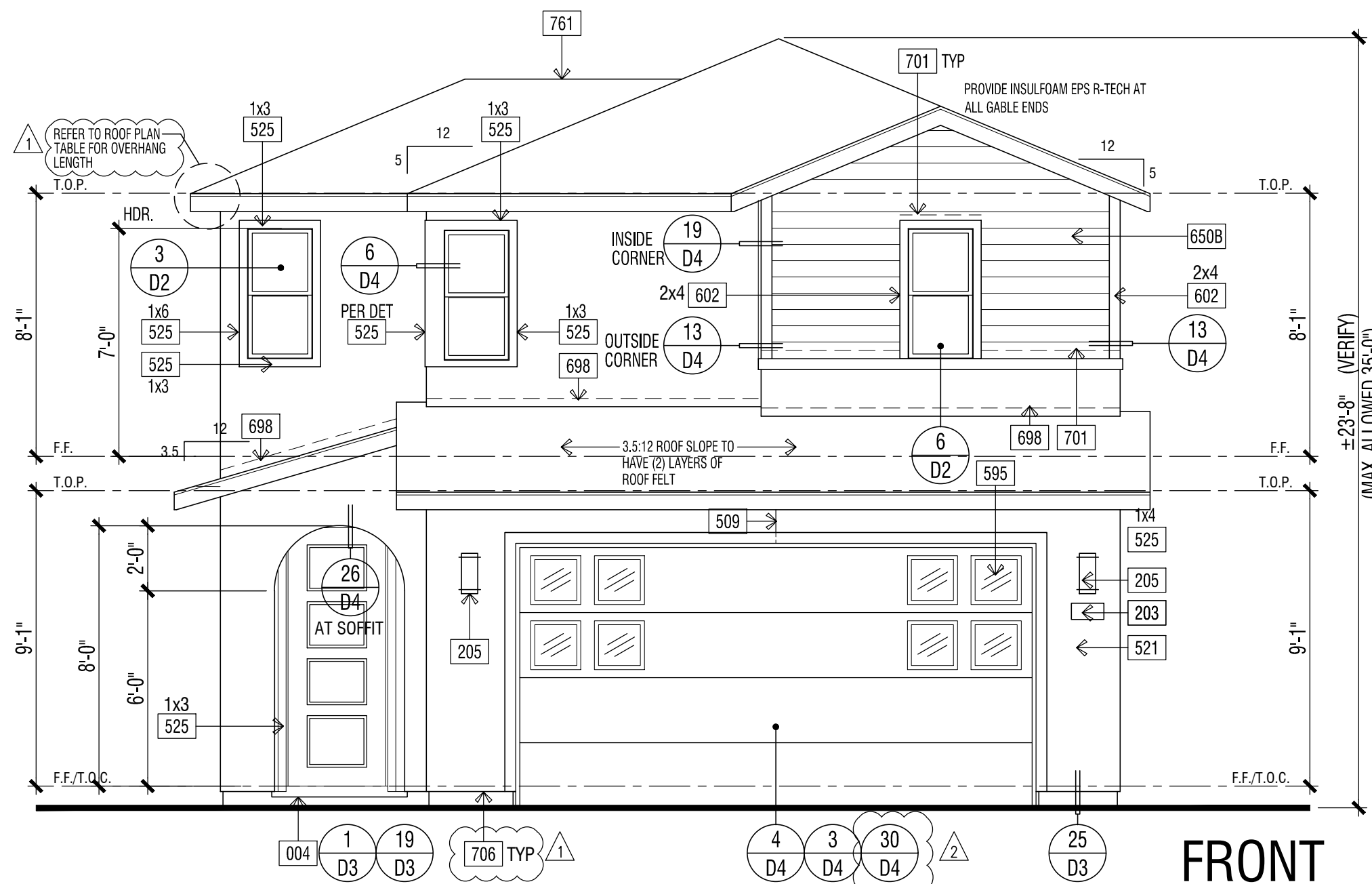
Name	NOTE
801	CLASS 'X' ROOFING, 8 PSF - CONCRETE - FLAT TILE - BY EAGLE ROOFING (APMO UES ER-1900) / 2
810	LINE OF WALL BELOW
812	STUCCO CEILING
813	STUCCO SOFFIT
826	ROOF VENT - CHAGIN 'XL' SERIES' CLOAKED VENT (CC # NER-9550A)
837	PROVIDE 1" CONDUIT FROM THE ELECTRIC PANEL TO WER IN ATTIC FOR PV SOLAR INSTALLATION. PROVIDE ROUTE FOR SOLAR HEAT PUMP WATER HEATER
838	PHOTOVOLTAIC SOLAR ARRAY
839	MIN. 22"x30" OPENING IN CALIFORNIA ROOF FRAMING CONDITIONS FOR ATTIC ACCESS AND CROSS VENTILATION - CONTRACTOR TO VERIFY AIRFLOW TO ALL ATTIC AREAS
847	PROVIDE NON-COMBUSTIBLE FIREBLOCKING (10 FEET ON CENTER) AT CONCEALED SPACE AT EAVES



LEFT



REAR



FRONT

ELEVATION KEY NOTES	
Name	NOTE
004	CONCRETE PORCH SLAB (BY OTHERS) - SLOPE 1/4" PER FOOT MINIMUM (2% SLOPE) TO DRAIN IN THE DIRECTION INDICATED. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR FURTHER INFORMATION
006	CONCRETE STOOP - 36" DEEP AND 2" WIDER THAN THE DOOR OPENING - SLOPE 1/4" PER FOOT MINIMUM TO DRAIN IN DIRECTION INDICATED
010	CONCRETE PATIO (BY OTHERS)
201	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION
203	ADDRESS PANEL - 6" MIN. HIGH BUILDING ADDRESS CHARACTERS PLACED IN SUCH A POSITION TO BE PLAINLY VISIBLE FROM THE STREET.
205	ACCENT EXTERIOR WALL LIGHT
321	AIR CONDITIONING CONDENSER LOCATION
509	STUCCO CONTROL JOINT - SEE DETAIL 23/04
513	STUCCO NICHE - SIZE PER ELEVATION - SLOPE SILL 1/2" PER FT. MINIMUM
521	STUCCO - OMEGA DIAMOND WALL ONE COAT STUCCO (R4) INTERTEK CCR-0467 STUCCO TYPE 1 OR 11 PORTLAND CEMENT OVER SRAT 9' GUARD ESR-1566 BY 'START R FOAM' LATH AND PLASTER TO COMPLY WITH CRC SECTION 703.7 REQUIREMENTS
525	STUCCO OVER RIGID FOAM TRIM - FOAM SHAPE PER ELEVATION
595	TEMPERED GLASS WINDOW/DOOR AT GARAGE DOOR
602	WOOD TRIM(S) - SIZE PER ELEVATION
6508	FIBER CEMENT LAP SIDING - 5/16" THICK HARDPLANK (OR EQUIVALENT) FINISH SELECT CEDAR/MILL EXPOSURE 6" (INSTALLATION PER MANUFACTURER'S INSTRUCTIONS) ICC-ES NER-405
698	G.I. FLASHING AND COUNTER-FLASHING AT RAKE WALLS AND ROOF TO WALL CONNECTIONS
701	G.I. FLASHING
706	CORROSION-RESISTANT OR PLASTIC WEEP SCREED PER CRC CHAPTER 7 SECTION R703.7.2 REQUIREMENTS. REFER TO SCREED DETAILS FOR ADDITIONAL INFORMATION
781	CLASS 'X' ROOFING, 8 PSF - CONCRETE - FLAT TILE - BY EAGLE ROOFING (APMO UES ER-1900)
ANY OPERABLE WINDOW WITH A SILL THAT IS LOCATED LESS THAN 24" ABOVE FINISHED FLOOR AND MORE THAN 72" ABOVE FINISHED GRADE OR OTHER SURFACE BELOW AT THE EXTERIOR, MUST BE PROTECTED BY A GUARD OR, HAVE A FIXED GLASS. THE GUARD MAY NOT HAVE OPENINGS THAT A SPHERE 4" IN DIAMETER CAN PASS THROUGH. 2022 CBC 1405.13.2	
NOTE: WATER-RESISTIVE BARRIER APPLIED OVER WOOD-BASE SHEATHING SHALL HAVE 2 LAYERS OF GRADE 'D' PAPER APPLIED SHINGLE FASHION. 2022 CRC R703.7.3	
FINISHED GRADE VARIES. SEE CIVIL ENGINEERS PLANS FOR FINAL GRADE AND SITE DRAINAGE.	
NOTE: CONTROL JOINTS TO BE SPACED PER CBC SECTION 1402. ASTM REPORT #C926 AND DETAIL 29/D5. FIRST FLOOR - 10.33x14 = 144 SQ FT SECOND FLOOR - 9x16 = 144 SQ FT LOCATE CONTROL JOINTS AT WINDOW/DOOR/RECESSED OPENINGS' EDGE AS SHOWN ON THE ELEVATIONS	

ARCHITECTS . PLANNERS . DESIGNERS

WHA

ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO



WILSON HOMES

TRACT NUMBER: 6205
PROJECT TYPE: S.F.D. (XXXX Lots)

PLAN 1412 ELEVATIONS at Clovis CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

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DO NOT SCALE PLANS

REVISIONS		
NO.	DATE	DESCRIPTION
1	11-28-2023	PLAN CHECK CORRECTIONS
2	02-08-2024	PLAN CHECK CORRECTIONS

PLAN 1412C EXTERIOR ELEVATIONS & ROOF PLAN

PROJECT MANAGER:	CC
DESIGNER:	-
DRAWN BY:	-
REVIEWED BY:	WHA CC
1ST BLDG. DEPT. SUBMITTAL:	06-27-2023
ISSUED FOR CONSTRUCTION:	-
JOB NUMBER:	2023010
CAD FILE NAME:	A1.8

DATE: 02-08-24
SHEET: A1.8

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

2023010- DELTA 2 2022 CODE UPDATE SET 02-08-2024

BUILDING INSULATION

GYPSUM BOARD

STAIR NOTES

BLDG DEPT COMMENTS

A decorative horizontal line with a series of small, repeating wavy or scalloped patterns.

TRACT NUMBER: 6205
PROJECT TYPE: S.F.D. (XX'xXX' Lots)

WILSON HOMES
FRESNO, CALIFORNIA

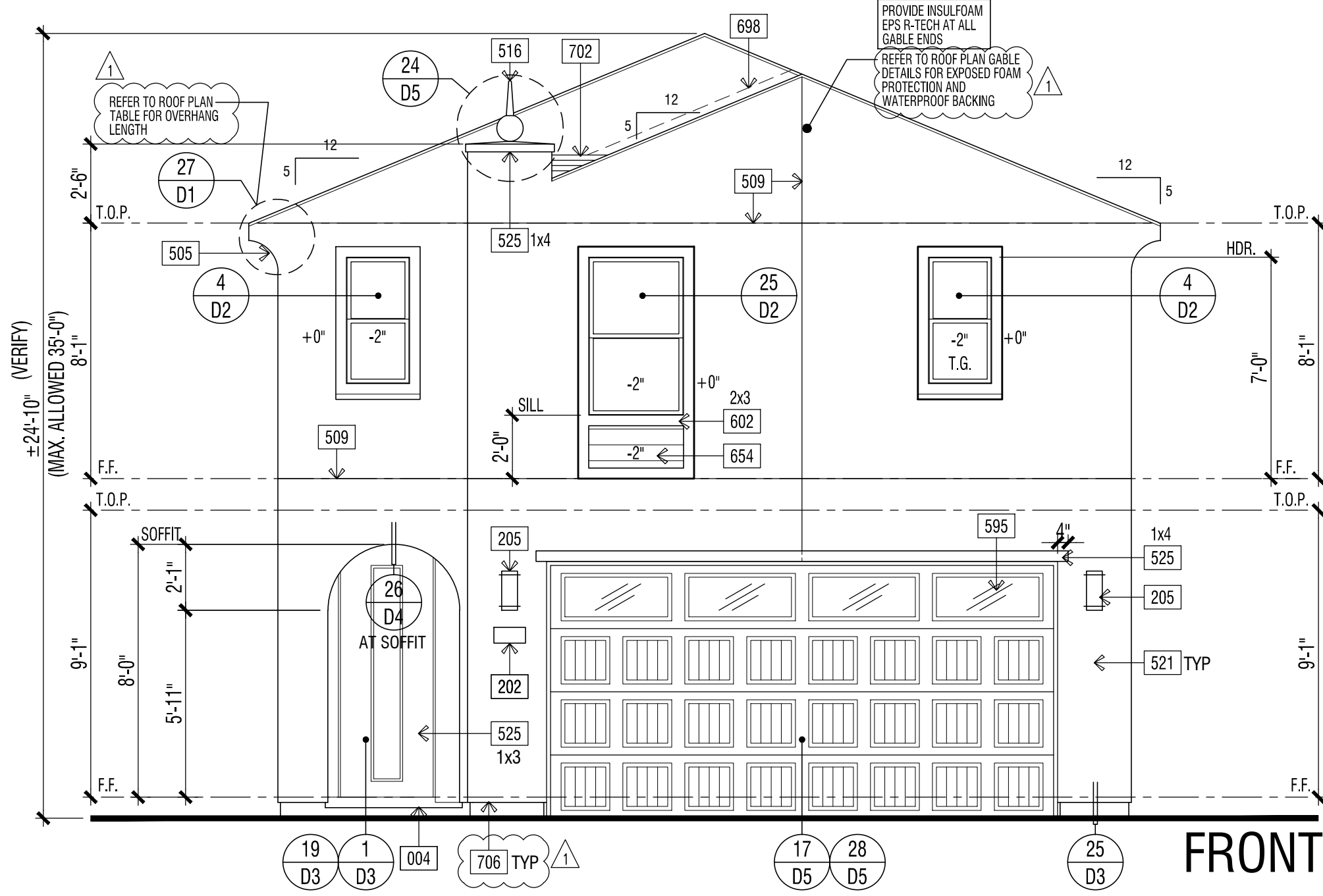
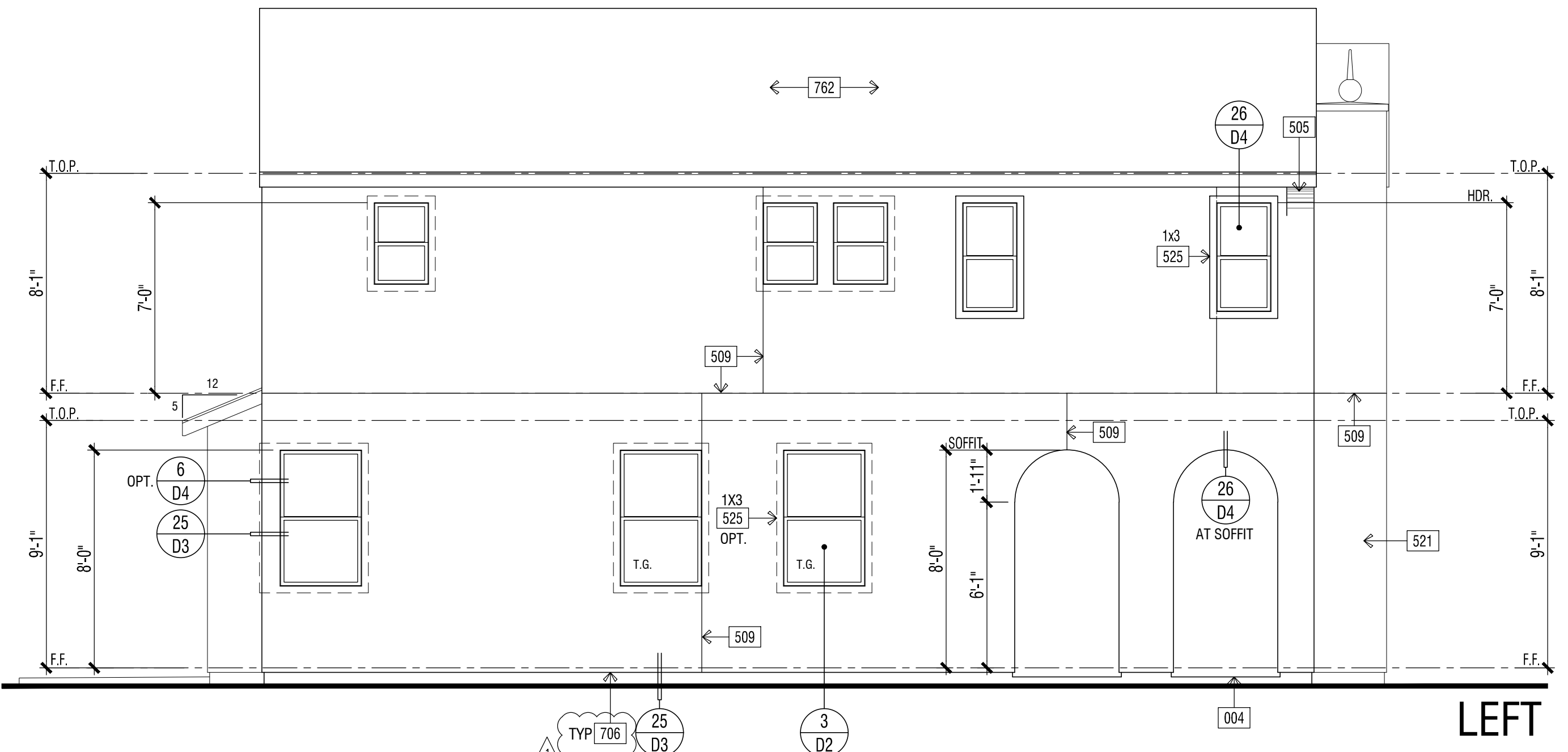
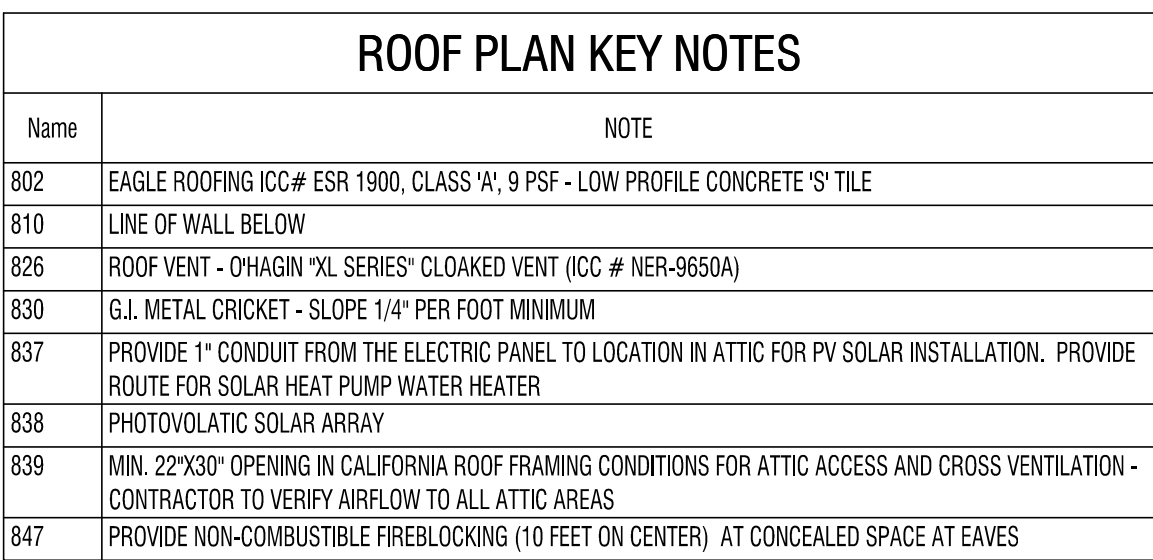
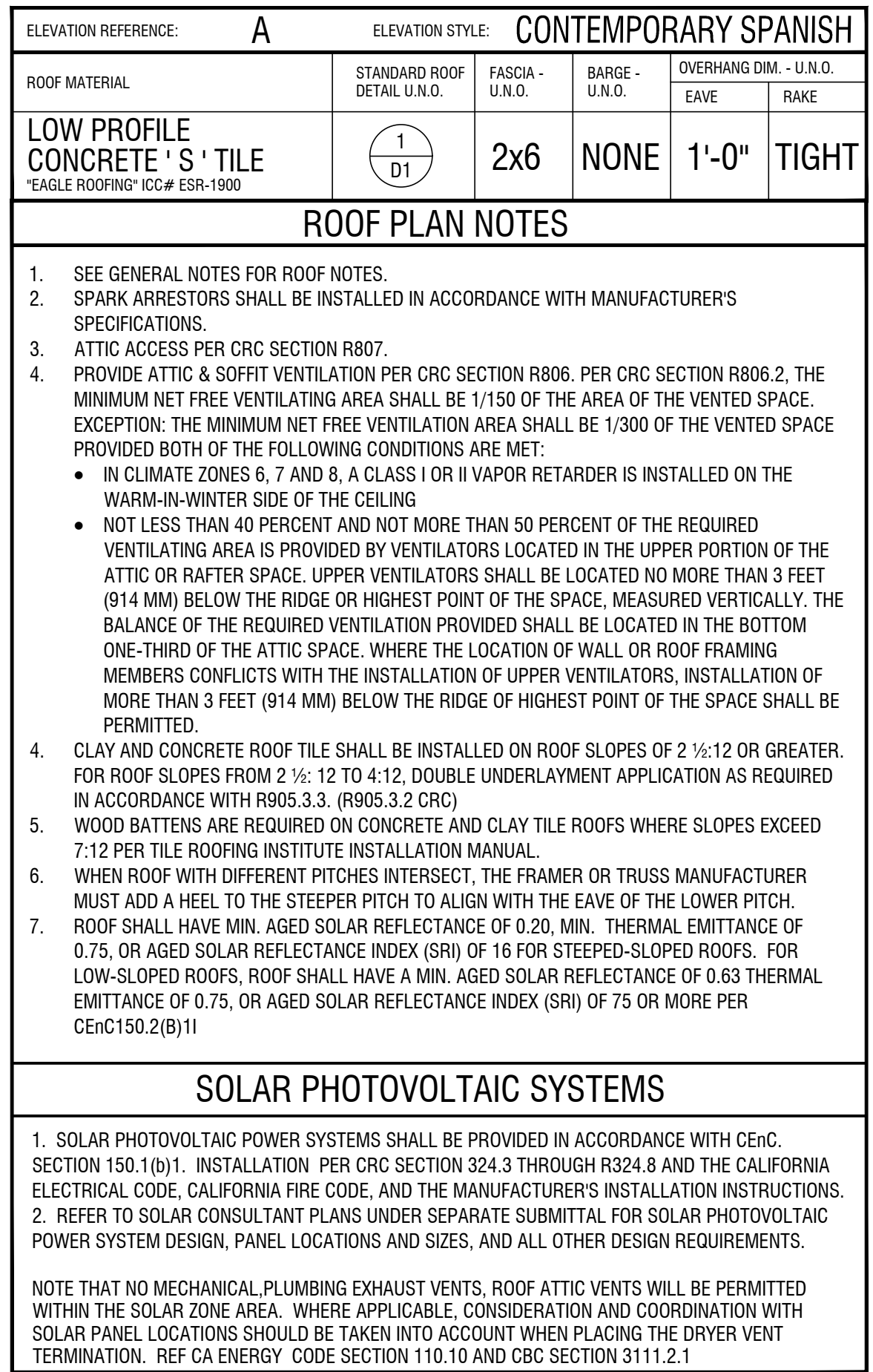
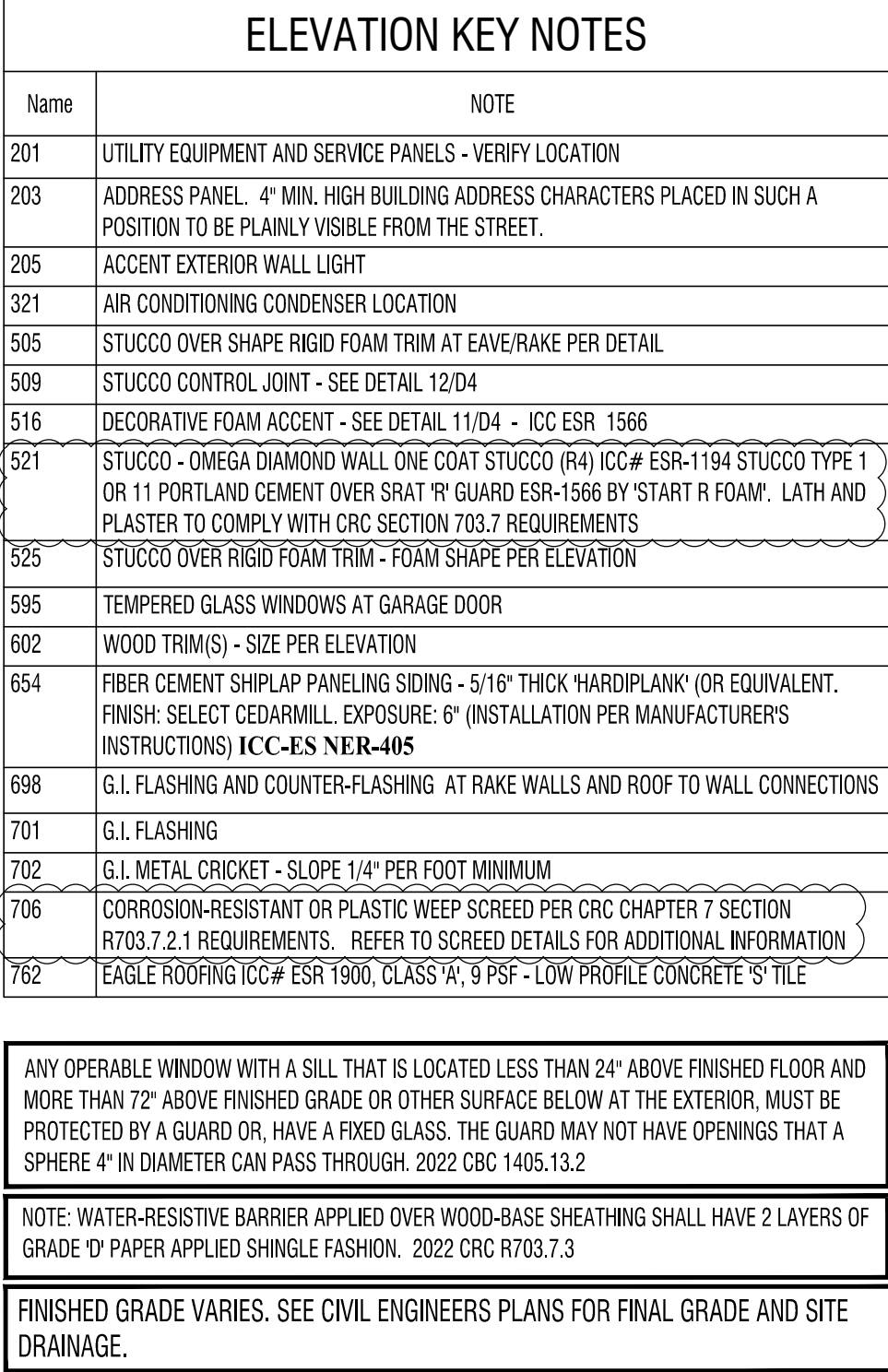
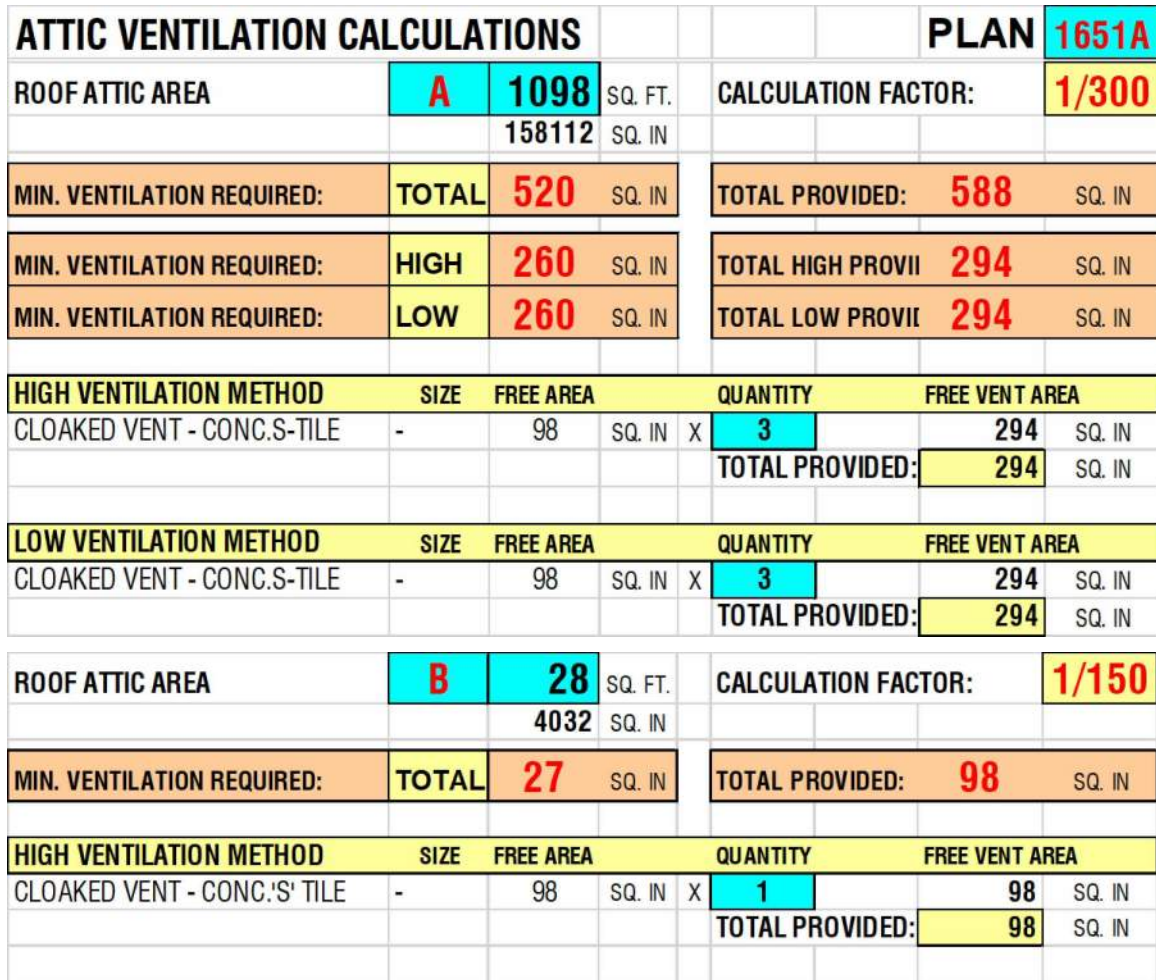
CONTEMPORARY SPANISH

PROJECT MANAGER :	CC
DESIGNER :	-
DRAWN BY :	-
REVIEWED BY :	WHA CC
1ST BLDG. DEPT. SUBMITTAL :	06-27-2023
ISSUED FOR CONSTRUCTION :	-
JOB NUMBER :	2023010
CAD FILE NAME :	A103

SHEET:
A1.3

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





WILSON HÔMES

TRACT NUMBER: 6205
E: S.F.D. (XX'XX' Lots)

PROJECT TYPE: S.F.D. (XX'xXX' Lots)

PLAN 1651
ELEVATIONS at Clovis
CLOVIS, CALIFORNIA

CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

CONTEMPORARY SPANISH

PLAN 1651A
EXTERIOR ELEVATIONS
& ROOF PLAN

PROJECT MANAGER :	CC
DESIGNER :	-
DRAWN BY :	-
REVIEWED BY :	WHA CC
1ST BLDG. DEPT. SUBMITTAL :	06-27-2023
ISSUED FOR CONSTRUCTION :	-
JOB NUMBER :	2023010
CAD FILE NAME :	A1.4

DATE: 11-28-23	SHEET: A1.4
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SCALE: 1/4" = 1'-0"

2023010- DELTA 1 2022 CODE UPDATE SET 11-28-2023

ROOF PLAN

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

ELEVATION REFERENCE:**B**

ELEVATION STYLE:**MODERN**

ROOF MATERIAL	STANDARD ROOF DETAIL U.N.O.	FASION U.N.O.	BARGE U.N.O.	OVERHANG DETAIL U.N.O.	U.N.O. RAKE
CONCRETE FLAT TILE	1 D1.1	2x6	2x6	1'-0"	1'-0"
*EAGLE ROOFING ICC# ESR-1900					

ROOF PLAN NOTES

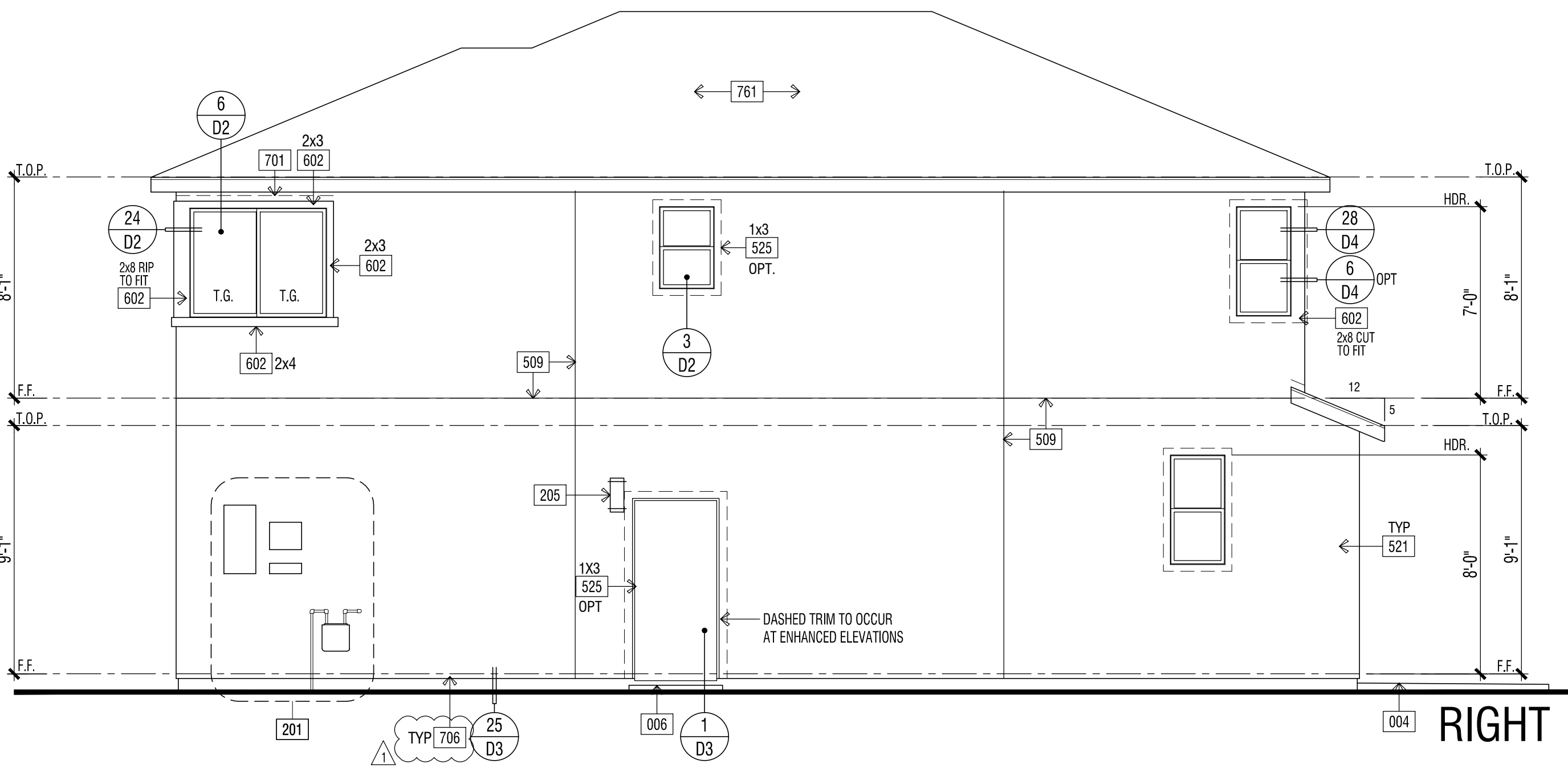
- SEE GENERAL NOTES FOR ROOF NOTES.
- SPARK ARRESTORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
- ATTIC ACCESS PER CRC SECTION R807.
- PROVIDE ATTIC & SOFFIT VENTILATION PER CRC SECTION R806. PER CRC SECTION R806.2, THE MINIMUM NET FREE VENTILATING AREA SHALL BE 1/150 OF THE AREA OF THE VENTED SPACE. EXCEPTION: THE MINIMUM NET FREE VENTILATION AREA SHALL BE 1/300 OF THE VENTED SPACE PROVIDED BOTH OF THE FOLLOWING CONDITIONS ARE MET:
 - IN CLIMATE ZONES 6, 7 AND 8, A CLASS I OR II VAPOR RETARDER IS INSTALLED ON THE WARM-IN-WINTER SIDE OF THE CEILING
 - NOT LESS THAN 40 PERCENT AND NOT MORE THAN 50 PERCENT OF THE REQUIRED VENTILATING AREA IS PROVIDED BY VENTILATORS LOCATED IN THE UPPER PORTION OF THE ATTIC OR RAFTER SPACE. UPPER VENTILATORS SHALL BE LOCATED NO MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OR HIGHEST POINT OF THE SPACE, MEASURED VERTICALLY. THE BALANCE OF THE REQUIRED VENTILATION PROVIDED SHALL BE LOCATED IN THE BOTTOM ONE-THIRD OF THE ATTIC SPACE, WHERE THE LOCATION OF WALL OR ROOF FRAMING MEMBERS CONFLICTS WITH THE INSTALLATION OF UPPER VENTILATORS, INSTALLATION OF MORE THAN 3 FEET (914 MM) BELOW THE RIDGE OF HIGHEST POINT OF THE SPACE SHALL BE PERMITTED.
- CLAY AND CONCRETE ROOF TILE SHALL BE INSTALLED ON ROOF SLOPES OF 2 1/2:12 OR GREATER. FOR ROOF SLOPES FROM 2 1/2:12 TO 4:12, DOUBLE UNDERLAYMENT APPLICATION AS REQUIRED IN ACCORDANCE WITH R905.3.3. (R905.3.2 CRC)
- WOOD BATTENS ARE REQUIRED ON CONCRETE AND CLAY TILE ROOFS WHERE SLOPES EXCEED 7:12 PER TILE ROOFING INSTITUTE INSTALLATION MANUAL.
- WHEN ROOF WITH DIFFERENT PITCHES INTERSECT, THE FRAMER OR TRUSS MANUFACTURER MUST ADD A HEEL TO THE STEEPER PITCH TO ALIGN WITH THE EAVE OF THE LOWER PITCH.
- ROOF SHALL HAVE MIN. AGED SOLAR REFLECTANCE OF 0.20, MIN. THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 16 FOR STEEPED-SLOPED ROOFS. FOR LOW-SLOPED ROOFS, ROOF SHALL HAVE A MIN. AGED SOLAR REFLECTANCE OF 0.63 THERMAL EMITTANCE OF 0.75, OR AGED SOLAR REFLECTANCE INDEX (SRI) OF 75 OR MORE PER CEN150.2(B)(1)

SOLAR PHOTOVOLTAIC SYSTEMS

- SOLAR PHOTOVOLTAIC POWER SYSTEMS SHALL BE PROVIDED IN ACCORDANCE WITH CEN150.10(D)(1). INSTALLATION PER CRC SECTION 324.3 THROUGH R324.8 AND THE CALIFORNIA ELECTRICAL CODE, CALIFORNIA FIRE CODE, AND THE MANUFACTURER'S INSTALLATION INSTRUCTIONS.
- REFER TO SOLAR CONSULTANT PLANS UNDER SEPARATE SUBMITTAL FOR SOLAR PHOTOVOLTAIC POWER SYSTEM DESIGN, PANEL LOCATIONS AND SIZES, AND ALL OTHER DESIGN REQUIREMENTS.

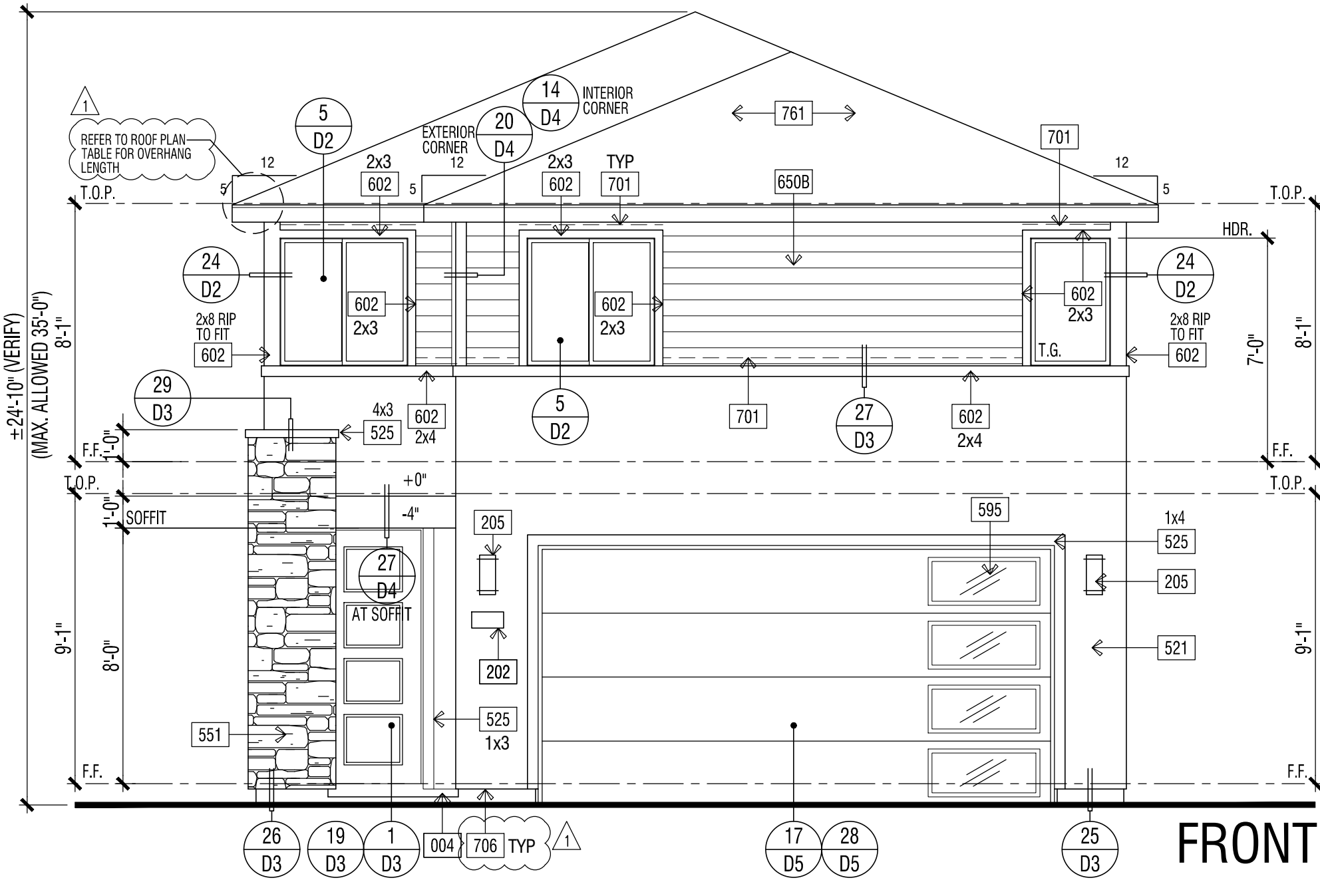
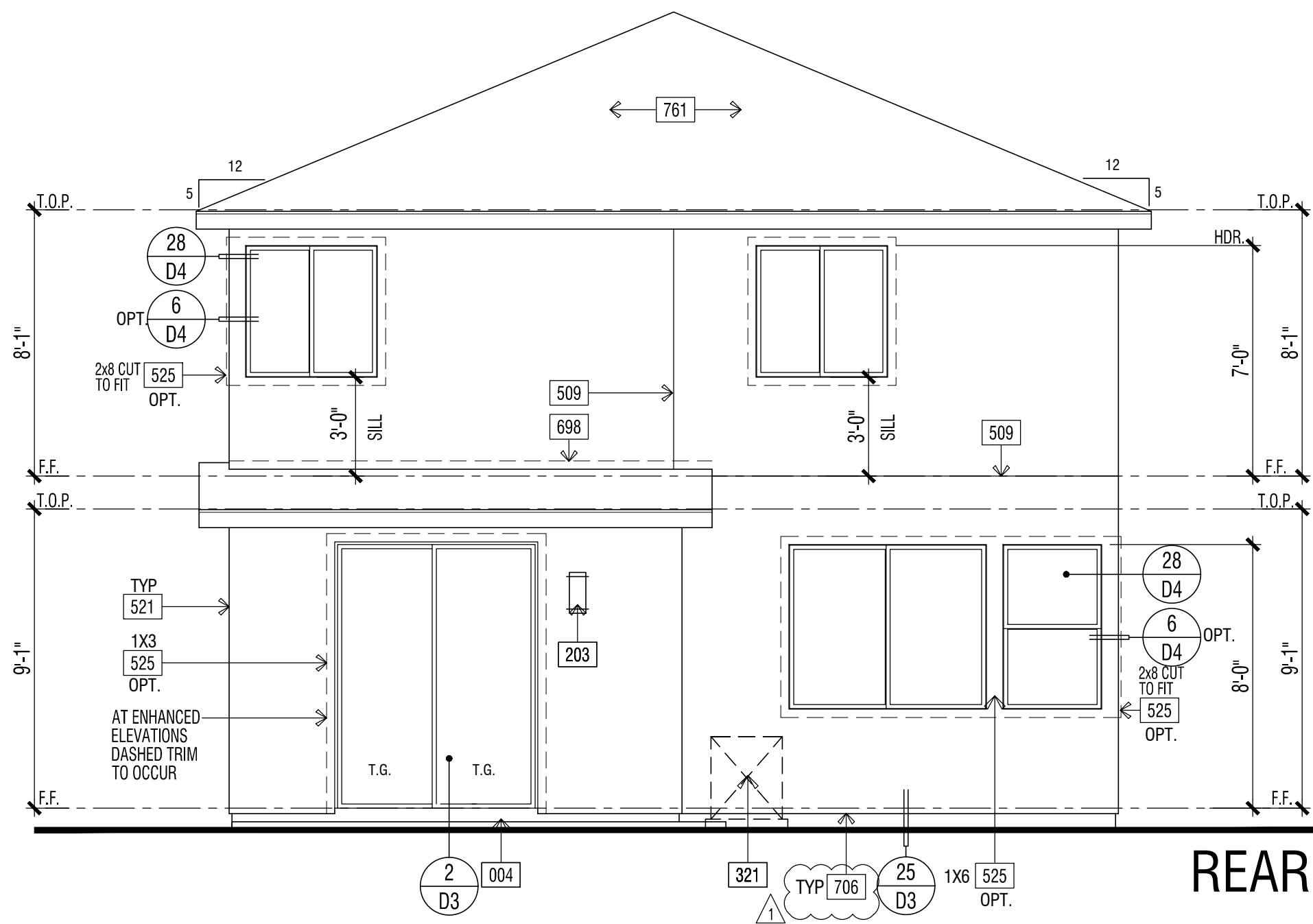
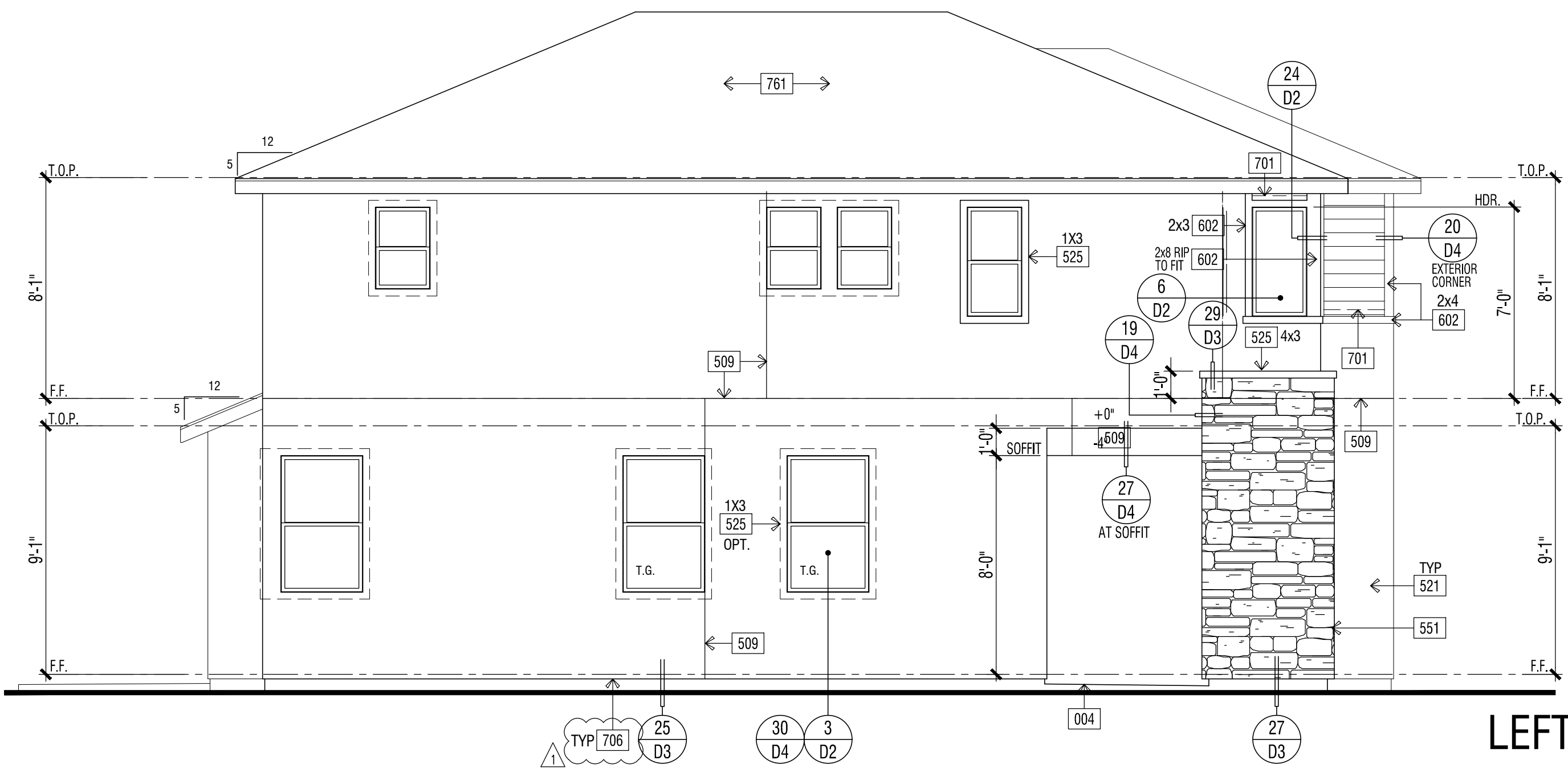
NOTE THAT NO MECHANICAL PLUMBING EXHAUST VENTS, ROOF ATTIC VENTS WILL BE PERMITTED WITHIN THE SOLAR ZONE AREA. WHERE APPLICABLE, CONSIDERATION AND COORDINATION WITH SOLAR PANEL LOCATIONS SHOULD BE TAKEN INTO ACCOUNT WHEN PLACING THE DRYER VENT TERMINATION. REF CA ENERGY CODE SECTION 110.10 AND CBC SECTION 3111.2.1

ATTIC VENTILATION CALCULATIONS				PLAN 1651B			
ROOF ATTIC AREA		A	1099	SQ. FT.		CALCULATION FACTOR:	
			158256	SQ. IN.			
MIN. VENTILATION REQUIRED:		TOTAL	522	SQ. IN.		TOTAL PROVIDED:	
MIN. VENTILATION REQUIRED:		HIGH	261	SQ. IN.		TOTAL HIGH PROVIDED:	
MIN. VENTILATION REQUIRED:		LOW	261	SQ. IN.		TOTAL LOW PROVIDED:	
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY		FREE VENT AREA	
CLOAKED VENT - CONC. FLAT TILE		-	99	SQ. IN. X		3	
						297	
						TOTAL PROVIDED:	
						297	
LOW VENTILATION METHOD		SIZE	FREE AREA	QUANTITY		FREE VENT AREA	
CLOAKED VENT - CONC. FLAT TILE		-	99	SQ. IN. X		3	
						297	
						TOTAL PROVIDED:	
						297	
ROOF ATTIC AREA		B	28	SQ. FT.		CALCULATION FACTOR:	
			4032	SQ. IN.		1/150	
MIN. VENTILATION REQUIRED:		TOTAL	27	SQ. IN.		TOTAL PROVIDED:	
HIGH VENTILATION METHOD		SIZE	FREE AREA	QUANTITY		FREE VENT AREA	
CLOAKED VENT - CONC. FLAT TILE		-	99	SQ. IN. X		3	
						297	
						TOTAL PROVIDED:	
						99	



ELEVATION KEY NOTES	
Name	NOTE
201	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION
203	ADDRESS PANEL. 4" MIN. HIGH BUILDING ADDRESS CHARACTERS PLACED IN SUCH A POSITION TO BE PLAINLY VISIBLE FROM THE STREET.
205	ACCENT EXTERIOR WALL LIGHT
509	STUCCO CONTROL JOINT - SEE DETAIL 12/04
521	STUCCO - OMEGA DIAMOND WALL ONE COAT STUCCO (R4) ICC# ESR-1194 STUCCO TYPE 1 OR 11 PORTLAND CEMENT OVER 5/8" R GUARD ESR-1596 8" START R FOAM. LATH AND PLASTER TO COMPLY WITH CRC SECTION 703.7 REQUIREMENTS
525	STUCCO OVER RIGID FOAM TRIM - FOAM SHAPE PER ELEVATION
551	MANUFACTURED ADHERED STUCCO STONE VENEER - INSTALL PER MANUFACTURER'S INSTRUCTIONS. BY EL DORADO STONE ICC-ES ESR-3568. ADHERED MASONRY VENEER REQUIREMENTS PER CRC SECTION R703.12
595	TEMPERED GLASS WINDOWS AT GARAGE DOOR
602	WOOD TRIM(S) - SIZE PER ELEVATION
6508	REAR EXTERIOR LAP SIDING - 5/8" THICK "HARDPLANK" (OR EQUIVALENT FINISH SELECT CEDAR/MILL. EXPOSURE: 0" (INSTALLATION PER MANUFACTURER'S INSTRUCTIONS) ICC-ES NER-405
698	G.I. FLASHING AND COUNTER-FLASHING AT RAKE WALLS AND ROOF TO WALL CONNECTIONS
701	G.I. FLASHING
706	CORROSION-RESISTANT OR PLASTIC WEEP SCREED PER CRC CHAPTER 7 SECTION R703.7.2.1 REQUIREMENTS. REFER TO SCREED DETAILS FOR ADDITIONAL INFORMATION
781	EAGLE ROOFING ICC# ESR 1900, CLASS 'N', 9 PSF - CONCRETE FLAT TILE
ANY OPERABLE WINDOW WITH A SILL THAT IS LOCATED LESS THAN 24" ABOVE FINISHED FLOOR AND MORE THAN 72" ABOVE FINISHED GRADE OR OTHER SURFACE BELOW AT THE EXTERIOR, MUST BE PROTECTED BY A GUARD OR, HAVE A FIXED GLASS. THE GUARD MAY NOT HAVE OPENINGS THAT A SPHERE 4" IN DIAMETER CAN PASS THROUGH. 2022 CBC 1405.13.2	
NOTE: WATER-RESISTIVE BARRIER APPLIED OVER WOOD-BASE SHEATHING SHALL HAVE 2 LAYERS OF GRADE 10" PAPER APPLIED SHINGLE FASHION. 2022 CRC R703.7.3	
FINISHED GRADE VARIES. SEE CIVIL ENGINEERS PLANS FOR FINAL GRADE AND SITE DRAINAGE.	

ROOF PLAN KEY NOTES	
Name	NOTE
801	EAGLE ROOFING ICC# ESR 1900, CLASS 'N', 9 PSF - CONCRETE FLAT TILE
810	LINE OF WALL BELOW
812	STUCCO CEILING
814	WOOD SOFFIT
826	ROOF VENT - "DHAGIN" XL SERIES CLOAKED VENT (ICC # NER-6550A)
837	PROVIDE 1" CONDUIT FROM THE ELECTRIC PANEL TO LOCATION IN ATTIC FOR PV SOLAR INSTALLATION. PROVIDE ROUTE FOR SOLAR-HEAT PUMP WATER HEATER
838	PHOTOVOLTAIC SOLAR ARRAY
839	MIN. 22"x30" OPENING IN CALIFORNIA ROOF FRAMING CONDITIONS FOR ATTIC ACCESS AND CROSS VENTILATION - CONTRACTOR TO VERIFY AIRFLOW TO ALL ATTIC AREAS
847	PROVIDE NON-COMBUSTIBLE FIREBLOCKING (10 FEET ON CENTER) AT CONCEALED SPACE AT EAVES



ARCHITECTS . PLANNERS . DESIGNERS

WHA

ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO

ARCHITECT

WILSON HOMES

RENEWAL DATE

04-30-25

C17524

TRACT NUMBER: 6205
PROJECT TYPE: S.F.D. (XXXX Lots)

PLAN 1651
ELEVATIONS at Clovis
CLOVIS, CALIFORNIA
WILSON HOMES
FRESNO, CALIFORNIA

DO NOT SCALE PLANS		
REVISIONS		
NO.	DATE	DESCRIPTION
1	11-28-2023	PLAN CHECK CORRECTIONS

PLAN 1651B
EXTERIOR ELEVATIONS
& ROOF PLAN

PROJECT MANAGER :	CC
DESIGNER :	-
DRAWN BY :	-
REVIEWED BY :	WHA CC
1ST BLDG. DEPT. SUBMITTAL :	06-27-2023
ISSUED FOR CONSTRUCTION :	-
JOB NUMBER :	2023010
CAD FILE NAME :	A1.6
DATE:	11-28-23
SHEET:	A1.6

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

2023010- DELTA 1 2022 CODE UPDATE SET 11-28-2023

ROOF PLAN

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

ELEVATION REFERENCE: C

ELEVATION STYLE: PROGRESSIVE NAPA

ROOF MATERIAL	STANDARD ROOF DETAIL U.N.O.	FASION U.N.O.	BARRE U.N.O.	OVERHANG DIM. U.N.O.	EAVE	RAKE
CONCRETE FLAT TILE	1 D1.1	2x6	2x6	1'-0"	1'-0"	
*EAGLE ROOFING ICC# ESR-1900						

ROOF PLAN NOTES

- SEE GENERAL NOTES FOR ROOF NOTES.
- SPARK ARRESTORS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
- ATTIC ACCESS PER CRC SECTION R807.
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 - IN CLIMATE ZONES 6, 7 AND 8, A CLASS I OR II VAPOR RETARDER IS INSTALLED ON THE WARM-IN-WINTER SIDE OF THE CEILING
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- WOOD BATTENS ARE REQUIRED ON CONCRETE AND CLAY TILE ROOFS WHERE SLOPES EXCEED 7:12 PER TILE ROOFING INSTITUTE INSTALLATION MANUAL.
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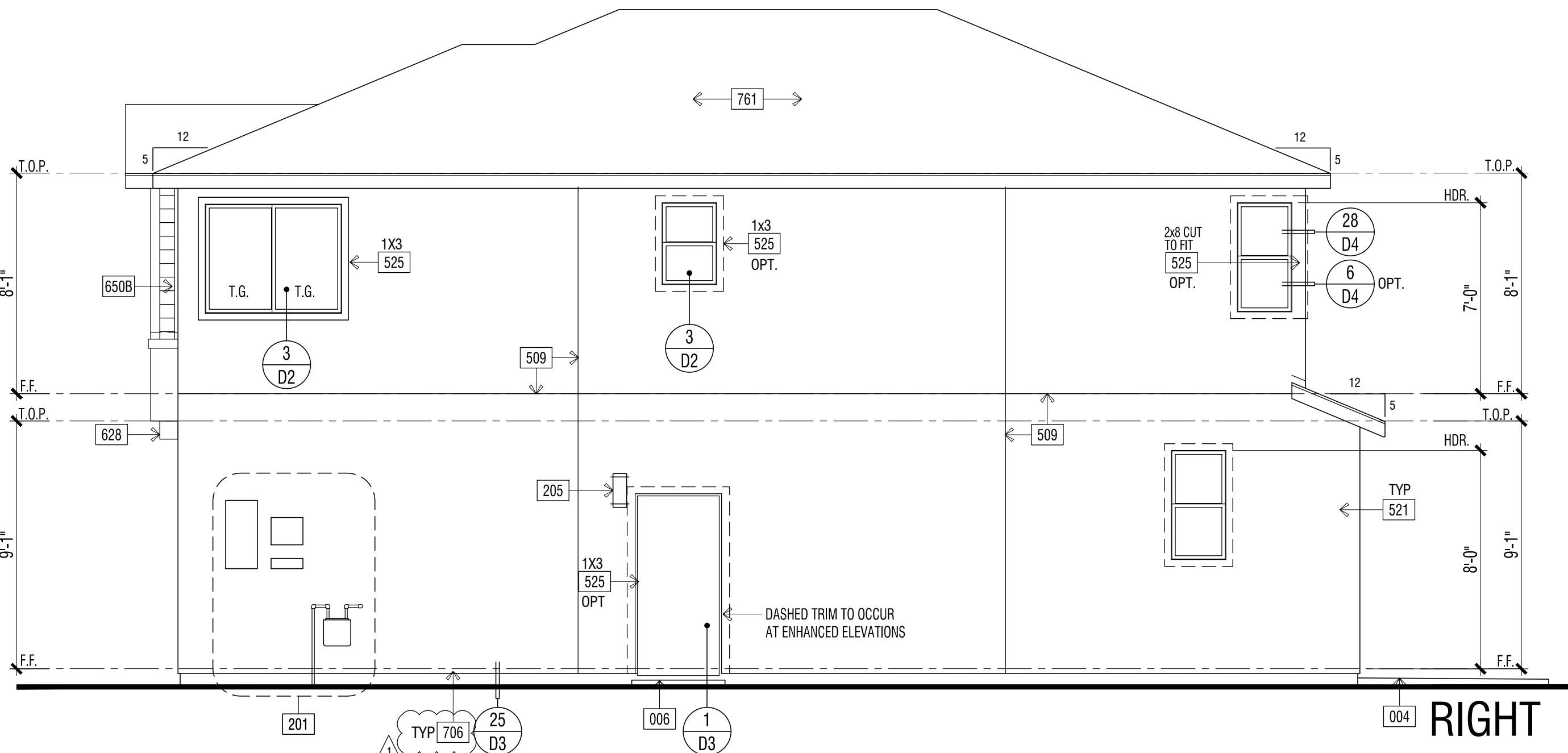
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ROOF PLAN KEY NOTES	
Name	NOTE
801	EAGLE ROOFING ICC# ESR 1900, CLASS 'K', 9 PSF - CONCRETE FLAT TILE
810	LINE OF WALL BELOW
812	STUCCO CEILING
813	STUCCO SOFFIT
826	ROOF VENT - CHAIGHN 'X' SERIES CLOAKED VENT (ICC # NER-9500A)
837	PROVIDE 1" CONDUIT FROM THE ELECTRIC PANEL TO LOCATION IN ATTIC FOR PV SOLAR INSTALLATION. PROVIDE ROUTE FOR SOLAR HEAT PUMP WATER HEATER
838	PHOTOVOLTAIC SOLAR ARRAY
839	MIN. 22"x30" OPENING IN CALIFORNIA ROOF FRAMING CONDITIONS FOR ATTIC ACCESS AND CROSS VENTILATION - CONTRACTOR TO VERIFY AIRFLOW TO ALL ATTIC AREAS
847	PROVIDE NON-COMBUSTIBLE FIREBLOCKING (10 FEET ON CENTER) AT CONCEALED SPACE AT EAVES

ATTIC VENTILATION CALCULATIONS					PLAN 1651C	
ROOF ATTIC AREA		A	1108	SQ. FT.	CALCULATION FACTOR:	
			159552	SQ. IN.	1/300	
MIN. VENTILATION REQUIRED:		TOTAL	526	SQ. IN.	TOTAL PROVIDED: 594	
					SQ. IN.	
MIN. VENTILATION REQUIRED:		HIGH	263	SQ. IN.	TOTAL HIGH PROVIDED 297	
					SQ. IN.	
MIN. VENTILATION REQUIRED:		LOW	263	SQ. IN.	TOTAL LOW PROVIDED 297	
					SQ. IN.	
HIGH VENTILATION METHOD						
CLOAKED VENT - CONC. FLAT TILE -		SIZE	FREE AREA	QUANTITY	FREE VENT AREA	
		99	SQ. IN. X	3	297	
				TOTAL PROVIDED:	297	
						SQ. IN.
LOW VENTILATION METHOD						
CLOAKED VENT - CONC. FLAT TILE -		SIZE	FREE AREA	QUANTITY	FREE VENT AREA	
		99	SQ. IN. X	3	297	
				TOTAL PROVIDED:	297	
						SQ. IN.
ROOF ATTIC AREA		B	28	SQ. FT.	CALCULATION FACTOR:	
			4032	SQ. IN.	1/150	
MIN. VENTILATION REQUIRED:		TOTAL	27	SQ. IN.	TOTAL PROVIDED: 99	
					SQ. IN.	
HIGH VENTILATION METHOD						
CLOAKED VENT - CONC. FLAT TILE -		SIZE	FREE AREA	QUANTITY	FREE VENT AREA	
		99	SQ. IN. X	3	99	
				TOTAL PROVIDED:	99	
						SQ. IN.



ELEVATION KEY NOTES	
Name	NOTE
201	UTILITY EQUIPMENT AND SERVICE PANELS - VERIFY LOCATION
203	ADDRESS PANEL - 4" MIN. HIGH BUILDING ADDRESS CHARACTERS PLACED IN SUCH A POSITION TO BE PLAINLY VISIBLE FROM THE STREET.
205	ACCENT EXTERIOR WALL LIGHT
321	AIR CONDITIONING CONDENSER LOCATION
509	STUCCO CONTROL JOINT - SEE DETAIL 12/D4
521	STUCCO - OMEGA DIAMOND WALL ONE COAT STUCCO (R4) ICC# ESR-1194 STUCCO TYPE 1 OR 11 PORTLAND CEMENT OVER SRAT R GUARD ESR-1566 BY 'START R FOAM' LATH AND PLASTER TO COMPLY WITH CRC SECTION 703.7 REQUIREMENTS
525	STUCCO OVER RIGID FOAM TRIM - FOAM SHAPE PER ELEVATION
602	WOOD TRIM(S) - SIZE PER ELEVATION
650B	FIBER CEMENT LAP SIDING - 5/16" THICK 'HARDPLANK' (OR EQUIVALENT, FINISH: SELECT CEDAR/MILL EXPOSURE: 0" (INSTALLATION PER MANUFACTURER'S INSTRUCTIONS) ICC-ES NER-405
698	G.I. FLASHING AND COUNTER-FLASHING AT RAKE WALLS AND ROOF TO WALL CONNECTIONS
701	G.I. FLASHING
706	CORROSION-RESISTANT OR PLASTIC WEEP SCREED PER CRC CHAPTER 7 SECTION R703.7.2.1 REQUIREMENTS. REFER TO SCREED DETAILS FOR ADDITIONAL INFORMATION
761	ROOFING - CONCRETE - FLAT TILE BY EAGLE ROOFING ICC# ESR 1900
ANY OPERABLE WINDOW WITH A SILL THAT IS LOCATED LESS THAN 24" ABOVE FINISHED FLOOR AND MORE THAN 72" ABOVE FINISHED GRADE OR OTHER SURFACE BELOW AT THE EXTERIOR, MUST BE PROTECTED BY A GUARD OR, HAVE A FIXED GLASS. THE GUARD MAY NOT HAVE OPENINGS THAT A SPHERE 4" IN DIAMETER CAN PASS THROUGH. 2022 CBC 1405.13.2	
NOTE: WATER-RESISTIVE BARRIER APPLIED OVER WOOD-BASE SHEATHING SHALL HAVE 2 LAYERS OF GRADE 19" PAPER APPLIED SHINGLE FASHION. 2022 CRC R703.7.3	
FINISHED GRADE VARIES. SEE CIVIL ENGINEERS PLANS FOR FINAL GRADE AND SITE DRAINAGE.	

ARCHITECTS . PLANNERS . DESIGNERS

WHA

ORANGE COUNTY . LOS ANGELES . BAY AREA . SACRAMENTO



WILSON HOMES

TRACT NUMBER: 6205

PROJECT TYPE: S.F.D. (XXXX Lots)

PLAN 1651
ELEVATIONS at Clovis
CLOVIS, CALIFORNIA

WILSON HOMES
FRESNO, CALIFORNIA

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WHA EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED, OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO A THIRD PARTY WITHOUT FIRST OBTAINING THE WRITTEN PERMISSION AND CONSENT OF WHA. IN THE EVENT OF UNAUTHORIZED REUSE OF THESE PLANS BY A THIRD PARTY, THE THIRD PARTY SHALL HOLD WHA HARMLESS.

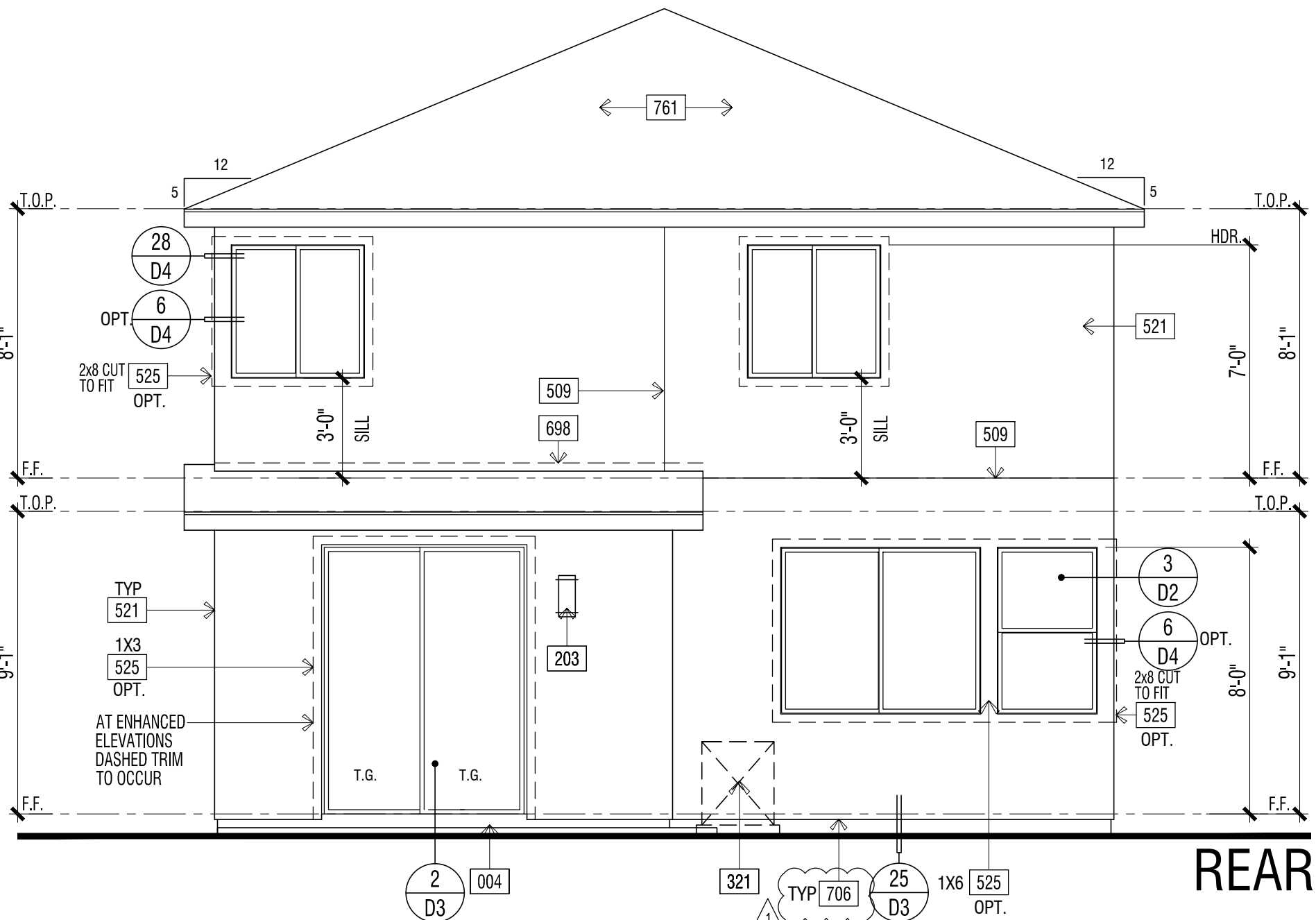
DO	NOT	SCALE	PLANS
REVISIONS			
NO.	DATE	DESCRIPTION	
1	11-28-2023	PLAN CHECK CORRECTIONS	

PLAN 1651C
EXTERIOR ELEVATIONS
& ROOF PLAN

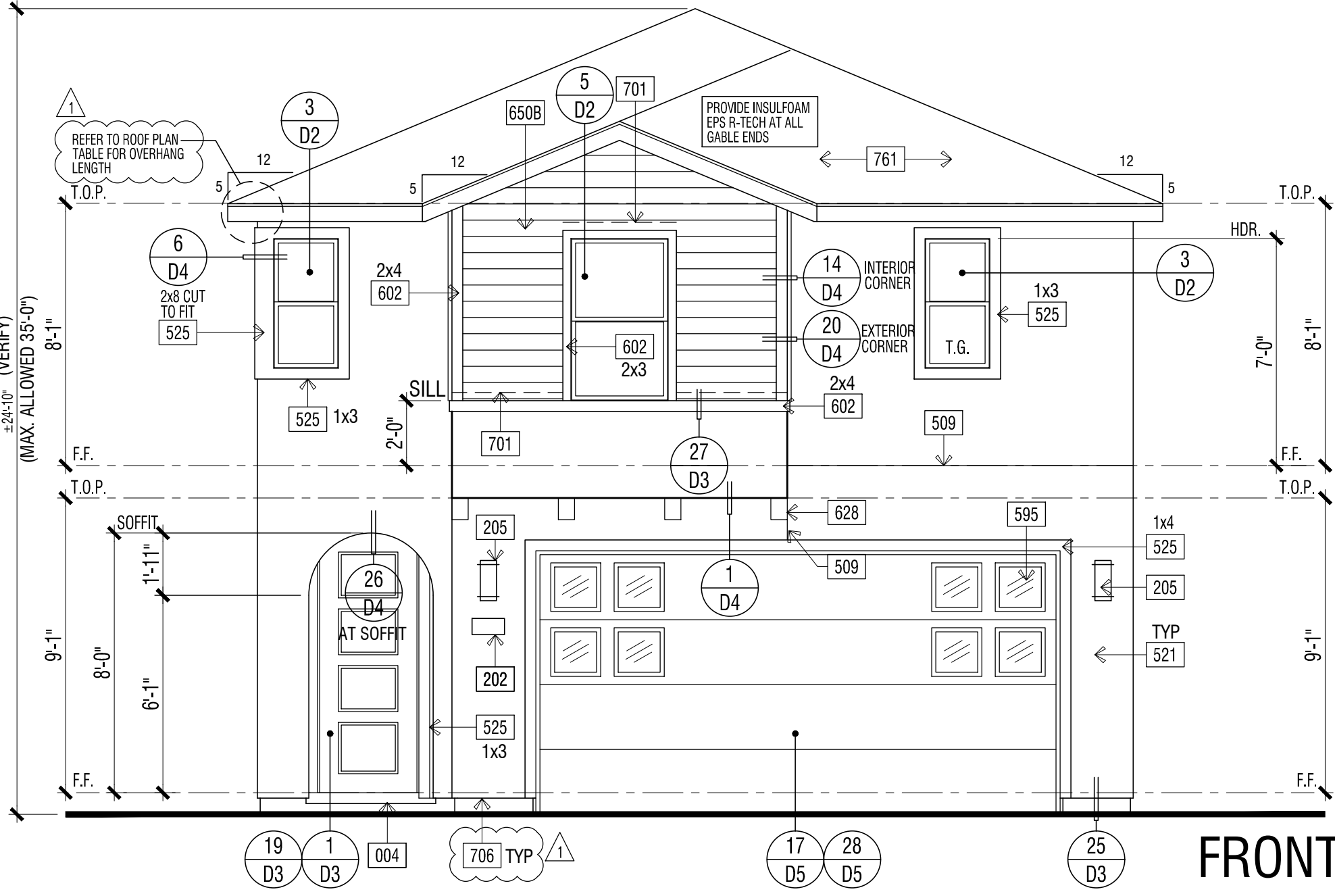
PROJECT MANAGER :	CC
DESIGNER :	-
DRAWN BY :	-
REVIEWED BY :	WHA CC
1ST BLDG. DEPT. SUBMITTAL :	06-27-2023
ISSUED FOR CONSTRUCTION :	-
JOB NUMBER :	2023010
CAD FILE NAME :	A1.8

DATE:	SHEET:
11-28-23	A1.8

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



REAR



FRONT

**APPENDIX G
INITIAL STUDY FOR A MITIGATED NEGATIVE DECLARATION**

**Environmental Checklist Form for:
Vesting Tentative Tract Map T-6309/Planned Development Permit Application No. P25-01681/Annexation Application No. P25-01678/Plan Amendment-Rezone Application No. P25-01682**

1.	Project title: Vesting Tentative Tract Map No. 6309
2.	Lead agency name and address: City of Fresno Planning and Development Department 2600 Fresno Street, 3 rd Floor, Room 3043 Fresno, CA 93721
3.	Contact person and phone number: John George, Planner III City of Fresno Planning and Development Department (559) 621-8073 John.George@fresno.gov
4.	Project location: Northwest corner of the intersection of North Armstrong Avenue and East Floradora Avenue. The annexation area includes the Assessor's Parcel Numbers (APNs) listed below. The project site is located in the south-eastern portion of the annexation area on APNs 310-082-05 and 310-082-09. • 310-082-01T • 310-082-02 • 310-082-03 • 310-082-04 • 310-082-05 • 310-082-06t • 310-082-07 • 310-082-08 • 310-082-09 • 310-082-10 • 310-082-11 • 310-082-12 • 310-082-13 • 310-082-14 • 310-083-01 • 310-083-02 • 574-130-06ST

5.	Project sponsor's name and address: Todd Wilson Wilson Premier Homes, Inc. 7550 North Palm Avenue, Suite 102 Fresno, CA 93711
6.	General & community plan land use designation: Annexation Area – Business Park and Ponding Basin Project Site – Business Park
7.	Zoning: Annexation area including the project site – AE20, Exclusive Agricultural

8.

Description of project:

Vesting Tentative Tract Map No. 6309 (P25-01427) was filed by Wilson Premier Homes, Inc. The applicant proposes to develop approximately 202 single-unit residences and seven business park lots for a combined total of 45,085 square feet of business park land uses. The proposed project also includes Annexation Application No. P25-01678 which proposes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno (City). Planned Development Application No. P25-01681 requests authorization to modify the development standards for the RS-5 zone district to allow for setback reductions, as well as lot size and depth reductions. Plan Amendment – Rezone Application No. P25-01682 requests authorization to change the planned land use and corresponding pre-zoning of an approximately 17.21 acre portion of the subdivision to Medium Density Residential and RS-5 zoning. The City is the Lead Agency for review of the proposed project under CEQA.

Existing Conditions

The annexation area is approximately 104 acres, and is currently used for residential, ponding basin, and agricultural purposes; the project site is approximately 22 acres within the annexation area. Figure 1 shows the site's regional and local context. The annexation area is bounded by Mill Ditch No. 36 Canal to the north, North Armstrong Avenue to the east, East Olive Avenue to the south, and North Fowler Avenue to the west. Figure 2 depicts an aerial photograph of the project site and annexation area, and the surrounding land uses. The proposed project is located in Fresno County, but within the City of Fresno Sphere of Influence (SOI). Figure 3 shows the City of Fresno SOI.

The annexation area is zoned by Fresno County as AE20, Existing Agricultural, and is included in the City of Fresno General Plan. The majority of the land use of the area is designated as Business Park, except the northwest corner of the annexation area, which is designated as Open Space – Ponding Basin. While the primary uses of the annexation area are agricultural, there are existing single-unit residences and a farm supply store. The ponding basin is located on APN 310-082-01 and 310-082-06; the farm supply store is located on APN 310-082-02; and single-unit residences are located on APN's 310-082-03, 310-082-04, 310-082-07, 310-082-10, 310-082-12, 310-082-14, and 310-083-02.

The project site is located on the northwest corner of the intersection of North Armstrong Avenue and East Floradora Avenue, on APN's 310-082-05 and 310-082-09. The project site is zoned as AE20, Existing Agricultural by Fresno County, does not have any existing structures, and is currently not used for agriculture and has not been used for agriculture for more than 10 years. The project site is designated as Business Park under the City of Fresno General Plan. The project site is bordered by rural residences to the north and single-unit residential uses to the east, agricultural uses and a public/quasi-public facility to the south, and agricultural uses to the west.

Regional vehicular access to the annexation area and project site is provided by State Route 180 (SR-180) which is located less than one mile to the south of the

annexation area and project site. Direct vehicular and pedestrian access to the project site would be provided by East Floradora Avenue which abuts the project site to south, and connects to North Armstrong Avenue to the east, and North Fowler Avenue to the west. <u>Proposed Project</u> The proposed project would include annexation of 17 parcels and adjacent roadway segments and intersections by the City, totaling 104.22 acres. As the annexation area is currently zoned as AE20, Exclusive Agricultural, by Fresno County, the proposed project would include pre-zoning five parcels (APNs 310-082-02, 310-082-03, 310-082-04, 310-082-05, 310-083-01 & 310-083-02; approximately 34 acres) to Business Park to be consistent with the City of Fresno General Plan, and pre-zoning seven parcels (APNs 310-082-07, 310-082-08, 310-082-09, 310-082-10, 310-082-11, 310-082-12, 310-082-13 & 310-082-14; approximately 19 acres) from Business Park to Residential Single-Unit, Medium Density (RS-5). As the area is currently zoned as Business Park, a future Plan Amendment would be required to change the land use of the parcels from Business Park to Medium Density Residential. Three parcels (APNs 310-082-01T, 310-082-06T & 574-130-06ST; approximately 22 acres) would remain designated as Open Space – Ponding Basin. Potential future development of these parcels is not included in the proposed project. The remaining 22 acres (APNs 310-082-05 and 310-082-09) would be developed under the proposed project as Vesting Tentative Tract Map No. 6309. Plan Amendment – Rezone Application No. P25-01682 requests authorization to change the planned land use and corresponding pre-zoning of the approximately 17.21 acre portion of the subdivision to Medium Density Residential and RS-5 zoning so that it will be consistent with the General Plan. The proposed project would develop 202 single-unit residences with a density of 11.74 units per acre and an average lot size of 2,174 square feet, a 16,655 square foot park in the residential area, 30 outlots, and seven business park lots ranging in size between 16,951 and 24,600 square feet. Figure 4 shows the Vesting Tentative Tract Map. Although the site plan does not provide details on what would be constructed on the business lots, potential uses would be consistent with allowed uses under the City’s General Plan. The business park designation is consistent with the City’s General Plan, and the residential component would require a General Plan Amendment to change the land use designation from Business Park to Medium Density Residential. The project site would introduce approximately 5.25 acres of impervious surfaces to the site. <u>Access, Circulation, and Parking</u> Vehicular access to the residential units would be provided through a gated driveway from East Floradora Avenue. The business park lots would be constructed on the western side of the project site on a cul-de-sac, with vehicular access from East Floradora Avenue. Vehicle circulation within the residential component of the project site would be provided by a network of two-way private roadways ranging from 35.2 to 41.2 feet. Pedestrian circulation would occur
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	through internal pedestrian sidewalks with Americans with Disabilities Act (ADA) compliant access ramps. Vehicle circulation in the business park would be provided by a two-way, 64-foot-wide public roadway. This project proposes access to Floradora Avenue at two locations, one with an entry/exit gate and one that is exit only, but with emergency access. There will be no vehicular access to Armstrong Avenue. The interior streets will be private and include parking on both sides of these streets. There are also approximately 88 off-street guest parking stalls proposed. There are two pedestrian access gates proposed along Armstrong Avenue and two pedestrian gates along proposed along Floradora Avenue. All proposed interior street will have sidewalks on one side of the street. <u>Landscape</u> The proposed project would include approximately 0.83 acres of landscaping along the perimeter of the site and within the project site, including a 16,655 square foot park. <u>Lighting</u> The proposed project would introduce approximately 12 new exterior lights to the project site. The exterior lights will be per the City of Fresno Standard E-1, The required luminaire will be Cobra head type, 120V light emitting diode (LED). <u>Utilities and Infrastructure</u> The following provides a description of utilities required as part of the proposed project. Comments received by City Departments on the proposed project were evaluated and included in environmental review as applicable. • Water and Wastewater. Water supply and wastewater services for the proposed project would be provided by the City of Fresno through the Department of Public Utilities (DPU) Water and Wastewater Management Divisions. The proposed project would connect to an existing water service pipeline located along East Floradora Avenue, and proposed wastewater service pipelines located along East Floradora Avenue. All water facilities within private streets shall be private, as provided by the Department of Public Utilities memorandum dated February 16, 2026. • Stormwater. The Fresno Metropolitan Flood Control District (FMFCD) would provide flood control and urban storm water services for the project site. Stormwater from the project site would be directed through internal drainage infrastructure (e.g., manholes, drainage basins, and drainage lines) towards proposed drainage infrastructure located along North Armstrong Avenue. Stormwater from the project site would then be redirected towards Basin BS. • Solid Waste. Solid waste collection for the project site would be provided by the City through the DPU Solid Waste and Recycling Division. The proposed project design shall comply with City Standard requirements for collection vehicle travel path, collection storage areas, enclosures, collection day staging
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	areas, and overhead clearance. • Electricity and Natural Gas. Electricity services for the proposed project would be supplied by the Pacific Gas and Electric Company (PG&E) through connections to existing service lines. The proposed project would not install natural gas infrastructure, and natural gas would not be provided. Telecommunication services to the project site would be provided by Comcast and AT&T. <u>Construction</u> Construction of the proposed project is expected to occur over a period of 65 months starting in August 2026. Site preparation would include removal of rocks, debris, and vegetation from the project site. Grading would be implemented to level the project site. Construction of the proposed project would comply with City standards, including the City’s current building code, landscape standards, and lighting standards.																				
9.	Surrounding land uses and setting: <table><tr><th></th><th>Planned Land Use</th><th>Existing Zoning</th><th>Existing Land Use</th></tr><tr><td>North</td><td>Residential – Medium Density</td><td>RS-5, Residential Single-Unit, Medium Density/ANX, Annexed Rural Residential/PI, Public and Institutional</td><td>Residential – Medium Density</td></tr><tr><td>East</td><td>Residential – Medium Density</td><td>RS-5, Residential Single-Unit, Medium Density</td><td>Residential – Medium Density</td></tr><tr><td>South</td><td>Public/Quasi-Public Facility</td><td>PI, Public and Institutional/AE20, Exclusive Agriculture</td><td>Public/Quasi-Public Facility</td></tr><tr><td>West</td><td>Business Park/Ponding Basin</td><td>AE20, Exclusive Agricultural</td><td>Business Park/Ponding Basin</td></tr></table>		Planned Land Use	Existing Zoning	Existing Land Use	North	Residential – Medium Density	RS-5, Residential Single-Unit, Medium Density/ANX, Annexed Rural Residential/PI, Public and Institutional	Residential – Medium Density	East	Residential – Medium Density	RS-5, Residential Single-Unit, Medium Density	Residential – Medium Density	South	Public/Quasi-Public Facility	PI, Public and Institutional/AE20, Exclusive Agriculture	Public/Quasi-Public Facility	West	Business Park/Ponding Basin	AE20, Exclusive Agricultural	Business Park/Ponding Basin
	Planned Land Use	Existing Zoning	Existing Land Use																		
North	Residential – Medium Density	RS-5, Residential Single-Unit, Medium Density/ANX, Annexed Rural Residential/PI, Public and Institutional	Residential – Medium Density																		
East	Residential – Medium Density	RS-5, Residential Single-Unit, Medium Density	Residential – Medium Density																		
South	Public/Quasi-Public Facility	PI, Public and Institutional/AE20, Exclusive Agriculture	Public/Quasi-Public Facility																		
West	Business Park/Ponding Basin	AE20, Exclusive Agricultural	Business Park/Ponding Basin																		
10.	Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement): - Fresno Local Agency Formation Commission (Fresno LAFCo) - Fresno County Airport Land Use Commission (Fresno ALUC) - City of Fresno, Planning & Development Department, General Plan Amendment/Pre-zone; - City of Fresno, Department of Public Works - City of Fresno, Department of Public Utilities - City of Fresno, Fire Department - San Joaquin Valley Air Pollution Control District; - Fresno Metropolitan Flood Control District - Fresno Irrigation District - State Water Resources Control Board, National Pollutant Discharge Elimination System (NPDES) General Permit - Pacific Gas & Electric, electrical connections																				
11.	Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources																				

	Code (PRC) Section 21080.3.1? If so, has consultation begun? The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American Tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the <i>California Environmental Quality Act (CEQA) Guidelines</i>. Pursuant to PRC Section 21080.3.1, before public distribution of the document, the lead agency shall begin consultation with the California Native American Tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, or objects with cultural value to a Tribe which is either on or eligible for inclusion in the California Register of Historical Resources (CRHR) or a local historic register, or, the lead agency, at its discretion, and supported by substantial evidence, chooses to treat the resources as Tribal Cultural Resources (PRC Section 21074(a)(1-2)). According to the most recent census data, California is home to 109 currently recognized Indian Tribes. Tribes in California currently have nearly 100 separate reservations or Rancherias. Fresno County has a number of Rancherias, such as Table Mountain Rancheria, Millerton Rancheria, Big Sandy Rancheria, Cold Springs Rancheria, and Squaw Valley Rancheria. These Rancherias are not within the City limits. Conducting consultation early in the CEQA process allows Tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to Tribal Cultural Resources, and reduce the potential for delay and conflict in the environmental review process (see PRC Section 21083.3.2). Information may also be available from the California Native American Heritage Commission's (NAHC) Sacred Lands File (SLF) per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality. Pursuant to Senate Bill (SB) 18, Native American Tribes traditionally and culturally affiliated with the project area were invited to consult regarding the project based on a list of contacts provided by the NAHC. This list includes Tribes that requested notification pursuant to Assembly Bill (AB) 52. The City of Fresno (City) mailed notices of the proposed project to each of these Tribes on January 16, 2026, which included the required 90-day period for Tribes to request consultation. This period ended on April 16, 2026. All Tribes that were contacted declined consultation.
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Figure 1 – Project Location

Figure 2 – Project Site and Annexation Area

Figure 3 – City of Fresno SOI

Figure 4 – Vesting Tentative Tract Map

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

—	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<u>X</u>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
—	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.
—	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An EIR is required, but it must analyze only the effects that remain to be addressed.

—	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
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John George | Planner III

Date

1. For purposes of this Initial Study, the following answers have the corresponding meanings:
 - a. "No Impact" means the specific impact category does not apply to the project, or that the record sufficiently demonstrates that project specific factors or general standards applicable to the project would result in no impact for the threshold under consideration.
 - b. "Less Than Significant Impact" means there is an impact related to the threshold under consideration, but that the potential impact would be less than significant.
 - c. "Less Than Significant with Mitigation Incorporation" means there is a potentially significant impact related to the threshold under consideration, however, with the mitigation incorporated into the project, the impact would be less than significant.
 - d. "Potentially Significant Impact" means there is substantial evidence that an effect resulting from the proposed project may be significant related to the threshold under consideration.
2. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
3. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
4. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant,

less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

5. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from, "Earlier Analyses," as described in (6) below, may be cross-referenced).
6. Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
7. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS

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

DISCUSSION

This section provides a discussion of the existing aesthetic resources at the project site and in the surrounding area and evaluates potential impacts related to aesthetic resources due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from the County of Fresno (County) to the City, as the annexation would not include or induce any development itself, aesthetic resource impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application

is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

a) Have a substantial adverse effect on a scenic vista?

A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the public's benefit. The City's approved General Plan identifies six locations along the San Joaquin River bluffs as designated vista points from which views should be maintained.¹ Scenic vistas within the Planning Area could provide distant views of features such as the San Joaquin River to the north and the foothills of the Sierra Nevada mountains to the east.

The proposed project site is located on the northwest corner of the intersection of North Armstrong Avenue and East Floradora Avenue. In its existing condition, the project site does not have any existing structures and is currently being used for agriculture. It is bordered by residential medium density uses to the north and east, agricultural uses and a public/quasi-public facility to the south, and agricultural uses to the west. The proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit homes, a 16,655-square-foot park, 30 outlots, and 7 business park lots. As such, development of the proposed project would result in a change in existing views on and from the project site.

The project site is not located within any of the scenic vista points or scenic corridors identified in the General Plan.² As the proposed project is approximately 8 miles southeast of the San Joaquin River, the scenic vistas identified in the General Plan would not be visible from the project site under existing conditions or after development of the proposed project. As such, the construction of the proposed project would not significantly affect or block a potentially scenic vista in the City. Therefore, the proposed project would not have a less than significant impact on a scenic vista.

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

According to the California Department of Transportation (Caltrans) State Scenic Highway Mapping System,³ there are no eligible or officially designated State Scenic Highways within the city of Fresno. However, Fresno County has three eligible State Scenic Highways; the nearest eligible highways include a portion of State Route (SR) 180, located approximately 7 miles east of the City, and a portion of SR-168, located

¹ City of Fresno. 2014. General Plan, Parks, Open Space, and Schools Element, Figure POSS-1. Available online at <https://www.fresno.gov/wp-content/uploads/2023/03/General-Plan-5-Parks-Open-Space-and-Schools-7-19.pdf> (accessed January 26, 2026).

² City of Fresno. 2017. General Plan, General Plan Land Use and Circulation Map. April 7. Available online at: https://www.fresno.gov/wp-content/uploads/2023/03/upload_temp3-Urban-Form-10-13-22.pdf (accessed January 23, 2026).

³ California Department of Transportation (Caltrans). n.d. Scenic Highways. Available online at: <https://experience.arcgis.com/experience/47e2009986264718a5a13a2c81382774> (accessed January 23, 2026).

approximately 5 miles east of the City. The nearest officially designated State Scenic Highway is more than 30 miles northeast of the City, within Madera County. Since there are no eligible or officially designated State Scenic Highways within or in close proximity to the project site, implementation of the proposed project would not damage scenic resources within a designated State Scenic Highway. Therefore, there would be a less than significant impact.

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

As previously described, the project site is currently being used for agriculture and has no existing structures. The proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit homes, a 16,655-square-foot park, and 30 outlots. Under existing conditions, the project site is zoned as AE20, Existing Agricultural, by the County, and is designated as Business Park under the City of Fresno General Plan. The project site is bordered by residential medium-density uses to the north and east, agricultural uses and a public/quasi-public facility to the south, and agricultural uses to the west.

The residential component of the proposed project would require a General Plan Amendment to change the land use designation from Business Park to Medium Density Residential. Additionally, while the site plan does not provide details on what would be constructed on the business lots, potential uses on the business lots would be consistent with allowed uses under the City's General Plan, and development of the residential component would adhere to all applicable development standards for the Medium Density Residential land use designation. As such, with the General Plan Amendment associated with the residential portion of the proposed project, development would be consistent with applicable land use regulations.

Although the proposed project would change the visual characteristics of the project site by developing single-unit homes and business lots on land currently used for agriculture, as the project site is bordered by residential medium-density uses and business uses, the design of the additions would be consistent and compatible with the visual character of the project vicinity. Although the characteristics of the project site would change, the project would not substantially degrade the visual character or quality of the site and its surroundings. Therefore, the proposed project would have a less than significant impact.

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

The project site is located in a partially urbanized area subject to preexisting exterior lighting from surrounding development and existing street lighting. The proposed project would introduce new sources of light and glare to the area in the form of

exterior lighting, windows, signs, and cars. However, new sources of light and glare associated with the project would not be substantial in the context of existing lighting sources in the project vicinity. In addition, daytime glare would not be substantial because no highly reflective glass elements or building materials are proposed as part of the project. Compliance with California Building Code (Title 24, California Code of Regulations [CCR]) standards would address light and glare impacts to daytime and nighttime views resulting from construction of the proposed project. Therefore, potential light and glare from the proposed project would result in a less than significant impact.

II. AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farm-land), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			X	
d) Result in the loss of forest land or conversion of forest land to non-forest use?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

DISCUSSION

This section provides a discussion of the existing agriculture and forestry resources at the project site and in the surrounding area and evaluates potential impacts related to agriculture and forestry resources due to the development of approximately 202 single-unit residences and 7 business park lots, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno, because the annexation would not include or induce any development itself, agriculture and forestry resource impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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

The project site is located within a partially urbanized area of the City of Fresno. While the project site itself is designated Business Park in the City's General Plan, as described in the *Land Evaluation and Site Assessment Model (LESA Model) for the Tract Map 6309 Residential Development Project in Fresno, California*⁴ (Appendix A) prepared for the proposed project, the project site and surrounding parcels that would be part of the annexation described above are currently zoned Exclusive Agricultural (AE20). While this area is zoned as AE20, it is currently not used for agriculture and has not been used for agriculture for more than 10 years. Based on California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) information, the project area is designated as Farmland of Local Importance.⁵

⁴ LSA Associates, Inc. 2024. *Land Evaluation and Site Assessment Model (LESA Model) for the Tract Map 6309 Residential Development Project in Fresno, California*. August 7.

⁵ California Department of Conservation. 2022. California Important Farmland Finder. Available online at: <https://maps.conservation.ca.gov/dlrp/ciff/> (accessed February 12, 2026).

As described in the Project Description, the annexation portion of the proposed project would include the pre-zoning of five parcels to Business Park to be consistent with the City of Fresno General Plan, as well as the pre-zoning of seven parcels from Business Park to Residential Single-Unit, Medium Density (RS-5). The proposed project itself would include development under Vesting Tentative Tract Map 6309, which would include business lot development consistent with the site's designation of Business Park, while the residential component would require a General Plan Amendment to change the land use designation from Business Park to Medium Density Residential.

The LESA model was utilized to determine if the re-zoning of agricultural parcels under the proposed project would constitute a significant impact to agricultural resources pursuant to the CEQA Guidelines. As described in **Appendix A**, the LESA model determined that development of the proposed project would not constitute a significant impact pursuant to CEQA. As such, the proposed project would result in a less than significant impact related to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

The project site is designated Business Park in the General Plan. The project site is located in the Exclusive Agricultural (AE20) zoning district, which is intended to protect agricultural land and provide for those uses that are necessary and an integral part of an agricultural operation. This zone is intended to protect the general welfare of the agricultural community from encroachments of non-related agricultural uses. Additionally, the Exclusive Agricultural District allows for the creation of homesites less than the minimum acreage indicated by the district acreage designation but not greater than 2.5 gross acres.

As previously described, the proposed project would include development under Vesting Tentative Tract Map 6309, which would include business lot development consistent with the site's designation of Business Park, while the residential component would require a General Plan Amendment to change the land use designation from Business Park to Medium Density Residential. While this area is zoned as AE20, it is currently not used for agriculture and has not been used for agriculture for more than 10 years, and the project site is not subject to a Williamson Act contract. As described above, the LESA Model determined that the proposed project would not result in significant impact related to the loss of farmland. Therefore, development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and the proposed project would have a less than significant impact.

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

As described above, the project site is designated Business Park in the General Plan

and is located in the Exclusive Agricultural (AE20) zoning district in Fresno County. While the proposed project would include a General Plan Amendment to change the land use designation of certain parcels from Business Park to Medium Density Residential, the proposed project would not conflict with the existing zoning for, or cause rezoning of, forest land or conversion of forest land to non-forest uses. Therefore, the proposed project would have a less than significant impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

Please refer to the discussion for c), above. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, the proposed project would have a less than significant impact.

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

Please refer to the discussion for a) and c), above. The project site is located within a partially urbanized area of Fresno, and, according to the LESA Model prepared for the proposed project, it would not result in a significant impact related to the conversion of farmland to non-agricultural uses or of forest land to non-forest uses. Therefore, the proposed project would have a less than significant impact.

III. AIR QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan (e.g., by having potential emissions of regulated criterion pollutants which exceed the San Joaquin Valley Air Pollution Control Districts (SJVAPCD) adopted thresholds for these pollutants)?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?		X		
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

DISCUSSION

This section provides a discussion of the existing air quality at the project site and in the surrounding area and evaluates potential impacts related to air quality due to the development of approximately 202 single-unit residences and seven business park lots

for a combined total of 45,085 square feet of business park land uses. The proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno. Because the annexation would not include or induce any development itself, air quality impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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

CEQA requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards. To bring the San Joaquin Valley Air Basin (SJVAB) into attainment, the SJVAPCD adopted the 2022 Plan for the 2015 8-Hour Ozone Standard in December 2022 to satisfy Clean Air Act requirements and ensure attainment of the 75 parts per billion (ppb) 8-hour ozone standard.

To assure the SJVAB's continued attainment of the U.S. Environmental Protection Agency (USEPA) respirable particulate matter (particulate matter less than 10 microns in size [PM₁₀]) standard, the SJVAPCD adopted the 2007 PM₁₀ Maintenance Plan in September 2007. SJVAPCD Regulation VIII (Fugitive PM₁₀ Prohibitions) is designed to reduce PM₁₀ emissions generated by human activity. The SJVAPCD adopted the 2018 plan for the 1997, 2006, and 2012 fine particulate matter (particulate matter less than 2.5 microns in size [PM_{2.5}]) standard to address the USEPA federal annual PM_{2.5} standard of 12 micrograms per cubic meter (µg/m³), established in 2012. It is noted that the USEPA federal annual PM_{2.5} standard was reduced to 9 µg/m³ in 2024.

The SJVAPCD has established project construction and operational emissions thresholds for criteria pollutants, as shown in Table III.A below.⁶ For a project to be consistent with SJVAPCD attainment plans, the pollutants emitted from project operation should not exceed the SJVAPCD annual thresholds, cause a significant impact on air quality, or the project must already have been included in the attainment plans projection. As discussed below, emissions associated with the construction or operation of the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance.

⁶ San Joaquin Valley Air Pollution Control District (SJVAPCD). 2015. Air Quality Thresholds of Significance – Criteria Pollutants. Website: <https://ww2.valleyair.org/media/m2ecyxiw/1-cms-format-ceqa-air-quality-thresholds-of-significance-criteria-pollutants.pdf> (accessed February 2026).

Table III.A: SJVAPCD Project Construction and Operational Emission Thresholds

	CO	NO _x	ROG	SO _x	PM ₁₀	PM _{2.5}
Annual Construction Emissions*	100.0	10.0	10.0	27.0	15.0	15.0
Annual Operational Emissions*	100.0	10.0	10.0	27.0	15.0	15.0

Source: SJVAPCD (2015).

*Emission units = Tons per Year (tpy)

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic gas

SJVAPCD = San Joaquin Valley Air Pollution Control District

SO_x = sulfur oxides

Construction and operational emissions for the proposed project were analyzed using the California Emissions Estimator Model version 2022.1 (CalEEMod). Model results for construction and operational emissions are shown in Table III.B and Table III.C, respectively, and included in Appendix B.

Table III.B: Project Construction Emissions (Tons Per Year)

Annual Project Construction Emissions*	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2026	0.11	1.25	1.11	0.00	0.25	0.12
2027	0.18	1.33	2.02	0.00	0.12	0.06
2028	1.49	0.88	1.39	0.00	0.08	0.04
SJVAPCD Thresholds	10.0	10.0	100.0	27.0	15.0	15.0
Exceed Threshold?	No	No	No	No	No	No

Source: LSA (2026).

*Emission units = Tons per Year (tpy)

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic gas

SJVAPCD = San Joaquin Valley Air Pollution Control District

SO_x = sulfur oxides

Table III.C: Project Operational Emissions (Tons per Year)

	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source Emissions	2.18	0.04	3.08	0.01	0.27	0.26
Energy Source Emissions	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Source Emissions	1.26	1.09	7.60	0.02	1.78	0.46
Total Project Operational Emissions*	3.44	1.13	10.68	0.03	2.05	0.72
SJVAPCD Significance Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Exceed Threshold?	No	No	No	No	No	No

Source: LSA (2026).

*Emission units = Tons per Year (tpy)

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic gas

SJVAPCD = San Joaquin Valley Air Pollution Control District

SO_x = sulfur oxides

The results shown in Tables III.B and III.C indicate that the proposed project's construction and operational emissions would not exceed SJVAPCD criteria pollutant thresholds. Therefore, the proposed project would not conflict with or obstruct implementation of SJVAPCD air quality plans, and the impact would be less than significant.

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

CEQA defines a cumulative impact as two or more individual effects, which when considered together, are considerable or which compound or increase other environmental impacts. Therefore, if annual emissions of construction- or operational-related criteria air pollutants exceed any applicable threshold established by the SJVAPCD, the proposed project would result in a cumulatively significant impact. As discussed above, the proposed project's construction and operational emissions of criteria pollutants would not exceed SJVAPCD established significance thresholds for carbon monoxide (CO), nitrogen oxides (NO_x), reactive organic gas (ROG), sulfur oxides (SO_x), PM₁₀, or PM_{2.5} emissions during project construction or operation. Therefore, the proposed project would not result in a cumulatively considerable contribution to a net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

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

Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). A construction health risk assessment (HRA), which evaluates construction-period health risk to off-site receptors, was performed for the proposed project (Appendix C).

To estimate the potential cancer and non-cancer risk associated with the proposed project, a dispersion model was used to translate the emission rate of PM₁₀, used as a proxy to represent diesel particulate matter (DPM), from the project site to a concentration at the receptor location of interest (i.e., nearby residences). This is a conservative approach because DPM constitutes only a portion of total PM₁₀ emissions. This air dispersion modeling was performed using the USEPA's American Meteorological Society/Environmental Protection Agency Regulatory Model (AERMOD) Version 24142. To translate the concentration of DPM at each receptor location into long-term carcinogenic, chronic, and short-term acute health risk levels, the California Air Resources Board's (CARB) Hot Spots Analysis and Reporting (HARP) model was used.

Table III.D, below, identifies the results of the analysis assuming the use of average-tier construction equipment at the maximally exposed individual (MEI), which is the nearest residential receptor. The MEI is defined as the receptor experiencing the highest potential exposure, and residential receptors are generally more sensitive than worker or school receptors due to longer exposure durations and more susceptible age groups.

Table III.D: Unmitigated Health Risks from Project Construction to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	30.2	0.04	0.00
SJVAPCD Significance Threshold	20.0	1.0	1.0
Significant?	Yes	No	No

Source: Compiled by LSA (February 2026).

SJVAPCD = San Joaquin Valley Air Pollution Control District

As shown in Table III.D, the chronic Hazard Index (HI) would be 0.04 and the total acute HI would be nominal (0.000), which do not exceed the applicable thresholds. However, the maximum cancer risk for the residential MEI would be 30.2 in 1 million, which would exceed the SJVAPCD cancer risk threshold of 20 in 1 million. Therefore, implementation of **Mitigation Measure (MM) AQ-1**, detailed below, would be required to reduce construction cancer risk.

As presented in Table III.E, with the implementation of **MM AQ-1**, the maximum cancer risk for the residential receptor MEI would be 8.8 in 1 million, which would not exceed the SJVAPCD cancer risk threshold of 20 in 1 million. Therefore, with implementation of **MM AQ-1**, construction of the proposed project would not exceed SCAQMD thresholds and would not expose nearby sensitive receptors to a significant health risk.

Table III.E: Mitigated Health Risks from Project Construction to Off-Site Receptors

Location	Carcinogenic Inhalation Health Risk in 1 Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index
Residential Receptor Risk	8.8	0.01	0.00
SJVAPCD Significance Threshold	20.0	1.0	1.0
Significant?	No	No	No

Source: Compiled by LSA (February 2026).

SJVAPCD = San Joaquin Valley Air Pollution Control District

Once constructed, the project's operational emissions would also fall below the SJVAPCD significance thresholds and would not be a significant source of long-term operational emissions. In addition, residential land uses, like those proposed as part

of the proposed project, are not associated with operational sources of toxic air contaminants (TACs).

Therefore, with the implementation of **MM AQ-1**, sensitive receptors would not be exposed to substantial pollutant concentrations as a result of the proposed project, and the impact would be less than significant.

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

During construction, the various diesel-powered vehicles and equipment in use on-site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. The potential for diesel odor impacts is therefore considered less than significant. In addition, the proposed uses that would be developed within the project site are not expected to produce any offensive odors that would result in frequent odor complaints because substantial odor-generating sources are not proposed, such as land uses including agricultural activities, feedlots, wastewater treatment facilities, landfills, or heavy manufacturing uses. The project site is not located in an area with known potential for naturally occurring asbestos (NOA),⁷ and construction activities would not have the potential to expose workers or surrounding land uses to harmful levels of NOA. The proposed project does not include any demolition activities that could disturb asbestos-containing materials (ACMs) or lead-based paint (LBP). The proposed project would not create objectionable odors affecting a substantial number of people during project construction or operation, and this impact would be less than significant.

Mitigation Measures

The proposed project shall implement and incorporate the air quality related mitigation measures as identified in the attached Mitigation Measure Monitoring Program dated **[Note to Preparer: Insert date.]**.

MM AQ-1 Tier 4 Final Construction Equipment. Prior to issuance of a building permit, the project applicant shall submit construction plans to the City of Fresno Planning Division verifying that all construction equipment with engines greater than 50 horsepower used during construction of the project shall be equipped with Tier 4 Final engines or the most effective Verified Diesel Emission Control Strategies (VDECS) available for the engine type (Tier 4 engines automatically meet this requirement) as certified by the California Air Resources Board (CARB). During construction activities, the equipment shall be properly maintained and tuned in accordance with manufacturer specifications.

⁷ California Geological Survey (CGS). 2011. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Natural Occurrences of Asbestos in California.

IV. BIOLOGICAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

DISCUSSION

This section provides a discussion of the existing biological resources at the project site and in the surrounding area and evaluates potential impacts related to biological resources due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from the County to the City of Fresno, because the annexation would not include or induce any development itself, biological resources impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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 the U.S. Fish and Wildlife Service?

*A Biological Habitat Assessment*⁸ was prepared for the proposed project (Appendix D), which documented that the project site is located in a partially urbanized area of Fresno and is composed of non-native grassland habitat that is currently designated for agricultural use. In its existing condition, the habitat is dominated by mustard, wild oats, geranium, and other typical species of non-native grasslands. There are no structures on site. In addition, there are no nest trees and minimal habitat for wildlife, and the eastern edge of the project site is diked and disturbed with an access area.

The surrounding area subject to annexation is varied and includes rural residences, farm buildings, old orchards, agricultural lands, and a stormwater basin. Under

⁸ Argonaut Ecological Consulting, Inc. 2024. *Biological Habitat Assessment, Tract 6309*. December.

existing conditions, this area includes numerous mature trees, and a large non-native disturbed ruderal habitat area surrounding the flood control basin.

As described in the *Biological Habitat Assessment*, a search of the California Natural Diversity Database (CNDDB) and the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) database were reviewed to determine which special-status species could be present within the project site. The search determined that there is no critical habitat for any listed species within or near the project site or the surrounding area. Additionally, a pedestrian survey conducted on the project site did not observe any ground squirrel burrows. Similarly, no evidence of potential occupation by burrowing owl was observed.

While no special-status species were observed in the surrounding area, the *Biological Habitat Assessment* determined that these areas could potentially support nesting habitat for raptors and migratory birds. However, as the project site itself was not determined to consist of any nest trees, it would not potentially support nesting habitat for raptors and migratory birds.

As such, the project site would not provide suitable habitat for special-status animal species. Following development of the proposed project, common wildlife species that are adapted to urban environments are expected to continue to use the site and vicinity after redevelopment. The site is not occupied by, or suited for, any special-status species. Therefore, the proposed project would not result in direct or indirect adverse effects of special-status plants or wildlife, and the impact would be less than significant.

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

Future development that occurs in the vicinity of the San Joaquin River, its tributaries, any lakes or streams, and/or open grasslands with seasonal wetlands may result in a significant impact to riparian habitat or a special-status natural community. However, according to the *Biological Habitat Assessment*, no riparian habitat or other sensitive natural communities occur within the project site or the vicinity of the project site. As a result, the impact would be less than significant.

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?

Future development that occurs in the vicinity of the San Joaquin River corridor may result in significant impacts to protected wetlands. According to the *Biological Habitat Assessment*, a query of the National Wetland Inventory (NWI) shows two waters within the project site and surrounding area. Of the two waters, one, a ditch feature, is located partially within the project site along the eastern edge. While ditches are sometimes

classified as other waters of the United States, the proposed project would not include any modifications to these ditches. The only other water feature occasionally present within the surrounding area is the flood control basin owned and operated by the Fresno Metropolitan Flood Control District (FMFCD). However, this flood control basin is not considered a water of the United States or a water of the State.

As a result, the *Biological Habitat Assessment* did not identify any significant impacts related to wetlands associated with the proposed project, and the impact would be less than significant.

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?

Open space areas, undeveloped land, and agricultural land are mainly located along the boundaries of the City, particularly near the northern boundary along the San Joaquin River corridor. The San Joaquin River corridor functions as a wildlife movement corridor for a number of terrestrial and aquatic mammals and birds. The San Joaquin River corridor facilitates movement of wildlife species from the City to the Sierra Nevada mountains to the east and open agricultural land to the west.

As previously described, the *Biological Habitat Assessment* prepared for the proposed project determined that there was potential to support nesting habitat for raptors and migratory birds due to the presence of mature trees in the areas surrounding the project site, but not the project site itself. Additionally, the *Biological Habitat Assessment* did not identify any other native resident or migratory fish or wildlife species with the potential to occur on site. As such, the impact would be less than significant.

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

The project would not conflict with any local policies or ordinances protecting biological resources. Although the proposed project is subject to provisions of the City's Municipal Code regarding trees on public property (Article 3, Section 13, of the City of Fresno Municipal Code), the proposed project would not require the removal of any trees and therefore would not conflict with any of the existing ordinances. As a result, the impact would be less than significant.

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?

The Pacific Gas & Electric Company (PG&E) San Joaquin Valley Operation and Maintenance (O&M) Habitat Conservation Plan (HCP)⁹ was approved in 2007 and covers portions of nine counties, including Fresno County. This HCP covers PG&E activities that occur as a result of ongoing O&M that would have an adverse impact on any of the 65 covered species and provides incidental take coverage from the USFWS and California Department of Fish and Wildlife (CDFW). The project site is not located within the covered area of any HCP, Natural Community Conservation Plan (NCCP), or other adopted local, regional or State HCP. Therefore, the project would not conflict with the provisions of the PG&E HCP and the proposed project and would have no impact.

⁹ Pacific Gas & Electric Company (PG&E). 2007. PG&E San Joaquin Valley Operation & Maintenance Habitat Conservation Plan. Available online at: https://ecos.fws.gov/docs/plan_documents/thcp/thcp_838.pdf (accessed February 12, 2026).

V. CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

DISCUSSION

This section provides a discussion of the existing cultural resources at the project site and in the surrounding area and evaluates potential impacts related to cultural resources due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno, as the annexation would not include or induce any development itself, cultural resources impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

A historical resource defined by CEQA includes one or more of the following criteria: (1) the resource is listed, or found eligible for listing in, the CRHR; (2) the resource is listed in a local register of historical resources as defined by PRC Section 5020.1(k); (3) the resource is identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or (4) the resource is determined to be a historical resource by the project's lead agency (PRC Section 21084.1; *CEQA Guidelines* Section 15064.(a)). Under CEQA, historical resources include built-environment resources and archaeological sites.

As discussed in the *Cultural Resource Assessment*¹⁰ prepared for the proposed project, attached in Appendix E, a record search was conducted for the annexation area and project site through the Southern San Joaquin Valley Archaeological Information Center of the California Historical Resources Information System (CHRIS). Results of the record search indicated that there are no known historical resource sites within a 0.125-mile radius of the project site. In addition, a field survey was conducted on May 17, 2020, in which no cultural resources were observed. As a result, the *Cultural Resource Assessment* concluded that no historical resources were identified within or adjacent to the project site, and that there are no resources eligible for the CRHR within the project site. However, as described in the *Cultural Resource Assessment*, project development could result in potential impacts to unknown resources that are located below the ground surface. Adherence to **MM CUL-1** would reduce potential impacts to unknown historical resources to a less than significant level. Therefore, the impact would be less than significant with mitigation incorporated.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

According to the *CEQA Guidelines*, “When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource” (*CEQA Guidelines* Section 15064.5(c)(1)). Those archaeological sites that do not qualify as historical resources shall be assessed to determine if these qualify as “unique archaeological resources” (PRC Section 21083.2). As described above, no archaeological resources were identified on the project site. However, due to the nominal amount of prehistoric archaeological information within the majority of the City, including the project site, there is potential to impact prehistoric archaeological resources during grading and construction activities within previously undisturbed soils. Adherence to **MM CUL-2** would reduce potential impacts to unknown archeological resources to a less than significant level. Therefore, the impact would be less than significant with mitigation incorporated.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Disturbance of human remains interred outside of formal cemeteries would result in a significant impact. If human remains are identified during project construction, Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the PRC shall apply, as appropriate. Although there is no record of isolated human remains or unknown cemeteries on the project site, there is always a possibility that ground-disturbing activities associated with future development may uncover previously unknown buried human remains. Adherence to **MM CUL-3** would reduce potential impacts to unknown human remains to a less-than-significant level. Therefore, the impact would be less than significant with mitigation incorporated

¹⁰ Peak & Associates, Inc. and Melinda A. Peak. 2024. *Cultural Resource Assessment for the Floradora-Armstrong Northwest Reorganization Area Including TM 6309 Fresno County, California*. November 20.

Mitigation Measures

The proposed project shall implement and incorporate the cultural resource related mitigation measures as identified in the attached Mitigation Measure Monitoring Program dated **[Note to Preparer: Insert date.]**

MM CUL-1 If previously unknown resources are encountered before or during grading activities, construction shall stop in the immediate vicinity of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study. The qualified historical resources specialist shall make recommendations to the City of Fresno (City) on the measures that shall be implemented to protect the discovered resources, including, but not limited to, excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the *California Environmental Quality Act (CEQA) Guidelines* and the City's Historic Preservation Ordinance.

If the resources are determined to be unique historical resources as defined under Section 15064.5 of the *CEQA Guidelines*, measures shall be identified by the monitor and recommended to the lead agency. Appropriate measures for significant resources could include avoidance or capping; incorporation of the site in green space, parks, or open space; or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the lead agency approves the measures to protect these resources. Any historical artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

MM CUL-2 In the event that buried prehistoric archaeological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including, but not limited to, excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the *CEQA Guidelines*. If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the *CEQA Guidelines*, mitigation measures shall be identified by the monitor and recommended to the lead agency. Appropriate measures for significant resources could include avoidance or capping; incorporation of the site in green space, parks, or open space; or

data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the lead agency approves the measures to protect these resources. Any prehistoric archaeological artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

If prehistoric resources are found during the field survey or literature review, the resources shall be inventoried using appropriate State record forms and the forms shall be submitted to the Southern San Joaquin Valley Information Center. The resources shall be evaluated for significance. If the resources are found to be significant, measures shall be identified by the qualified archaeologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping; incorporation of the site in green space, parks, or open space; or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include an archaeological monitor. The monitoring period shall be determined by the qualified archaeologist. If additional prehistoric archaeological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.

MM CUL-3

In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code (HSC) Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the Most Likely Descendent (MLD) of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains. Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the MLD(s) regarding their recommendations, if applicable, taking into account the possibility of multiple human remains. The landowner shall discuss and confer with the MLD(s) all reasonable options regarding their preferences for treatment.

VI. ENERGY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

DISCUSSION

This section provides a discussion of the existing energy at the project site and in the surrounding area and evaluates potential impacts related to energy due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from the County to the City of Fresno, because the annexation would not include or induce any development itself, energy impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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

The proposed project would be constructed using energy-efficient modern building materials and construction practices, and the proposed project would also use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (CCR Title 20, Sections 1601 through 1608). The expected energy consumption during construction and operation of the proposed project would be consistent with typical usage rates for residential and commercial uses; however, energy consumption is largely a function of personal choice and the physical structure and layout of buildings. It can be assumed that implementation of the proposed project would result in additional energy demand in Fresno; however, since the proposed project would be located in a developed urban area and would be required to comply

with the City's energy efficiency policies, including Fresno General Plan Policies RC-8-a through RC-8-k, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Therefore, the project would have a less than significant impact.

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

The proposed project would be required to comply with the California Green Building Standards Code (CALGreen) (CCR Title 24, Part 11) and the California Energy Code (CCR Title 24, Part 6), which includes provisions related to insulation and design aimed at minimizing energy consumption.

The Fresno General Plan Resource Conservation and Resilience Element identifies goals and policies to reduce the consumption of non-renewable energy resources by requiring and encouraging conservation measures and the use of alternative energy sources. Construction of the proposed project would require the use of energy for building operations and fossil fuel use for vehicle trips to and from the project site. The energy consumed during construction would be temporary and would not represent a significant or wasteful demand on available resources. Construction activities would include the use of clean off-road construction equipment, including the latest-tier equipment, as ensured by **MM AQ-1**, which would be consistent with the General Plan efficiency policies, including, but not limited to, Fresno General Plan Policy RC-8-b24, which encourages the use of alternative energy sources, and General Plan Policy RC-8-c, which requires energy conservation in new development.

As discussed above, required compliance with Appliance Efficiency Regulations and CALGreen, the California Energy Code, and General Plan policies would ensure that the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Furthermore, as discussed in Section VIII, Greenhouse Gas Emissions, the proposed project would be consistent with the greenhouse gas (GHG) and energy measures included in the Fresno General Plan and the GHG emissions impact thresholds recommended to ensure that the proposed project would reduce its "fair share" of emissions needed to support State goals for long-term GHG emissions reductions and carbon neutrality. Therefore, the proposed project would not conflict or obstruct State and local plans for energy efficiency and renewable energy, and the impact would be less than significant.

VII. GEOLOGY AND SOILS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

DISCUSSION

This section provides a discussion of the existing geology and soils at the project site and in the surrounding area and evaluates potential impacts related to geology and soils due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno, because the annexation would not include or induce any development itself, geology and soils impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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

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

Fault ruptures are generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., in the last 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The project site is not located within an Alquist-Priolo Earthquake Fault Zone.¹¹ In addition, no known active or potentially active faults or fault traces

¹¹ California Department of Conservation. n.d. California Geological Survey Earthquake Zones of Required Investigation. Available online at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/> (accessed February 5, 2026).

are located in the project vicinity. The nearest active faults are the Nunez Fault, located approximately 58 miles southwest of the project site, and the San Andreas Fault Zone, approximately 77 miles southwest of the project site.¹² As a result, potential impacts related to fault ruptures would be less than significant.

ii. Strong seismic ground shaking?

The City of Fresno is located in an area with historically low to moderate seismicity. However, strong ground shaking could occur within the project site during seismic events, and occurrences have the possibility to result in significant impacts. Major seismic activity along the nearby Great Valley Fault Zone or the Nunez Fault, or other associated faults, could affect the project site through strong seismic ground shaking. Strong seismic ground shaking could potentially cause structural damage to the proposed project. However, due to the distance to the known faults, hazards due to ground shaking would be minimal. In addition, compliance with the California Building Code (CCR Title 24) would ensure that the geotechnical design of the proposed project would reduce potential impacts related to seismic ground shaking to less than significant.

iii. Seismic-related ground failure, including liquefaction?

The predominant soils within Fresno consist of varying combinations of loose/very soft to very dense/hard silts, clays, sands, and gravels. Groundwater has been encountered near the ground surface in close proximity to water-filled features such as canals, ditches, ponds, and lakes. Based on these characteristics, the potential for soil liquefaction within the City ranges from very low to moderate due to the variable density of the subsurface soils and the presence of shallow groundwater. In addition to liquefaction, the City could be susceptible to induced settlement of loose unconsolidated soils or lateral spread during seismic shaking events.

Based on the nature of the subsurface materials and the relatively low to moderate seismicity of the region, potential for seismic-related ground failure is low in Fresno.¹³ Additionally, the DOC does not identify the project site as being within a liquefaction hazard zone.¹⁴ Compliance with the Fresno Municipal Code and the California Building Code, as well as General Plan Policies NS-2-a through NS-2-d,

¹² California Department of Conservation. 2015. Fault Activity Map of California. Available online at: <https://maps.conservation.ca.gov/cgs/fam/> (accessed February 5, 2026).

¹³ City of Fresno. 2020a. *General Plan Program Environmental Impact Report - Geology and Soils*. Available online at: https://files.ceqanet.lci.ca.gov/251381-3/attachment/JsvsQ9T4pAdj4Lj9OPluO2sgMySq5NAm9i9ydJNaS_htKcRHJhCmMopYXWJuNe5Z20ymjoTsSkL7xUyk0 (accessed February 5, 2026).

¹⁴ California Department of Conservation. n.d. California Geological Survey. Earthquake Zones of Required Investigation. Available online at: https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/#data_s=id%3AdataSource_4-191fbed9d48-layer-16%3A487 (accessed February 23, 2025).

would ensure that potential impacts associated with seismic-related ground failure would be less than significant.

iv. Landslides?

A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. Fresno is located within an area that consists of mostly flat topography within the Central Valley. Accordingly, there is no risk of large landslides in most of the City. However, there is potential for landslides and slumping along the steep banks of rivers, creeks, or drainage basins such as the San Joaquin River bluff and the many unlined basins and canals that trend throughout the City. The project site is in a relatively flat area, and it is not in the vicinity of the San Joaquin River bluff or any unlined basins or canals. Therefore, the potential for the proposed project to expose people or structures to risk as a result of landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. Exposed soils could be entrained in stormwater runoff and transported off the project site. While development of the proposed project would disturb more than 1 acre of soil, this impact would be reduced to less than significant through compliance with water quality control measures, which include preparation of a Stormwater Pollution Prevention Plan (SWPPP) (refer to Section X, Hydrology and Water Quality, of this Initial Study). Although designed primarily to protect stormwater quality, the SWPPP would incorporate Best Management Practices (BMPs) to minimize erosion. Additional details regarding the SWPPP are provided in Section X, Hydrology and Water Quality, of this Initial Study. This impact would be less than significant.

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?

As described in discussion a) in this section, soils on the project site would not be subject to liquefaction, lateral spreading, or landslides. Additionally, the proposed project would be required to conform with the California Building Code, which would reduce risks related to unstable soils. Therefore, the proposed project would have a less than significant impact related to unstable soils.

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

The surface and near-surface soils observed throughout Fresno consist of varying combinations of clays, silts, sands, gravels, and cobbles. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the

soil decreases and increases, respectively. The clayey soils, which consist of very fine particles, are considered to be slightly to moderately expansive. The project site contains Atwater sandy loam, Hanford fine sandy loam, and Ramona loam, all soils with relatively low clay content and low expansion potential.¹⁵ Furthermore, compliance with recommendations from the City of Fresno Municipal Code would reduce potential impacts related to expansive soils to less than significant.

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

The project site would be served by a wastewater conveyance system maintained by the Wastewater Management Division (WMD) of the City of Fresno. Wastewater from the City's collection system is treated at the Fresno/Clovis Regional Wastewater Reclamation Facility. Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Any existing on-site septic systems shall be destroyed and abandoned in compliance with the State of California standards, Fresno County standards, and City of Fresno standards, as described in the Conditions of Approval by the City of Fresno DPU. Therefore, the proposed project would have a less than significant impact related to the use of septic tanks or alternative wastewater disposal systems.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No paleontological resources or unique geological features are known to exist within or near the project site, and the proposed project is not expected to alter or destroy a paleontological resource, site, or unique geologic feature. However, development in the City of Fresno could potentially impact unknown paleontological resources or unique geological features. Implementation of the **MM GEO-1** would ensure that a field survey and record search are conducted prior to construction on a previously undisturbed site, and that paleontological/geological resources found during the field survey or during project construction would be handled and preserved by a qualified paleontologist. Adherence to the requirements in the following mitigation would reduce potential impacts to paleontological and geological resources to a less than significant level.

Mitigation Measures

The proposed project shall implement and incorporate the geology and soils related mitigation measures as identified in the attached Mitigation Measure Monitoring Program dated **[Note to Preparer: Insert date.]**

¹⁵ Natural Resources Conservation Service. n.d. Web Soil Survey. Available online at: <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx> (accessed February 5, 2026).

MM GEO-1

Subsequent to a preliminary City review of the project grading plans, if there is evidence that a project will include excavation or construction activities within previously undisturbed soils, a field survey and literature search for unique paleontological/geological resources shall be conducted. The following procedures shall be followed:

- If unique paleontological/geological resources are not found during either the field survey or literature search, excavation and/or construction activities can commence. In the event that unique paleontological/geological resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified paleontologist shall be consulted to determine whether the resource requires further study. The qualified paleontologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including, but not limited to, excavation of the finds and evaluation of the finds. If the resources are determined to be significant, mitigation measures shall be identified by the monitor and recommended to the lead agency. Appropriate mitigation measures for significant resources could include avoidance or capping; incorporation of the site in green space, parks, or open space; or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the lead agency approves the measures to protect these resources. Any paleontological/geological resources recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.
- If unique paleontological/geological resources are found during the field survey or literature review, the resources shall be inventoried and evaluated for significance. If the resources are found to be significant, mitigation measures shall be identified by the qualified paleontologist. Similar to above, appropriate mitigation measures for significant resources could include avoidance or capping; incorporation of the site in green space, parks, or open space; or data recovery excavations of the finds. In addition, appropriate mitigation for excavation and construction activities in the vicinity of the resources found during the field survey or literature review shall include a paleontological monitor. The monitoring period shall be determined by the qualified paleontologist. If additional paleontological/geological resources are found during excavation and/or construction activities, the procedure identified above for the discovery of unknown resources shall be followed.

VIII. GREENHOUSE GAS EMISSIONS

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

DISCUSSION

This section provides a discussion of the existing GHG emissions at the project site and in the surrounding area and evaluates potential impacts related to GHG emissions due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from the County to the City of Fresno, because the annexation would not include or induce any development itself, GHG emissions impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse GHG emission impact if the project would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reduction the emissions of GHGs.

Section 15064.4 of the *State CEQA Guidelines* states that: “A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to

describe, calculate or estimate the amount of GHG emissions resulting from a project.” In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

As noted previously, the project site would be annexed into the City of Fresno as part of the project and, as a result, this analysis relies on City of Fresno guidance. The City of Fresno does not have a current GHG reduction plan, and the SJVAPCD also does not have adopted thresholds of significance for GHG emissions. Therefore, in the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the Bay Area Air Quality Management District’s (Bay Area Air District) *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans* (Justification Report).

In April 2022, the Bay Area Air District adopted the Justification Report, which identifies applicable GHG significance thresholds. These thresholds establish whether a project would be consistent with California’s efforts to meet long-term climate goals as established in the State’s 2022 Scoping Plan, including achieving carbon neutrality by 2045. If a project is designed and built to incorporate design elements related to natural gas, energy, vehicle miles traveled (VMT), and electric vehicles (EVs), then it would contribute its portion of what is necessary to achieve California’s long-term climate goals—its “fair share”—and an agency reviewing the project under CEQA can conclude that the project would not make a cumulatively considerable contribution to global climate change.

The Justification Report provides substantial evidence supporting the use of the Bay Area Air District’s thresholds for projects throughout California because the thresholds are applicable to meeting the State’s established GHG reduction goals. In the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the identified project design elements as the applicable thresholds of significance to establish if the proposed project is achieving its “fair share” of emission reductions to support long-term State goals for GHG emissions and carbon neutrality.

According to the Justification Report, a project would have a less than significant impact related to GHG emissions if it would include the following project design elements:

1. Buildings

- a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
- b. The project will not result in any wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the *State CEQA Guidelines*.

2. Transportation

- a. Achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA*:
 - Residential projects: 15 percent below the existing VMT per capita
 - Office projects: 15 percent below the existing VMT per employee
 - Retail projects: no net increase in existing VMT
- b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

The City of Fresno adopted CEQA Guidelines for VMT thresholds that identify City thresholds as 14 VMT per capita for residential land uses and 22.3 VMT per employee for employee-based land uses. The 14 VMT per capita threshold will be used in this analysis.

These project design elements are utilized in the following analysis as the thresholds of significance to evaluate the project's potential GHG emissions impact.

Per the significance thresholds described above, a less than significant GHG impact would occur if the project were consistent with the identified design standards, as evaluated below.

Construction Greenhouse Gas Emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The SJVAPCD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is

estimated that the total emissions associated with construction of the proposed project would be approximately 1,098.1 metric tons (MT) of CO₂e (carbon dioxide equivalent). Construction GHG emissions were amortized over the life of the project (assumed to be 30 years) and added to the operational emissions. When annualized over the life of the project, amortized construction emissions would be approximately 36.6 MT CO₂e per year.

Operational Greenhouse Gas Emissions. Long-term GHG emissions are typically generated from mobile sources (vehicle and truck trips), area sources (maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy-source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. Waste-source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

Following guidance from the SJVAPCD, GHG emissions for operation of the project were calculated using CalEEMod. Based on the analysis results, summarized in Table VIII.A, the proposed project would result in emissions of approximately 2,310.0 metric tons (MT) of carbon dioxide equivalent (CO₂e) per year. These estimated emissions are provided for informational purposes, and the significance of the proposed project is further analyzed below.

Table VIII.A: Greenhouse Gas Emissions

Emission Type	Operational Emissions (metric tons per year)				
	CO ₂	CH ₄	N ₂ O	R	CO ₂ e
Mobile Sources	1,814.6	0.1	0.1	2.1	1848.8
Area Sources	46.5	0.2	0.0	-	51.3
Energy Sources	272.9	0.0	0.0	-	275.6
Water Sources	11.2	0.5	0.0	-	28.1
Waste Sources	19.7	2.0	0.0	-	69.1
Refrigerant	-	-	-	0.5	0.5
Amortized Construction Emissions					36.6
Total Operational Emissions					2,310.0

Source: Compiled by LSA (February 2026).

CH₄ = methane

CO₂ = carbon dioxide

R = refrigerant GHGs

CO₂e = carbon dioxide equivalent

N₂O = nitrous oxide

In the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the Bay Area Air District Justification Report, which identifies project design elements as the applicable

thresholds of significance. If a project is designed and built to incorporate design elements related to natural gas, energy, VMT, and EVs, then it would contribute its portion of what is necessary to achieve California's long-term climate goals—its “fair share”—and an agency reviewing the project under CEQA can conclude that the project would not make a cumulatively considerable contribution to global climate change.

Per the significance thresholds described above, a less than significant GHG impact would occur if the project were consistent with the identified design standards, as evaluated below.

Natural Gas Usage. A less than significant GHG impact would occur if the project does not include natural gas appliances or natural gas plumbing. The proposed project would not include natural gas. Therefore, the proposed project would be consistent with this design element.

Energy Use. Under this design criterion, the project must not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the *State CEQA Guidelines*. Energy resources consumed by the proposed project would include electricity consumption and fuel use for project-generated vehicle trips. Energy consumption was estimated for the project using default energy intensities by land use type in the CalEEMod output, which is included in Appendix A.

The estimated potential increase in electricity demand associated with the operation of the proposed project is 2,949,069.12 kilowatt-hours per year. Total electricity consumption in Fresno County in 2024 was 7,968,000,000 kilowatt-hours.¹⁶ Therefore, operation of the proposed project would increase the annual electricity consumption in Fresno County by approximately 0.04 percent. In addition, the proposed project would be constructed to current Title 24 standards, which would require energy-saving building features. As such, based on this analysis, as required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the *State CEQA Guidelines*, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy and energy-efficiency measures into the building design, equipment use, and transportation. As such, the proposed project would be consistent with this design element.

Vehicle Miles Traveled. As discussed above, development that meets a locally adopted SB 743 VMT target would be considered to have a less than significant GHG emissions impact from transportation sources. As noted in the VMT Analysis Memorandum prepared for the project, the project site is located in a designated low-VMT area according to the Fresno Council of Governments (COG) VMT Screening

¹⁶ California Energy Commission (CEC). 2024. Electricity Consumption. Available online at: <https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/california-energy-consumption-dash-boards-0> (accessed February 2026).

Application Tool.¹⁷ The project parcels are located in areas where the average VMT per capita is 13.88 and 13.77, which is below the 14 VMT per capita threshold applied in this analysis. Therefore, the proposed project was determined to have a less than significant VMT impact, and the proposed project would be consistent with this design element.

Electric Vehicle Requirements. Under this design criterion, the project must demonstrate consistency with the Tier 2 measures for off-street EV parking included in the most recently adopted version of the CALGreen Code. As required in Section 4.106.4.1 of the 2025 CALGreen Residential Mandatory Measures, new single-unit residences must install a listed raceway to accommodate a dedicated 208/240-volt branch circuit to accommodate installation of an EV charging plug. The mandatory requirements for single-unit residences do not differ from the Tier 2 measures and, as a result, the residential component of the proposed project would comply with this design element. **MM GHG-1**, detailed below, is imposed to ensure that the commercial component of the proposed project includes installation of EV charging sufficient to meet the requirements of this design element.

Based on the discussion above, with implementation of **MM GHG-1**, the proposed project would be consistent with the project design elements related to natural gas, energy, VMT, and EVs, which demonstrate that the project is achieving its “fair share” of GHG emission reductions. Therefore, the proposed project would not generate substantial GHG emissions or conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The impact would be less than significant.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As shown in discussion VIII a), above, the proposed project would be consistent with the State’s GHG reduction goals. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. The impact would be less than significant.

Mitigation Measures

The proposed project shall implement and incorporate the GHG emissions-related mitigation measures as identified in the attached Mitigation Measure Monitoring Program dated **[Note to Preparer: Insert date]. [Note to City/Applicant: Confirm if preferred as mitigation measure or to be incorporated as Project Design Feature?]**

MM GHG-1 Electric Vehicle Charging Infrastructure. Prior to issuance of building permits, the City of Fresno shall review and approve project design details and specifications to demonstrate that the project provides electric vehicle (EV) charging stations and/or EV-capable infrastructure sufficient to meet or exceed the nonresidential electric vehicle charging requirements under

¹⁷ LSA Associates, Inc. 2025. *Fresno Tract 6309 Project Vehicle Miles Traveled Analysis Memorandum* (LSA Project No. 20252670). December 16.

Tier 2 of the California Green Building Standards Code (CALGreen) in effect at the time of building permit issuance. Compliance shall be enforceable as conditions of approval and shall be verified by the City of Fresno prior to issuance of certificates of occupancy.

IX. HAZARDS AND HAZARDOUS MATERIAL

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

DISCUSSION

This section provides a discussion of the existing hazards and hazardous materials at the project site and in the surrounding area and evaluates potential impacts related to hazards and hazardous materials due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno, because the annexation would not include or induce any development itself, hazards and hazardous materials impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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

Construction activities associated with the proposed project would involve the use of limited amounts of potentially hazardous materials, including, but not limited to, solvents, paints, fuels, oils, and transmission fluids. However, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the Department of Toxic Substances Control (DTSC), the USEPA, and the Occupational Safety and Health Administration (OSHA). All storage, handling, and disposal of hazardous materials during project construction and operation would comply with applicable safety standards and regulations, including General Plan Policies NS-4-a, NS-4-e, and NS-4-f.¹⁸ No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the project site. Therefore, the proposed project would have a less than

¹⁸ City of Fresno. 2020b. *General Plan Program Environmental Impact Report – Hazards and Hazardous Materials*. Available online at: https://files.ceqanet.lci.ca.gov/251381-3/attachment/JsvsQ9T4pAdj4Lj9OPluO2sgMySq5NAm9i9ydJNaS_htKcRHJhCmMopYXWJuNe5Z20ymjoTsSkL7xUyk0 (accessed February 5, 2026).

significant impact associated with the routine transport, use, or disposal of hazardous materials, and no mitigation is required.

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?

See discussion a), above. The proposed project would not result in a significant hazard to the public or the environment through the transport of hazardous materials. Additionally, the General Plan includes Objective NS-4 and Policies NS-4-a, NS-4-c, NS-4-e, NS-4-f, and NS-4-g, which require site and project-specific compliance with local, State, and federal standards and procedures to avoid the release or upset of hazardous materials. Therefore, compliance with federal and State regulations and applicable General Plan policies would ensure that the project would not result in significant hazards to the public or environment through the release of hazardous materials. The impact would be less than significant.

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

The closest existing school is Hirayama Elementary School, located approximately 0.3 mile northwest from the project site. As previously stated, the proposed project would not result in the use or emission of substantial quantities of hazardous materials that would pose a human or environmental health risk. In addition, all materials would be handled, stored, and disposed of in accordance with applicable standards and regulations. Therefore, because the proposed project does not involve activities that would result in the emission of hazardous materials or acutely hazardous substances to an existing or proposed school. Therefore, implementation of the proposed project would result in a less than significant impact in the use or emission of hazardous materials that would adversely affect a school.

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?

According to the DTSC EnviroStor database,¹⁹ the project site is not located on a federal Superfund site, State response site, voluntary cleanup site, school cleanup site, evaluation site, school investigation site, military evaluation site, tiered permit site, or corrective action site. Additionally, the project site is not included on the list of hazardous waste sites compiled pursuant to Government Code Section 65962.5.²⁰ As

¹⁹ California Department of Toxic Substances Control. 2007. EnviroStor. Available online at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=fresno> (accessed February 5, 2026).

²⁰ California Environmental Protection Agency. 2018. Government Code Section 65962.5(a) Hazardous Waste and Substances Site List. Available online at: <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/> (accessed February 5, 2026).

a result, no hazards to the public or environment are anticipated, and there would be no impact.

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

The nearest airports include Fresno Yosemite International Airport, located approximately 1.3 miles northwest of the project site; Fresno Chandler Executive Airport, located approximately 7.8 miles southwest of the project site; and Sierra Sky Airport, located approximately 12 miles northwest of the project site. The nearest medical center helipads (HPs) include the Clovis Community Hospital HP,²¹ located approximately 5.3 miles north of the project site. Due to the distance between the project site and local airports and HPs, operations at these locations are not expected to pose a safety hazard for people in the project site. Therefore, the proposed project would not expose persons to airport-related hazards, and the potential impact would be less than significant.

The project site is within Zone 6 (Traffic Pattern Zone) of the Fresno Yosemite International Airport. Within Zone 6, prohibited uses include outdoor stadiums and similar high intensity uses, as well as uses that would represent hazards to flight including physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. The proposed project would include residential and business park development compliant with the applicable measurements, height, and design requirements for the proposed RS-5 and BP zoning for the project site, and as such would not introduce an incompatible use that would represent a visual hazard. The project site is currently designated Business Park in the General Plan and zoned as AE20, Exclusive Agricultural. The proposed project would require a General Plan Amendment and Rezone to Medium Density Residential and RS-5 of 7 parcels (APNs 310-082-07, 310-082-08, 310-082-09, 310-082-10, 310-082-11, 310-082-12, 310-082-13 & 310-082-14), respectively, to be consistent with the proposed residential uses, and Rezone 5 parcels (APNs 310-082-02, 310-082-03, 310-082-04, 310-082-05, 310-083-01 & 310-083-02) to Business Park to be consistent with the General Plan. The Project Applicant would be required to submit a General Plan Amendment and Rezone application and comply with all the City's associated requirements and fees. After fulfillment of a General Plan Amendment and Rezone requirements, the proposed residential density of the project would be compatible with permitted densities for the project site's zoning and General Plan land use designation. Additionally, the proposed residential use is not expected to result in electronic interference to aircrafts in the vicinity. Within Zone 6, there is generally no concern with regard to any object up to 100 feet above ground level (AGL) unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet AGL. The proposed project is located in a generally flat area and would include residential units

²¹ California Department of Transportation (Caltrans). 2019. Caltrans HeliPlates. Available online at: <https://heliplates.dot.ca.gov/#> (accessed February 5, 2026).

and business park lots with dimensions in compliance with proposed zoning for the site. As such, the project would not introduce oversized objects or solitary objects that would result in a physical hazard to aircrafts. Therefore, the proposed project would not expose persons to airport-related hazards, and the potential impact would be less than significant.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The California Emergency Services Act requires cities to prepare and maintain an emergency plan for natural, manmade, or war-caused emergencies that result in conditions of disaster or extreme peril to life. The City's full-time Emergency Preparedness Officer (EPO) is responsible for ensuring that Fresno's emergency response plans are up to date and implemented properly. The EPO also facilitates cooperation between City departments and other local, State, and federal agencies that would be involved in emergency response operations. The City of Fresno Emergency Operations Center (EOC) serves as the coordination and communication between the City of Fresno and the Fresno County Operational Area EOC. The proposed project would not result in any alterations of existing roadways that would block the circulation of emergency response services or introduce elements that would conflict with the operations of the EOC. Therefore, the proposed project would not interfere with emergency evacuation plans in the City, and this impact would be less than significant.

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

The project site is located in an area mapped as Local Responsibility Area (LRA) Unzoned, indicating that the area is urbanized and not susceptible to wildland fires and is not located within a very high fire hazard severity zone (VHFHSZ).²² Therefore, the proposed project would not expose people or structures to a significant loss, injury, or death involving wildland fires and the impact would be less than significant.

²² California Department of Forestry and Fire Protection (CAL FIRE). 2025. *Find your Fire Hazard Severity Zone (FHSZ)*. Available online at: <https://experience.arcgis.com/experience/5065c998b4b0462f9ec3c6c226c610a9> (accessed February 5, 2026).

X. HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:			X	
i) Result in a substantial erosion or siltation on- or off-site;			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site:			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv) impede or redirect flood flows?			X	

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

DISCUSSION

This section provides a discussion of the existing hydrology and water quality at the project site and in the surrounding area and evaluates potential impacts related to hydrology and water quality due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from the County to the City of Fresno, because the annexation would not include or induce any development itself, hydrology and water quality impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) regulate the water quality of surface water and groundwater bodies throughout California. The proposed project is within the jurisdiction of the Central Valley RWQCB.

Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During project construction, there would be an increased potential to expose soils to wind and water erosion, which could result in temporary minimal increases in sediment load in nearby water bodies, including Mill Ditch No. 36 Canal, located approximately 0.1 mile north of the project site and adjacent to the northern boundary of the annexation area, and a ponding basin located approximately 0.1 mile northwest of the project site, within the northwest corner of the annexation area.

As previously described, the project site is approximately 22 acres within the overall 104-acre annexation area. In compliance with the General Plan, any development project disturbing 1 or more acres of soil must obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). Construction activities subject to the Construction General Permit includes clearing, grading, and other ground-disturbing activities such as stockpiling or excavation. The Construction General Permit requires development and implementation of a SWPPP.

A SWPPP includes features designed to eliminate contact of rainfall and stormwater runoff with sources of pollution that occur on construction sites, the main source being soil erosion resulting from unstabilized soils coming into contact with water and wind. These features are known as BMPs. Common BMPs to limit pollution in stormwater runoff from construction sites include maintaining or creating drainages to convey and direct surface runoff away from bare areas and installing physical barriers such as berms, silt fencing, waddles, straw bales, and gabions. The proposed project would be required to comply with requirements under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, including the SWPPP and BMPs, which would reduce project construction impacts on water quality to less than significant levels.

Long-term operation impacts associated with the proposed project would be reduced to less than significant levels with the implementation of the City's Storm Drainage and Flood Control Master Plan (SDFCMP), which manages the City's stormwater drainage systems, and the City's participation in the Phase 1 NPDES Permit for Stormwater Discharges From Municipal Separate Storm Sewer Systems (Phase 1 MS4), which requires the City to implement water quality and watershed protection measures for all development projects. Therefore, impacts associated with the proposed project would be less than significant.

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

Water supply and wastewater services for the proposed project would be provided by the City of Fresno through the Department of Public Utilities (DPU) Water and Wastewater Management Divisions. As discussed in the City's 2020 Urban Water Management Plan (UWMP) the City relies on groundwater from the North Kings Subbasin, surface water from Central Valley Project (CVP) (through a contract with the United States Bureau of Reclamation [USBR]); surface water from the Kings River, (through a contract with Fresno Irrigation District [FID]); and recycled water.²³ The City has indicated that groundwater wells, pump stations, recharge facilities, and water treatment and distribution systems shall be expanded incrementally to mitigate increased water demands. One of the primary objectives of Fresno's future water

²³ City of Fresno. 2021b. *2020 Urban Water Management Plan - Final*. Available online at: https://www.fresno.gov/wp-content/uploads/2023/03/Fresno-2020-UWMP_Final_2021-07-21-1.pdf (accessed February 12, 2026).

supply plans detailed in the City's current UWMP is to balance groundwater operations through a host of strategies. Through careful planning, Fresno has designed a comprehensive plan to accomplish this objective by increasing surface water supplies and surface water treatment facilities, intentional recharge, and conservation, thereby reducing groundwater pumping. The City continually monitors impacts of land use changes and development project proposals on water supply facilities by assigning fixed demand allocations to each parcel by land use as currently zoned or proposed to be rezoned.

In 2020, Fresno updated its UWMP designed to ensure the Fresno metropolitan area has a reliable water supply through 2045. The plan implements a conjunctive use program, combining groundwater, treated surface water, artificial recharge, and an enhanced water conservation program. In the near future, groundwater will continue to be an important part of the City's supply but will not be relied upon as heavily as has historically been the case. The City is planning to rely on expanding its delivery and treatment of surface water supplies and groundwater recharge activities. In addition, the City adopted the 2020 Water Shortage Contingency Plan (WSCP), which is a detailed plan that provides guidance how the City would respond to foreseeable and unforeseeable water shortages. The WSCP provides tools to maintain reliable supplies and reduce the impacts of supply interruptions due to extended drought and catastrophic supply interruptions.

The General Plan requires the City to maintain a comprehensive conservation program to help reduce per capita water usage and includes conservation programs and regulations such as landscaping standards for drought tolerance, irrigation control devices, leak detection and retrofits, water audits, public education, and implementation of USBR BMPs for water conservation to maintain surface water entitlements. The proposed project would comply with all applicable water conservation programs and regulations required by the City's General Plan.

The proposed project would also be consistent with water management strategies from both the UWMP and the Metropolitan Water Resources Management Plan. Furthermore, the Project Applicant would be required to comply with water management requirements and recommendations of the City of Fresno DPU, which would reduce the project's impacts to groundwater recharge to less than significant. When development permits are issued, the project site would be required to pay drainage fees pursuant to the Drainage Fee Ordinance.

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

i. Result in substantial erosion or siltation on- or off-site?

Construction of the proposed project would result in grading on the site that would expose native soils that could be subject to the effects associated with wind and

water erosion unless adequate measures are taken to limit the transport of soils in surface water from the site to downstream locations.

Stormwater collection and disposal, and flood control for the City of Fresno, the City of Clovis, and unincorporated areas within the City of Fresno's sphere of influence are provided by the FMFCD. As previously described, stormwater for the project site would be directed through internal drainage infrastructure (including, but not limited to, manholes, drainage basins, and drainage lines) toward proposed drainage infrastructure located along north Armstrong Avenue. Stormwater from the project site would then be redirected towards Basin BS.

As required by the General Plan, a SWPPP would be developed prior to any ground disturbance at the project site and would include BMPs to reduce erosion and surface water contamination during construction of the proposed project. Additionally, compliance with the City's grading plan check process, the FMFCD Storm Drainage and Flood Control Master Plan (SDFCMP), and stipulations of the NPDES Construction General Permit would ensure that potential impacts related to erosion and saltation on and off site would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?

As described above, the FMFCD provides flood control and urban stormwater services for the project site. Stormwater from the project site would be directed through infrastructure on North Armstrong Avenue and redirected toward Basin BS. Ground-disturbing activities related to project construction, such as grading, excavation, placing fill, and trenching, could change existing surface drainage patterns and increase the potential for flooding, particularly during storm events. Regulatory mechanisms in place that would reduce the effects of construction activities on drainage patterns that would result in flooding on or off the construction site include compliance with the City of Fresno grading plan check process, the SDFCMP, and the NPDES Construction General Permit. Compliance with these required regulations would reduce project construction impacts on grading patterns and flooding on and off the construction site to less than significant levels.

iii. Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Please refer to discussions a) and c) i and ii in this section. The proposed project would increase impervious surfaces at the project site. However, with implementation of a SWPPP, which would require execution of BMPs for controlling pollution sources during project construction, compliance with the City's SDFCMP, and implementation of the NPDES Permit, the proposed project would not exceed capacity of stormwater drainage systems or generate additional sources of polluted runoff. Additionally, the Project Applicant would pay the City a

drainage fee to address impacts related to increased amount of surface runoff resulting from the proposed project. The impact would be less than significant.

iv. Impede or redirect flood flows?

Title 40 of the Code of Federal Regulations (CFR), Part 60 regulations and the floodplain ordinance of the City of Fresno require that placement and flood provision structures within a floodplain not result in a cumulative change in the floodplain water surface that exceeds 1 foot. In addition, the regulations under 40CFR60 do not allow placement of structures within a regulatory floodway unless that placement would not result in any increase in the floodplain water surface elevation, meaning there is no displacement or redirection of the floodway. The City's floodplain ordinance requires that a registered Civil Engineer in the State of California certify that no displacement of flood water would result from the floodproofing of a structure within a floodplain or a regulatory floodway. The proposed project is not located within the 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA).²⁴ As a result, the impact would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The project site is not located in a flood hazard, tsunami, or seiche zone. Refer to discussion a) in Section IX, Hazards and Hazardous Materials, regarding the use of hazardous materials within the project site. As a result, a less than significant impact would occur.

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

The City is located within the Kings Subbasin, which is part of the larger San Joaquin Valley Groundwater Basin. The planning documents regarding water resources for the City include the North Kings Groundwater Sustainability Act (GSA) Groundwater Management Plan, the City of Fresno UWMP, and City of Fresno Metropolitan Water Resources Management Plan. The project would be required to adhere to NPDES drainage control requirements during construction and operation as well as to FMFCD drainage control requirements. As a result, the project would not conflict with any applicable water quality control plan or groundwater management plan, and the impact would be less than significant.

²⁴ Federal Emergency Management Agency (FEMA). 2020. FEMA Flood Map Service Center: Search By Address. Available online at: <https://msc.fema.gov/portal/search?AddressQuery#searchresultsanchor> (accessed February 12, 2026).

XI. LAND USE AND PLANNING

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

DISCUSSION

This section provides a discussion of the existing land use and planning at the project site and in the surrounding area and evaluates potential impacts related to land use and planning due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno, because the annexation would not include or induce any development itself, land use and planning impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

a) Physically divide an established community?

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community.

As previously described, the proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit homes, a 16,655-square-foot park, and 30 outlots. The proposed project site is located on the northwest corner of the intersection of North Armstrong Avenue and East Floradora Avenue. In

its existing condition, the project site does not have any existing structures and is currently being used for agriculture. It is bordered by residential medium-density uses to the north and east, agricultural uses and a public/quasi-public facility to the south, and agricultural uses to the west.

The proposed project would not construct features that would divide an established community or remove means of access that would impair mobility in a community. Therefore, the proposed project would have a less than significant impact related to physically dividing an established community.

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?

Under existing conditions, the project site is zoned as Exclusive Agricultural (AE20) by the County and is designated as Business Park under the City of Fresno General Plan. The AE20 zoning district is intended to protect agricultural land and provide for those uses that are necessary and an integral part of an agricultural operation. It allows for the creation of homesites less than the minimum acreage indicated by the district acreage designation, but not greater than 2.5 gross acres. The Business Park designation provides for office/business parks and is intended to accommodate and allow for the expansion of small businesses. It permits limited outdoor storage, as it is normally in close proximity to residential uses, and has a maximum floor area ratio (FAR) of 1.0.

The City's General Plan is the fundamental policy document of the City of Fresno. Within the General Plan, the Urban Form, Land Use, and Design Element is the principal document guiding land use and development within the City. As identified above, without a General Plan Amendment, the proposed project is partially inconsistent with the policies of the General Plan as they pertain to the existing Business Park designation. As described in the Project Description, the annexation portion of the proposed project would include the pre-zoning of five parcels to Business Park to be consistent with the City of Fresno General Plan, as well as the pre-zoning of seven parcels from Business Park to Residential Single-Unit, Medium Density (RS-5). The proposed project itself would include development under Vesting Tentative Tract Map 6309, which would include business lot development consistent with the site's designation of Business Park, while the residential component would require a General Plan Amendment to change the land use designation from Business Park to Medium Density Residential. The Medium Density Residential designation covers developments of 5 to 12 units per acre and is intended for areas with predominantly single-unit residential development.

While the site plan does not provide details on what would be constructed on the business lots, potential uses on the business lots would be consistent with allowed uses under the City's General Plan, and development of the residential component would adhere to all applicable development standards for the Medium Density Residential land use designation. In addition, the proposed project would be

consistent with applicable Urban Form, Land Use, and Design Element policies, as follows:

- **Policy LU-2-a: Infill Development and Redevelopment.** Promote development of vacant, underdeveloped, and re-developable land within the City Limits where urban services are available by considering the establishment and implementation of supportive regulations and programs.
- **Policy LU-5-c: Medium Density Residential Uses.** Promote medium density residential uses to maximize efficient use of residential property through a wide range of densities.
- **Policy LU-5-g: Scale and Character of New Development.** Allow new development in or adjacent to established neighborhoods that is compatible in scale and character with the surrounding area by promoting a transition in scale and architectural character between new buildings and established neighborhoods, as well as integrating pedestrian circulation and vehicular routes.
- **Policy LU-5-h: Housing Offering Amenities.** Support housing that offers residents a range of amenities, including public and private open space, landscaping, and recreation facilities with direct access to commercial services, public transit, and community gathering spaces.

As such, with the General Plan Amendment associated with the residential portion of the proposed project, development would be consistent with applicable land use regulations. As such, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the impact would be less than significant.

XII. MINERAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

DISCUSSION

This section provides a discussion of the existing mineral resources at the project site and in the surrounding area and evaluates potential impacts related to mineral resources due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from the County to the City of Fresno, because the annexation would not include or induce any development itself, mineral resource impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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?

The principal area for mineral resources in the City of Fresno is located along the San Joaquin River Corridor. The California Department of Mines and Geology classifies lands along the San Joaquin River Corridor as Mineral Resource Zone (MRZ) 1, MRZ-2, and MRZ-3. The project site is not located in the vicinity of the San Joaquin River, is not an MRZ, and does not contain an MRZ. The City's General Plan includes Objective RC-10 and Policies RC-10-a through RC-10-f to conserve aggregate mineral resources, which would be applied by the proposed project, as applicable.²⁵

²⁵ City of Fresno. 2016. General Plan, Resource Conservation and Resilience. Available online at: <https://www.fresno.gov/wp-content/uploads/2023/03/General-Plan-7-Resources-Conservation-and-Resilience-7-19.pdf> (accessed January 22, 2026).

As a result, the proposed project would not result in the loss of availability of a known mineral resource of value to the region or residents of the State. Therefore, the impact would be less than significant.

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?

Please refer to the discussion for a). The proposed project would not result in the loss of availability of any known locally important mineral resource recovery sites. Therefore, the proposed project would have a less than significant impact.

XIII. NOISE

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

TECHNICAL BACKGROUND

The following provides an overview of the characteristics of sound, fundamentals of vibration, and noise and vibration regulatory settings that applies to the proposed project.

Characteristics of Sound. Sound is increasing in the environment and can affect quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations (or cycles per second) of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound and describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined

by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

Measurement of Sound. Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike units of measurement that use a linear scale (e.g., inches or pounds), decibels (dB) use a scale based on powers of 10.

For example, 10 dB is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty dB represents 1,000 times as much acoustic energy as 0 dB. The dB scale increases as the square of the change, representing the sound-pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The dB system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their dB level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line-source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant rating scales for human communities in California are L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on dBA. CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during relaxation hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

Other noise rating scales of importance, when assessing the annoyance factor, include the maximum instantaneous noise level (L_{max}), which is the highest exponential time-

averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis are specified in terms of $L_{\max}$ for short-term noise impacts. $L_{\max}$ reflects peak operating conditions and addresses the annoying aspects of intermittent noise.

Another noise scale often used together with $L_{\max}$ in noise ordinances for enforcement purposes is noise standards in terms of percentile noise levels. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time the noise level exceeds this level, and half of the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category, audible impacts, refers to increases in noise levels noticeable to humans. Audible increases in noise levels generally involve a change of 3 dB or greater because that level has been found to be barely perceptible in exterior environments. The second category, potentially audible impacts, refers to a change in the noise level between 1 and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category involves changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Physiological Effects of Noise. Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions and thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will potentially result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed areas. Table XIII.A lists definitions of acoustical terms, and Table XIII.B shows common sound levels and their noise sources.

Fundamentals of Vibration

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible. However, without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of

Table XIII.A: Definitions of Acoustical Terms

Term	Definition
Decibel, dB	A unit of noise level that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low- and very high-frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L ₂ , L ₈ , L ₅₀ , L ₉₀	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 2 percent, 8 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L _{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dB to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L _{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dB to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L _{max} , L _{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter during a designated time interval using fast-time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time; usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, time of occurrence, and tonal or informational content, as well as the prevailing ambient noise level.

Source: *Handbook of Acoustical Measurements and Noise Control* (Harris 1991).

Table XIII.B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle a Few Feet Away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	—
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	—
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	—
Near-Freeway Auto Traffic	70	Moderately Loud	Reference Level
Average Office	60	Quiet	½ as loud
Suburban Street	55	Quiet	—
Light Traffic; Soft Radio Music in Apartment	50	Quiet	¼ as loud
Large Transformer	45	Quiet	—
Average Residence without Stereo Playing	40	Faint	⅛ as loud
Soft Whisper	30	Faint	—
Rustling Leaves	20	Very Faint	—
Human Breathing	10	Very Faint	Threshold of Hearing

Source: Compiled by LSA (2004).

the structure. Building vibration may be perceived by occupants as motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage is not a factor for normal operation and construction activities, with the occasional exception of blasting and pile driving during construction.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Impacts with ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet.²⁶ When roadways are smooth, vibration from traffic,

²⁶ Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. September. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed March 2026).

even heavy trucks, is rarely perceptible. For most projects, it is assumed that the roadway surface will be smooth enough that ground-borne vibration from street traffic will not exceed the impact criteria; however, construction activities have the potential to result in ground-borne vibration that could be perceptible and annoying. Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path usually will be greater than ground-borne noise.

Ground-borne vibration has the potential to disturb people as well as damage buildings. Although it is very rare for ground-borne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings. Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). RMS is best for characterizing human response to building vibration, and PPV is used to characterize the potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration.

REGULATORY SETTINGS

Federal Guidelines

Federal Transit Administration. The construction noise criteria included in the FTA *Transit Noise and Vibration Impact Assessment Manual*²⁷ were used to evaluate potential construction noise impacts because the City does not have construction noise level limits. Table XIII.C shows the FTA's Detailed Assessment Daytime Construction Noise Criteria based on the composite noise levels for each construction phase.

Table XIII.C: Detailed Assessment Daytime Construction Noise Criteria

Land Use	Daytime 8-hour L_{eq} (dBA)
Residential	80
Commercial	85
Industrial	90

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

FTA = Federal Transit Administration

State Guidelines

California Department of Transportation. Vibration standards included in the 2020 Caltrans *Transportation and Construction Vibration Guidance Manual*²⁸ are used to

²⁷ Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. September. Available online at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed March 2026).

²⁸ California Department of Transportation (Caltrans). 2020. *Transportation and Construction Vibration Guidance Manual*. April. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf> (accessed March 2026).

evaluate ground-borne vibration impacts on human annoyance and building damage even though the City exempts vibration levels generated from construction. The criteria for environmental impact from ground-borne vibration are based on the maximum levels for a single event and the RMS vibration level. Table XIII.D provides the criteria for assessing the potential for interference or annoyance.

Table XIII.D: Construction Vibration Annoyance Criteria

Human Response	Vibration Level (RMS in/sec)
Barely perceptible	0.01
Distinctly perceptible	0.04
Strongly perceptible	0.10
Severe	0.40

Source: *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

Caltrans = California Department of Transportation

in/sec = inch/inches per second

RMS = root-mean-square

Table XIII.E lists the potential vibration building damage criteria associated with construction activities, as suggested in the Caltrans Manual.

Table XIII.E: Construction Vibration Damage Criteria

Structure / Condition	PPV (in/sec)
Extremely fragile historic buildings, ruins, ancient monuments	0.08
Fragile buildings	0.10
Historic and some old buildings	0.25
Older residential structures	0.30
New residential structures	0.50
Modern industrial / commercial buildings	0.50

Source: Table 19, *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

Caltrans = California Department of Transportation

in/sec = inch/inches per second

PPV = peak particle velocity

Local Regulations

City of Fresno.

General Plan Noise and Safety Element. The City's General Plan Noise and Safety Element (2014) and Municipal Code has established interior and exterior noise standards from transportation (non-aircraft) noise sources for various land uses, as shown in Table XIII.F, and exterior noise standards from stationary noise sources, as shown in Table XIII.G. In addition, the City's General Plan Noise and Safety Element has established policies to meet the City's noise-related objective. The applicable General Plan Noise and Safety Element noise-related objective and policies for the proposed project are listed below.

Table XIII.F: City of Fresno Transportation (Non-Aircraft) Noise Sources

Noise-Sensitive Land Use ¹	Outdoor Activity Areas ²	Interior Spaces	
	dBA L _{dn} /CNEL	dBA L _{dn} /CNEL	dBA L _{eq}
Residential	65	45	--
Transient Lodging	65	45	--
Hospital, Nursing Homes	65	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Church, Meeting Halls	65	--	45
Office Buildings	--	--	45
School, Libraries, Museums	--	--	45

Source: General Plan (City of Fresno 2014).

¹ The Department of Development and Resource Management Director, on a case-by-case basis, may designate land uses other than those shown in this table to be noise sensitive and may require appropriate noise mitigation measures.

² Where the location of outdoor activity areas is unknown or not applicable, the noise exposure standard shall be applied at the property line of the receiving land use. When ambient noise levels exceed or equal the levels in this table, mitigation shall only be required to limit noise to the ambient plus 5 dBA.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

L_{dn} = day-night average noise level

L_{eq} = equivalent continuous sound level

Table XIII.G: City of Fresno Stationary Noise Sources

	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Equivalent Sound Level (dBA L _{eq})	50	45
Maximum Sound Level (dBA L _{max})	70	60

Source: City of Fresno Municipal Code (2025).

Note: As determined at outdoor activity areas. Where the location of outdoor activity area is unknown or not applicable, the noise exposure standard shall be applied at the property line of the receiving land use. The Department of Development and Resource Management Director shall determine uses that qualify as "noise-sensitive." When ambient noise levels exceed or equal the levels in this table, mitigation shall only be required to limit noise to the ambient plus 5 dBA.

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

L_{max} = maximum instantaneous noise level

General Plan Noise-Related Objective and Policies.

Objective

NS-1 Protect the citizens of the City from the harmful and annoying effects of exposure to excessive noise.

Implementing Policies

NS-1-a Desirable and Generally Acceptable Exterior Noise Environment. Establish 65 dBA L_{dn} or CNEL as the standard for the desirable maximum average exterior noise levels for defined usable exterior areas of residential and noise-sensitive uses for noise, but designate 60 dBA L_{dn} or CNEL (measured at the property line) for noise generated by stationary sources impinging upon residential and noise-sensitive uses. Maintain 65 dBA L_{dn}

or CNEL as the maximum average exterior noise levels for non-sensitive commercial land uses, and maintain 70 dBA L_{dn} or CNEL as maximum average exterior noise level for industrial land uses, both to be measured at the property line of parcels where noise is generated which may impinge on neighboring properties.

NS-1-b Conditionally Acceptable Exterior Noise Exposure Range. Establish the conditionally acceptable noise exposure level range for residential and other noise sensitive uses to be 65 dB L_{dn} or require appropriate noise reducing mitigation measures as determined by a site specific acoustical analysis to comply with the desirable and conditionally acceptable exterior noise level and the required interior noise level standards set in Table 9-2 (Table F).

NS-1-c Generally Unacceptable Exterior Noise Exposure Range. Establish the exterior noise exposure of greater than 65 dB L_{dn} or CNEL to be generally unacceptable for residential and other noise sensitive uses for noise generated by sources in Policy NS-1-a, and study alternative less noise-sensitive uses for these areas if otherwise appropriate. Require appropriate noise reducing mitigation measures as determined by a site specific acoustical analysis to comply with the generally desirable or generally acceptable exterior noise level and the required 45 dB interior noise level standards set in Table 9-2 (Table XIII.F) as conditions of permit approval.

NS-1-g Noise mitigation measures which help achieve the noise level targets of this plan include, but are not limited to, the following:

- Façades with substantial weight and insulation;
- Installation of sound-rated windows for primary sleeping and activity areas;
- Installation of sound-rated doors for all exterior entries at primary sleeping and activity areas;
- Greater building setbacks and exterior barriers;
- Acoustic baffling of vents for chimneys, attic and gable ends;
- Installation of mechanical ventilation systems that provide fresh air under closed window conditions.

The aforementioned measures are not exhaustive and alternative designs may be approved by the City, provided that a qualified Acoustical Consultant submits information demonstrating that the alternative design(s) will achieve and maintain the specific targets for outdoor activity areas and interior spaces.

NS-1-h Interior Noise Level Requirement. Comply with the State Code requirement that any new multifamily residential, hotel, or dorm buildings must be

designed to incorporate noise reduction measures to meet the 45 dB L_{dn} interior noise criterion, and apply this standard as well to all new single-unit residential and noise sensitive uses.

NS-1-i Mitigation by New Development. Require an acoustical analysis where new development of industrial, commercial or other noise generating land uses (including transportation facilities such as roadways, railroads, and airports) may result in noise levels that exceed the noise level exposure criteria established by Tables 9-2 (Table XIII.F) and 9-3 (Table XIII.G) to determine impacts, and require developers to mitigate these impacts in conformance with Tables 9-2 (Table XIII.F) and 9-3 (Table XIII.G) as a condition of permit approval through appropriate means.

Noise mitigation measures may include:

- The screening of noise sources such as parking and loading facilities, outdoor activities, and mechanical equipment;
- Providing increased setbacks for noise sources from adjacent dwellings;
- Installation of walls and landscaping that serve as noise buffers;
- Installation of soundproofing materials and double-glazed windows; and
- Regulating operations, such as hours of operation, including deliveries and trash pickup.

Alternative acoustical designs that achieve the prescribed noise level reduction may be approved by the City, provided a qualified Acoustical Consultant submits information demonstrating that the alternative designs will achieve and maintain the specific targets for outdoor activity areas and interior spaces. As a last resort, developers may propose to construct noise walls along roadways when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility, with no City funding.

NS-1-j Significance Threshold. Establish, as a threshold of significance for the City's environmental review process, that a significant increase in ambient noise levels is assumed if the project would increase noise levels in the immediate vicinity by 3 dB L_{dn} or CNEL or more above the ambient noise limits established in this General Plan Update.

Municipal Code. Section 10-109(a) of the City's Municipal Code (2025) limits construction, repair, or remodeling work accomplished pursuant to a building, electrical, plumbing, mechanical, or other construction permit issued by the City or other governmental agency, or to site preparation and grading, to between the hours of 7:00 a.m. and 10:00 p.m. on any day except Sunday.

Section 15-2507 of the City's Municipal Code states that no vibration shall be produced that is transmitted through the ground and is discernible without the aid of instruments by a reasonable person at the lot lines of the site. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (e.g., construction equipment, trains, trucks) are exempt from this standard.

EXISTING SETTINGS

Overview of the Existing Noise Environment

Transportation facilities are the primary existing noise sources in the project area. Traffic noise in the project area includes Floradora Avenue, Armstrong Avenue, and other local roadways. Also, aircraft noise from Fresno Yosemite International Airport and operations of the water treatment facility contributes to the noise environment in the project area.

Land Uses in the Project Vicinity

The project site is surrounded by single-unit residences to the north, east, and west; agricultural uses and a water treatment facility to the south; and agricultural uses to the west.

Ambient Noise Measurements

Three long-term (24-hour) noise level measurements were conducted on January 29 and 30, 2026, using Larson Davis Spark 706RC dosimeters to document the existing noise environment within the project area. Table XIII.H summarizes the results of the long-term noise level measurements along with a description of the measurement locations and noise sources that occurred during the measurements. As shown in Table XIII.H, the daytime noise levels ranged from 49.5 to 66.4 dBA L_{eq} , and the nighttime noise levels ranged from 48.9 to 57.5 dBA L_{eq} . Also, the daytime maximum instantaneous noise levels ranged from 61.1 to 84.1 dBA L_{max} , and the nighttime maximum instantaneous noise levels ranged from 57.2 to 79.0 dBA L_{max} . The calculated CNEL levels at LT-1 through LT-3 range from 60.0 to 67.0 dBA CNEL.

The long-term noise level measurement survey sheets, along with the hourly L_{eq} and L_{max} results, are provided in Appendix F. Figure XIII-1 shows the long-term monitoring locations.

Table XIII.H: Long-Term Ambient Noise Monitoring Results

Monitoring No.	Location	Noise Level					Noise Source
		dBA L _{eq}		dBA L _{max}		CNEL	
		Daytime	Nighttime	Daytime	Nighttime		
LT-1	Southwest corner of 1755 North Armstrong Avenue. On a utility pole. Approximately 515 ft from the North Armstrong Avenue centerline and 630 ft from the East Floradora Avenue centerline.	49.5–57.0 (53.6)	48.9–56.4 (53.2)	61.1–74.0	57.2–72.2	60.0	Traffic on North Armstrong Avenue. Occasional aircraft noise.
LT-2	Northeast of the project site. On a utility pole. Approximately 75 ft from the North Armstrong Avenue centerline.	60.5–66.4 (64.1)	53.1–64.8 (59.0)	76.1–84.1	67.5–79.0	67.0	Traffic on North Armstrong Avenue. Occasional aircraft noise.
LT-3	Southwest of the project site. On a concrete pillar between a power pole and 6160 East Floradora Avenue. Approximately 90 ft from the East Floradora Avenue centerline.	49.4–58.9 (54.9)	50.4–57.5 (54.9)	67.6–75.7	64.0–75.4	61.7	Light traffic on East Floradora Avenue. Occasional aircraft noise.

Source: Compiled by LSA (2026).

Note: The long-term (24-hour) noise level measurements were conducted January 29 and 30, 2026.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

ft = foot/feet

L_{eq} = equivalent continuous sound level

L_{max} = maximum instantaneous noise level

Figure XIII-1: Noise Monitoring Locations

DISCUSSION

This section provides a discussion of the existing noise at the project site and in the surrounding area and evaluates potential impacts related to noise due to the development of approximately 202 single-unit residences for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno, because the annexation would not include or induce any development itself, noise impacts associated with future development of annexation areas would be evaluated under separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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 in other applicable local, state, or federal standards?

Short-Term Construction Noise Impacts. Two types of short-term noise impacts could occur during construction on the project site. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on roads leading to the site. The pieces of heavy equipment for construction activities will be moved on site, will remain for the duration of each construction phase, and will not add to the daily traffic volume in the project vicinity. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 dBA), the effect on longer-term (daily) ambient noise levels would be small because the daily construction-related vehicle trips are small compared to the existing average daily traffic (ADT) volumes on Floradora Avenue, Fowler Avenue, and Olive Avenue, which would be used to access the project site. The CalEEMod (version 2022.1) results contained in Appendix A indicate that the grading construction phase would generate the most trips out of all of the construction phases and would have an acoustical equivalent traffic volume of 2,654, 2,026, and 2,270 passenger car equivalent vehicles on Floradora Avenue, Fowler Avenue, and Olive Avenue, respectively. Based on Table I, Floradora Avenue, Fowler Avenue, and Olive Avenue have estimated existing ADT volumes of 451, 14,172, and 10,490, respectively, near the project site. Based on the information above, construction-related traffic would increase noise levels by up to 8.4 dBA along Floradora Avenue between Fowler Avenue and Armstrong Avenue. Although this noise level increase is perceptible to the human ear in an outdoor environment, residences are 18 feet from the Floradora Avenue centerline of the outermost lane and would be exposed to traffic noise levels of 57.7 dBA CNEL. This noise level would not exceed the City's exterior noise standard of 65 dBA CNEL for residential uses. For Fowler Avenue and Olive Avenue, the project-related traffic would increase noise by up to 0.9 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term construction-related noise impacts associated with worker commute and equipment transport to the project site would be less than significant. No mitigation measures are required.

The second type of short-term noise impact is related to noise generated from construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The project anticipates site preparation, grading, building construction, paving, and architectural coating phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table XIII.I lists the maximum noise levels (L_{max}) recommended for noise impact assessments for typical construction equipment included in the Federal Highway Administration (FHWA) Highway Construction Noise Handbook (FHWA 2006), based on a distance of 50 feet between the equipment and a noise receptor.

Table XIII.I: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Use Factor ¹ (Percent)	Maximum Noise Level (L_{max}) at 50 ft ²
Backhoe	40	80
Compactor (ground)	20	80
Compressor (air)	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85
Front-End Loader	40	80
Generator	50	82
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pavement Scarifier	20	85
Paver	50	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder/Torch	40	73

Source: Table 9.1, *FHWA Highway Construction Noise Handbook* (FHWA 2006).

Note: The noise levels reported in this table are rounded to the nearest whole number.

¹ Acoustical use factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

² Maximum noise levels were developed based on Spec. 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.

CA/T = Central Artery/Tunnel

ft = foot/feet

FHWA = Federal Highway Administration

L_{max} = maximum instantaneous noise level

Table XIII.J lists the anticipated construction equipment for each construction phase

based on the CalEEMod (Version 2022.1) results contained in Appendix A. Table XIII.J shows the combined noise level at 50 feet from all of the equipment in each phase and the L_{eq} noise level for each equipment at 50 feet based on the quantity, the reference L_{max} noise level at 50 feet, and the acoustical use factor. As shown in Table XIII.J, construction noise levels would reach up to 89.2 dBA L_{eq} at a distance of 50 feet.

Table XIII.J: Summary of Construction Phase, Equipment, and Noise Levels

Construction Phase	Construction Equipment	Quantity	Reference Noise Level at 50 ft (dBA L_{max})	Acoustical Use Factor ¹ (%)	Noise Level at 50 ft (dBA L_{eq})	Combined Noise Level at 50 ft (dBA L_{eq})
Site Preparation	Dozers	3	85	40	85.8	87.3
	Front-End Loader	4	80	40	82.0	
Grading	Graders	1	85	40	81.0	89.2
	Excavator	2	85	40	84.0	
	Front-End Loader	2	80	40	79.0	
	Scraper	2	85	40	84.0	
	Dozer	1	85	40	81.0	
	Forklift	3	85	20	82.8	
Building Construction	Generator	1	82	50	79.0	86.5
	Crane	1	85	16	77.0	
	Welder/Torch	1	73	40	69.0	
	Front-End Loader	3	80	40	80.8	
	Paver	2	85	50	85.0	
Paving	Pavement Scarifier	2	85	20	81.0	87.6
	Roller	2	85	20	81.0	
	Air Compressors	1	80	40	76.0	
Architectural Coating						76.0

Source: Compiled by LSA (2026).

¹ The acoustical use factor is the percentage of time during a construction noise operation that a piece of construction equipment operates at full power.

dBA = A-weighted decibels

ft = foot/feet

L_{eq} = equivalent continuous sound level

L_{max} = maximum instantaneous noise level

Table XIII.K shows the construction noise levels at the closest residential properties surrounding the project site from the center of the closest construction phase. As shown in Table XIII.K, the closest properties (a residence to the west and a water treatment plant to the south) would be exposed to noise levels that reach up to 65.2 and 71.7 dBA L_{eq} , respectively. Although noise generated by project construction activities would be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise would stop once project construction is completed. Also, construction-related noise levels would be below the FTA noise level standards of 80 and 90 dBA L_{eq} for residential and industrial uses, respectively. Construction activities shall be limited to between the hours of 7:00 a.m. and 10:00 p.m., Monday through Saturday, pursuant to Section 10-109(a) of the City

Table XIII.K: Construction Noise Levels

Land Use	Direction	Reference Noise Level at 50 ft (dBA L _{eq})	Distance ¹ (ft)	Distance Attenuation (dBA)	Noise Level (dBA L _{eq})
Residence	North	89.2	880	24.9	64.3
Residence	East	89.2	860	24.7	64.5
Water Treatment Plant	South	89.2	375	17.5	71.7
Portable Building	South	89.2	710	23.0	66.2
Residence	West	89.2	795	24.0	65.2

Source: Compiled by LSA (2026).

¹ Distance from the center of the project site to the property line of the adjacent off-site land use.

dBA = A-weighted decibels

ft = foot/feet

L_{eq} = equivalent continuous sound level

Municipal Code. The implementation of construction hour limits, as summarized in Regulatory Compliance Measure (RCM) N-1, would minimize disturbance to nearby land uses. Therefore, noise generated from project construction activities would be less than significant. No mitigation measures are required.

Long-Term Traffic Noise Impacts. The FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate traffic-related noise conditions along roadways in the project vicinity. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resulting noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The existing (2025) and cumulative (2046) without and with project ADT volumes were obtained from the *Revised Traffic Impact Analysis Report for Tract 6309*.²⁹ The standard vehicle mix for California roadways was used for traffic on these roadway segments. Tables XIII.L and XIII.M list the traffic noise levels for the existing (2025) and cumulative (2046) without and with project scenarios, respectively. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in Appendix F.

Tables XIII.L and XIII.M show that the project-related traffic would increase noise by up to 6.4 dBA along Floradora Avenue between Fowler Avenue and Armstrong Avenue under the existing (2025) and cumulative (2046) with project scenarios. Although this noise level increase is distinctly perceptible to the human ear in an outdoor environment, residences are 18 feet from Floradora Avenue centerline of the outermost lane and would be exposed to traffic noise levels of 64.7 dBA CNEL.

²⁹ JLB Traffic Engineering, Inc. 2025. *Revised Traffic Impact Analysis Report for Tract 6309*. November 13.

Table XIII.L: Existing (2025) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
Floradora Avenue between Fowler Avenue and Armstrong Avenue	451	< 50	< 50	< 50	52.2	1,979	< 50	< 50	< 50	58.6	6.4
Fowler Avenue between Floradora Avenue and Olive Avenue	14,172	52	112	241	69.5	15,142	55	117	252	69.8	0.3
Olive Avenue between Fowler Avenue and Armstrong Avenue	10,490	< 50	78	166	66.5	10,500	< 50	78	166	66.5	0.0

Source: Compiled by LSA (2026).

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibel(s)

CNEL = Community Noise Equivalent Level

ft = foot/feet

Table XIII.M: Cumulative (2046) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase from Baseline Conditions (dBA)
Floradora Avenue between Fowler Avenue and Armstrong Avenue	737	< 50	< 50	< 50	54.3	2,265	< 50	< 50	< 50	59.2	4.9
Fowler Avenue between Floradora Avenue and Olive Avenue	20,014	66	141	303	71.0	20,984	68	145	313	71.3	0.3
Olive Avenue between Fowler Avenue and Armstrong Avenue	12,980	< 50	89	191	67.4	12,990	< 50	89	191	67.4	0.0

Source: Compiled by LSA (2026).

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibel(s)

CNEL = Community Noise Equivalent Level

ft = foot/feet

This noise level would not exceed the City's exterior noise standard of 65 dBA CNEL for residential uses. For all other roadways in the project area, the project-related traffic would increase noise by up to 0.3 dBA. This noise level increase is below 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, traffic noise from project-related traffic on off-site sensitive receptors would be less than significant. No noise mitigation measures are required.

Long-Term Stationary Noise Impacts. The proposed project would include heating, ventilation, and air conditioning (HVAC) equipment for the proposed residential and business park. Noise generated from HVAC equipment could exceed the City's stationary noise standards shown in Table XIII.G if it were to occur in areas adjacent to noise-sensitive land uses without shielding, and impacts would be considered significant. The implementation of **MM NOI-1** requires preparation of an acoustical study by a qualified acoustical consultant and submittal to the City for review and approval to confirm compliance with the City's exterior noise standards shown in Table XIII.G. When ambient noise levels exceed or equal the levels in Table XIII.G, mitigation shall only be required to limit noise to the ambient plus 5 dBA. If it is discovered that noise levels exceed the City's exterior noise standards, additional measures shall be recommended by a qualified acoustical consultant that may include, but not be limited to, location of the equipment on the project, additional shielding (screening or soundwalls), or using equipment that has a quieter rating. With the implementation of **MM NOI-1**, noise generated by the HVAC equipment on the project site would be less than significant with mitigation incorporated.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Short-Term Construction Vibration Impact. This construction vibration impact analysis discusses the level of human annoyance and assesses the potential for building damage using vibration levels in PPV (inches per second [in/sec]). Table XIII.N shows the reference vibration levels at a distance of 25 feet for each type of standard construction equipment from the Caltrans Manual.³⁰ Outdoor site preparation and grading for the proposed project is expected to require the use of large bulldozers and loaded trucks, which would generate ground-borne vibrations of up to 0.089 in/sec maximum PPV (0.062 in/sec RMS PPV) for large bulldozers and 0.076 in/sec maximum PPV (0.053 in/sec RMS PPV) for loaded trucks when measured at 25 feet. Pile drivers, vibratory rollers, and other heavy-tracked construction equipment would not be used to construct the proposed project.

³⁰ California Department of Transportation (Caltrans). 2020. *Transportation and Construction Vibration Guidance Manual*. April. Available online at: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf> (accessed March 2026).

Table XIII.N: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 ft	
	Maximum PPV (in/sec)	RMS PPV (in/sec) ¹
Pile Driver (Impact), Typical	0.644	0.451
Pile Driver (Sonic), Typical	0.170	0.119
Vibratory Roller	0.210	0.147
Hoe Ram	0.089	0.062
Large Bulldozer²	0.089	0.062
Caisson Drilling	0.089	0.062
Loaded Trucks²	0.076	0.053
Jackhammer	0.035	0.025
Small Bulldozer	0.003	0.002

Sources: *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

¹ RMS vibration velocity is 70 percent of the maximum PPV.

² Equipment shown in bold is expected to be used on site.

Caltrans = California Department of Transportation

ft = foot/feet

in/sec = inch/inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

The greatest vibration levels are anticipated during the site preparation and grading phases. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within the buildings.

The formula for vibration transmission is provided below:

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.1}$$

Table XIII.O lists the projected vibration levels from various construction equipment expected to be used from the center of the project site to the nearest buildings in the project vicinity. Similar to construction noise, the center of the site is the appropriate location to predict a typical construction vibration condition over the period of an hour to assess annoyance potential because equipment during the most intense phases of construction, such as grading, will traverse the site and not remain stationary. As shown in Table XIII.O, the closest building structure is approximately 395 feet from the center of the project site and would experience a vibration level of up to 0.003 RMS (in/sec). This vibration level would not have the potential to result in annoyance because vibration levels would not exceed the Caltrans annoyance threshold of 0.04 RMS (in/sec). Other building structures that surround the project site would experience lower vibration levels because they are farther away.

Table XIII.O: Potential Construction Vibration Annoyance

Land Use	Direction	Equipment/ Activity	Reference Vibration Level RMS (in/sec) at 25 ft	Distance to Structure (ft) ¹	Vibration Level RMS (in/sec)
Barn	North	Large Bulldozers	0.062	395	0.003
		Loaded Trucks	0.053	395	0.003
Residence	North	Large Bulldozers	0.062	565	0.002
		Loaded Trucks	0.053	565	0.002
Residence	East	Large Bulldozers	0.062	910	0.001
		Loaded Trucks	0.053	910	0.001
Water Treatment Plant	South	Large Bulldozers	0.062	585	0.002
		Loaded Trucks	0.053	585	0.002
Barn	West	Large Bulldozers	0.062	795	0.001
		Loaded Trucks	0.053	795	0.001
Residence	West	Large Bulldozers	0.062	860	0.001
		Loaded Trucks	0.053	860	0.001

Source: Compiled by LSA (2026).

Note: The Caltrans annoyance threshold is 0.04 RMS (in/sec).

¹ Distance from the center of the project site to the building structure.

Caltrans = California Department of Transportation

ft = foot/feet

in/sec = inch/inches per second

RMS = root-mean-square

Table XIII.P lists the projected vibration levels from various construction equipment expected to be used on the project site at the project construction boundary to the nearest buildings in the project vicinity. The construction boundary is the appropriate location to assess the potential for vibration damage, which would occur during a peak condition, because the vibration criterion used is PPV. As shown in Table XIII.P, the closest building structure is approximately 10 feet from the project construction boundary and would experience a vibration level of up to 0.244 PPV (in/sec). This vibration level would not have the potential to result in building damage because buildings within the project area were conservatively assumed to be equivalent to older residential structures or better, and the anticipated project-related vibration levels would not exceed the Caltrans vibration damage threshold of 0.30 PPV (in/sec) for old residential structures and 0.50 PPV (in/sec) for modern industrial buildings. Other building structures that surround the project site would experience lower vibration levels because they are farther away and are also conservatively assumed to be equivalent to older residential structures or better, and the anticipated project-related vibration levels would not exceed the Caltrans vibration damage threshold of 0.30 PPV (in/sec) for old residential structures and 0.50 PPV (in/sec) for modern industrial buildings. Therefore, vibration levels generated from project construction would be less than significant, and no mitigation is required.

Table XIII.P: Potential Construction Vibration Damage

Land Use	Direction	Equipment/ Activity	Reference Vibration Level at 25 ft	Distance to Structure (ft) ¹	Vibration Level
			PPV (in/sec)		PPV (in/sec)
Barn	North	Large Bulldozers	0.089	50	0.042
		Loaded Trucks	0.076	50	0.035
Residence	North	Large Bulldozers	0.089	25	0.089
		Loaded Trucks	0.076	25	0.076
Residence	East	Large Bulldozers	0.089	95	0.020
		Loaded Trucks	0.076	95	0.018
Water Treatment Plant	South	Large Bulldozers	0.089	120	0.016
		Loaded Trucks	0.076	120	0.014
Barn	West	Large Bulldozers	0.089	10	0.244
		Loaded Trucks	0.076	10	0.208
Residence	West	Large Bulldozers	0.089	45	0.047
		Loaded Trucks	0.076	45	0.040

Source: Compiled by LSA (2026).

Note: The Caltrans building damage threshold for old residential structures is 0.3 PPV (in/sec) and modern industrial buildings is 0.50 PPV (in/sec).

¹ Distance from the project construction boundary to the building structure.

Caltrans = California Department of Transportation
ft = foot/feet

in/sec = inches per second
PPV = peak particle velocity

Long-Term Operational Vibration Impacts. The operation of the proposed project would not generate vibration. In addition, vibration levels generated from project-related traffic on roadways in the project area would be unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Therefore, vibration levels generated from project-related operations would be less than significant. No mitigation measures are required.

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

The closest airports to the project site are Fresno Yosemite International Airport (1.4 miles northwest of the project site), Fresno Chandler Executive Airport (7.8 miles southwest of the project site), and Sierra Sky Park Airport (11.6 miles northwest of the project site). The project site is outside the 60 dBA CNEL noise contour of the closest airports based on the Fresno County Airport Land Use Compatibility Plan (Fresno County Airport Land Use Commission 2023)³¹. There are also no private airstrips within 2 miles of the project site. Therefore, the proposed project would not expose

³¹ Fresno Council of Governments. 2023. Fresno County Airport Land Use Compatibility Plan. October. Website: <https://www.fresnocog.org/wp-content/uploads/2025/06/2023-ALUCP.pdf> (accessed March 10, 2026).

people residing or working at the project site to aviation-related excessive noise levels. No noise impacts would occur.

Regulatory Compliance Measures

RCM NOI-1 The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 10:00 p.m., Monday through Saturday, pursuant to Section 10-109(a) of the City of Fresno Municipal Code.

Mitigation Measures

MM NOI-1 Prior to the issuance of building permits and when the heating, ventilation, and air conditioning (HVAC) location, number of units, and specifications for each building are available, an acoustical study shall be prepared by a qualified acoustical consultant and submitted to the City of Fresno (City) for review and approval to confirm compliance with the City's exterior noise standards shown in Table XIII.G. When ambient noise levels exceed or equal the levels in Table XIII.G, mitigation shall only be required to limit noise to the ambient plus 5 A-weighted decibels (dBA). If it is discovered that noise levels exceed the City's exterior noise standards, additional measures shall be recommended by a qualified acoustical consultant that may include, but not be limited to, location of the equipment on the project site, additional shielding (screening or soundwalls), or using equipment that has a quieter rating.

XIV. POPULATION AND HOUSING

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

DISCUSSION

This section provides a discussion of the existing population and housing at the project site and in the surrounding area and evaluates potential impacts related to population and housing due to the development of approximately 202 single-unit residences and 7 business park lots, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno, because the annexation would not include or induce any development itself, population and housing impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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)?

The proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit residences, a 16,655-square-foot park, and 30 outlots. As previously described, the project site is zoned as Exclusive Agricultural (AE20) by the County and as Business Park under the City of Fresno General Plan. The residential component of the proposed project would require a

General Plan Amendment to change the land use designation from Business Park to Medium Density Residential. Uses on site would be consistent with allowed uses under the City's General Plan, and development of the residential component would adhere to all applicable development standards for the Medium Density Residential land use designation.

The proposed project would result in direct population growth as the use proposed has a residential component and would contribute to permanent residency on site. The project site does not currently contain any permanent residents in the existing condition. Therefore, implementation of the proposed project would potentially result in an increase in unplanned population growth in the City. The proposed project would result in the development of 202 single-unit residences, which would result in approximately 600 additional residents based on the estimated 2.97 persons per household³² in Fresno. The addition of 600 new residents represents approximately 0.1 percent of Fresno's 2024 population of 550,105.³³ As such, population growth in the area as a result of additional housing would be negligible.

All of the utilities infrastructure, including sewer and water facilities and storm drains, exists in the immediate vicinity of the project site and would be extended to the project site. These existing utility and service systems have adequate capacity to serve the proposed project (refer to Section XIX, Utilities and Service Systems, below). Therefore, the proposed project would not directly or indirectly induce unplanned population growth and this impact would be less than significant.

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

No housing is currently present on the project site and no people currently live on the project site; therefore, no people would be displaced by the proposed project. Conversely, the proposed project would result in the development of 202 single-unit residences. Therefore, there would be no impact related to the displacement of substantial numbers of people or housing units.

³² United States Census Bureau. 2024. QuickFacts Fresno city, California. Available online at: <https://www.census.gov/quickfacts/fact/table/fresnocitycalifornia/PST045224> (accessed February 2, 2026).

³³ Ibid.

XV. PUBLIC SERVICES

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

DISCUSSION

This section provides a discussion of the existing public services at the project site and in the surrounding area and evaluates potential impacts related to public services due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from the County to the City of Fresno, because the annexation would not include or induce any development itself, public services impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site. The proposed project was reviewed by relevant City Departments (including Clovis Unified School District in a letter dated February 10, 2026), and comments have been incorporated as applicable to the environmental review.

- a) **Would the project 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 public services:**

i. Fire protection?

The City of Fresno Fire Department (FFD) would provide fire protection services to the proposed project. There are 21 FFD fire stations in Fresno, with the closest fire station, Fire Station No. 10, located approximately 1.6 miles northwest of the project site. Planned growth under the General Plan would increase calls for fire protection service in the City. As previously described, the project site is zoned as Exclusive Agricultural (AE20) by the County and as Business Park under the City of Fresno General Plan. The residential component of the proposed project would require a General Plan Amendment to change the land use designation from Business Park to Medium Density Residential. Uses on site would be consistent with allowed uses under the City's General Plan, and development of the residential component would adhere to all applicable development standards for the Medium Density Residential land use designation.

As discussed above in Section XIV, Population and Housing, the proposed project would result in an incremental increase in the population of the City and would therefore incrementally increase the demand for emergency fire services and emergency medical services. However, the proposed project would be required to pay a Fire Facilities Fee and a Development Impact Fee pursuant to Chapter 12, Article 4.9, of the City's Code of Ordinances to account for the potential impacts to fire services.

The FFD would continue providing services to the project site and would not require additional firefighters to serve the proposed project. The construction of a new or expanded fire station would not be required. The proposed project would not result in a significant impact on the physical environment due to the incremental increase in demand for fire protection and life safety services. The incremental increase in demand for services would not adversely affect existing response times to the site or within the City. Therefore, construction and operation of the proposed project would have a less than significant impact.

ii. Police protection?

The City of Fresno Police Department (FPD) provides police protection to the project site. The Police Department Patrol Division is divided into five policing districts, with the nearest being the Southeast Policing District, located at 224

South Argyle Avenue, approximately two miles away from the project site. The Sheriff's Office is located approximately 0.6 mile south of the project site. Planned growth under the General Plan would increase calls for police protection service in the City. As previously described, the project site is zoned as Exclusive Agricultural (AE20) by the County and as Business Park under the City of Fresno General Plan. The residential component of the proposed project would require a General Plan Amendment to change the land use designation from Business Park to Medium Density Residential. Uses on site would be consistent with allowed uses under the City's General Plan, and development of the residential component would adhere to all applicable development standards for the Medium Density Residential land use designation.

As discussed above in Section XIV, Population and Housing, the proposed project would result in an incremental increase in the population of the City and therefore incrementally increase the demand for emergency police services to the project site. However, the proposed project would be required to pay a Police Impact Fee and a Development Impact Fee pursuant to Chapter 12, Article 4.8, of the City's Code of Ordinances to account for the potential impacts to police protection services.

The FPD would continue providing services to the project site and would not require additional personnel to serve the proposed project. The construction of new or expanded police facilities would not be required. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional police facilities or services and impacts to police protection would represent a less than significant impact.

iii. Schools?

Any urban residential development occurring as a result of the proposed project would result in an impact on Clovis Unified School District's student capacity. The estimated number of students the proposed project would generate is derived by multiplying the number of students per dwelling unit (the student yield factor) by the number of dwelling units in the proposed project (202 single-unit residences). The California State Allocation Board Office of Public-School Instruction reports that the statewide student yield factor of 0.7 student per dwelling unit is applicable for unified school districts. Applying the statewide average student yield factor, the proposed project would generate approximately 141 students. The developer would be required to pay appropriate school fees pursuant to Chapter 12, Article 8, of the City's Code of Ordinances at time of building permits to address potential impacts. These fees would be directed toward maintaining adequate service levels, which would ensure that any impact to schools that could result from the proposed project would be offset by development fees. As a result, a less than significant impact would occur.

iv. Parks?

As discussed above in Section XIV, Population and Housing, the proposed project is anticipated to increase the City's population by less than 1 percent. As such, development of the proposed project could increase the use of parks within the vicinity of the project site. However, this minimal increase in use is not expected to adversely affect the physical conditions of local and regional open space areas or recreational facilities or require the provision of new parks or facilities. In addition, the proposed project would include a 16,655-square-foot park, which would offset the potential project demand for public parks. The developer would be required to pay applicable park facilities fees, pursuant to Chapter 12, Article 4.7, of the City's Code of Ordinances, to mitigate potential impacts of the proposed project on park facilities. Therefore, impacts to parks would be less than significant.

v. Other public facilities?

Development of the proposed project could also increase demand for other public services, including libraries, community centers, and public healthcare facilities. However, the proposed project would not result in significant population growth that would increase the demand for these facilities such that new facilities would be needed to maintain service standards, as these facilities are not currently overused and have capacity to serve new demand. Therefore, impacts to other public facilities would be less than significant.

XVI. RECREATION

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

DISCUSSION

This section provides a discussion of the existing recreation at the project site and in the surrounding area and evaluates potential impacts related to recreation due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from the County to the City of Fresno, because the annexation would not include or induce any development itself, recreation impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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?

As previously described, the proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit residences, a 16,655-square-foot park, and 30 outlots. Additionally, Melody Park is located approximately 1.2 miles north of the project site. The proposed project may increase

the demand for recreational facilities in the vicinity of the project site. However, the proposed project would include the construction of a 16,655-square-foot park. The developer would be required to pay Park Impact Fees pursuant to Chapter 12, Article 4.7, of the City's Code of Ordinances at the time building permits are obtained to account for potential impacts to recreational facilities. The impact fees would serve to offset project impact on existing recreational facilities. Therefore, the impact would be less than significant.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

The proposed project would consist of the development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit residences, a 16,655-square-foot park, and 30 outlots. Any residents generated by the proposed project would be expected to utilize the 16,655-square-foot park included in the proposed project. As such, the proposed project would not include or require the construction or expansion of existing public recreational facilities. Therefore, the impact would be less than significant.

XVII. TRANSPORTATION

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

DISCUSSION

This section provides a discussion of the existing transportation at the project site and in the surrounding area and evaluates potential impacts related to transportation due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno, as the annexation would not include or induce any development itself, transportation impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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

A *Traffic Impact Analysis Report* (TIA) (Appendix G) was prepared to evaluate potential traffic, bicycle, and pedestrian impacts associated with the proposed project. As previously described, the proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit residences, a 16,655-square-foot park, and 30 outlots. Vehicular access to the proposed project would be provided via two locations off Floradora Avenue. An additional third access point would be provided between the two main locations but would be limited to emergency access and exit movements only. Vehicular circulation within the residential component of the project site would be provided by a network of two-way roads, while vehicular access to the business park lots would be provided via a two-way roadway leading to a cul-de-sac. Pedestrian access to the project site would be provided via two pedestrian access gates along Armstrong Avenue and two pedestrian gates along Floradora Avenue. Pedestrian circulation within the project site would occur through internal pedestrian sidewalks.

According to the TIA, important roadways serving the project site include Fowler Avenue, Armstrong Avenue, Temperance Avenue, McKinley Avenue, Floradora Avenue, Olive Avenue, Harvey Avenue, Belmont Avenue, and SR-180. The existing level of service (LOS) analysis determined that the intersection of Fowler Avenue at Olive exceeds its LOS threshold during both peak periods. However, at the time of preparation of the TIA, the intersection was in the process of being signalized. As such, the recommendation to signalize the intersection had already been implemented and the TIA determined that all intersections within the vicinity of the project site were operating at an acceptable LOS. Similarly, the queuing analysis prepared for the proposed project determined that existing storage capacity would be sufficient to accommodate the maximum queue of cars under buildout of the proposed project.

As described in the TIA, Class II Bikeways exist in the vicinity of the project site along portions of Fowler Avenue, Armstrong Avenue, Temperance Avenue, McKinley Avenue, and Belmont Avenue. Additionally, a Class II Bikeway is planned along the west side of Armstrong Avenue, on the remaining stretches of Fowler Avenue, and on Armstrong Avenue, Temperance Avenue, McKinley Avenue, Olive Avenue, and Belmont Avenue. A Class I Bikeway is planned along the Redbank Slough. The proposed project would be required to comply with *The Fresno Active Transportation Plan* (Fresno ATP), an extensive guide detailing the concept for active transportation in the City of Fresno, which aims to improve the safety, increase non-motorized trips, improve access, and fill in gaps in networks for Fresno's pedestrians and bicyclists.

According to the TIA, there are no Fresno Area Express (FAX) routes that operate in the vicinity of the proposed project site. The closest route to the project site runs on Ashlan Avenue, approximately 1 mile northwest of the project site, with the nearest stop being located on the south side of Princeton Avenue approximately 150 feet west of Fowler Avenue. As described in further detail in Section XV, Public Services, students generated by the proposed project would be served by Clovis Unified School District. Hirayama Elementary School is located within walking distance of the project

site; however, due to a lack of existing walkways, it is anticipated that many students will be driven to school. Similarly, middle and high schools students would likely be driven to school based on distance.

The TIA analyzed the locations of the existing and proposed roadways and access points to determine traffic, bicycle, and pedestrian impacts following buildout of the proposed project. The TIA determined that buildout of the proposed project would generate approximately 2,466 daily trips at maximum, 202 being a.m. peak-hour trips and 245 being p.m. peak-hour trips. Under this existing plus project traffic scenario, all study intersections and segments would continue operating at an acceptable LOS. However, existing bikeways and walkways would not be sufficient to accommodate buildout of the proposed project. Implementation of **MM TRA-1** would reduce potential impacts associated with bicycle and pedestrian infrastructure by constructing a Class II bikeway on the frontages to Armstrong Avenue and Floradora Avenue.

With implementation of **MM TRA-1**, impacts relating to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities associated with the proposed project, would be less than significant with mitigation incorporated.

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

SB 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as VMT instead of LOS. VMT measures how much actual automobile travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel on State roads, the project may cause a significant transportation impact.

The *State CEQA Guidelines* were amended to implement SB 743, by adding Section 15064.3. Among its provisions, Section 15064.3 confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, LOS measures of impacts on traffic facilities is no longer a relevant CEQA threshold for transportation impacts.

CEQA Guidelines Section 15064.3(b)(4) states that "[a] lead agency has discretion to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate used to estimate vehicle miles traveled and any revision to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section."

On June 25, 2020, the City of Fresno adopted *CEQA Guidelines for Vehicle Miles Traveled Thresholds*, pursuant to SB 743, to be effective of July 1, 2020. The thresholds described therein are referred to herein as the City of Fresno VMT Thresholds. The City of Fresno VMT Thresholds document was prepared and adopted consistent with the requirements of *CEQA Guidelines* Sections 15064.3 and 15064.7. The December 2018 *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) published by the Governor's Office of Planning and Research (OPR), was utilized as a reference and guidance document in the preparation of the Fresno VMT Thresholds.

A *VMT Analysis Memorandum* was prepared for the proposed project (Appendix H), utilizing the updated *Fresno County SB 743 Implementation Regional Guidelines* (Fresno County Guidelines). Given the project includes residential and business park land uses, the project is classified as a mixed-use project. The Fresno COG Guidelines recommends use of "VMT per capita" to evaluate residential uses and "VMT per employee" to evaluate office and office-type land uses. A project would be determined to result in a significant VMT impact if, for the residential component, project VMT per capita exceeds 87 percent of the baseline County average VMT per capita, and for the business park component, project VMT per employee exceeds 87 percent of the baseline County average VMT per employee.

As previously described, the proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit residences, a 16,655-square-foot park, and 30 outlots. The City of Fresno VMT Thresholds Section 3.0 regarding project screening discusses a variety of projects that may be screened out of a VMT analysis, including specific development and transportation projects. For development projects, conditions may exist that would presume that a development project has a less than significant impact. These may be size, location, proximity to transit, or trip-making potential. For transportation projects, the primary attribute to consider with transportation projects is the potential to increase vehicle travel (sometimes referred to as "induced travel").

Projects can be screened out from a detailed VMT analysis if located in a low-VMT area because new development would result in similar level of VMT. Therefore, the project location was evaluated in the Fresno COG VMT screening application tool. Since this is a mixed-use project, both land uses were evaluated separately. As such, the residential screening tool was used to determine the screening eligibility for the residential land use, and the employment screening tool was utilized to evaluate the screening eligibility of the business park use. Per the evaluation, both the residential and business park components of the project are located in low-VMT areas for their respective uses and are eligible for screening using this criterion. As such, the proposed project is eligible to be screened out because although the residential component would require a General Plan Amendment, there is nothing unique for this project that would result in a significantly different VMT profile from the existing residential land uses within this Traffic Analysis Zone and may render this component

ineligible to use this screening criteria. As such, the residential component of the project would still be eligible for screening despite requiring a GPA.

In conclusion, the project will result in a less than significant VMT impact and is consistent with *CEQA Guidelines* Section 15064.3(b).

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

As previously described, the proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit residences, a 16,655-square-foot park, and 30 outlots. No sharp curves or other roadway design elements are proposed that would create dangerous conditions. In addition, the project design features would be required to comply with standards set by the City's General Plan and City Engineer. In addition, the proposed project would also be required to submit plans to the FFD for review and approval prior to the issuance of building permits to ensure there are no substantial hazards associated with the project design.

As the project site is currently undeveloped, the proposed project would alter pedestrian, bicycle, and vehicular access to the project site. As described above, vehicular access to the proposed project would be provided via two locations off Floradora Avenue. Vehicular circulation within the residential component of the project site would be provided by a network of two-way roads, while vehicular access to the business park lots would be provided via a two-way roadway leading to a cul-de-sac. Pedestrian access to the project site would be provided via four pedestrian access gates—two along Armstrong Avenue and two along Floradora Avenue—while circulation within the project site would occur through internal pedestrian sidewalks.

While the TIA determined that all study intersections and segments would continue operating at an acceptable LOS, existing bikeways and walkways would not be sufficient to accommodate buildout of the proposed project. As such, to reduce potential impacts associated with bicycle and pedestrian infrastructure, the proposed project would be required to implement **MM TRA-1**, as described above. Implementation of **MM TRA-1** would ensure that the proposed project is designed compatible with applicable regulations regarding vehicular, bicycle, and pedestrian safety, and would reduce impacts associated with an increased risk of hazards. Therefore, with implementation of **MM TRA-1**, the proposed project would result in a less than significant impact associated with increased hazards due to a design feature.

d) Result in inadequate emergency access?

As previously described, the proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit residences, a

16,655-square-foot park, and 30 outlots. Emergency vehicles would have access to the project site via three entrances along the north side of Floradora Avenue, the westernmost and easternmost access points providing access for all vehicles, while the center access point would be limited to exit movements and emergency access only. As the project site is currently undeveloped, the proposed project would modify emergency access to the project site compared to existing conditions. However, the proposed project's site plan would be subject to review and approval by the FFD to ensure the proposed project includes adequate emergency access.

Furthermore, while roads adjacent to the project site may require temporary closures during project construction, the proposed project would be designed in accordance with all applicable emergency access regulations, including FFD requirements. Therefore, the impact would be less than significant, and no mitigation is necessary.

Mitigation Measures

The proposed project shall implement and incorporate the transportation-related mitigation measures as identified in the attached Mitigation Measure Monitoring Program dated **[Note to Preparer: Insert date.]**

MM TRA-1 Compliance with the project-specific recommendations provided in the *Traffic Impact Analysis Report* prepared for the proposed project.

Prior to issuance of any building permits for the proposed project, the project applicant shall submit improvement plans to the City of Fresno (City) Public Works Department demonstrating incorporation of the transportation improvements identified in the project-specific Traffic Impact Analysis (TIA) prepared for the proposed project. The improvements shall be constructed in accordance with City standards and the Fresno Active Transportation Plan (Fresno ATP).

1. Construction of a Class II bikeway along the project frontage on Armstrong Avenue and Floradora Avenue, consistent with City standard specifications and striping requirements.
2. Construction of a minimum 4-foot-wide all-weather pedestrian path along the west side of Armstrong Avenue, extending from the northern project boundary to the McKinley Avenue alignment.

The required improvements shall be installed and operational prior to issuance of the first certificate of occupancy for the project, unless otherwise approved by the City Public Works Department. Compliance with this measure shall be verified by the City through review and approval of improvement plans and final inspection of the constructed improvements.

XVIII. TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC 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:		X		
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1(k), or,		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC section 5024.1. In applying the criteria set forth in subdivision (c) of PRC section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

DISCUSSION

This section provides a discussion of the existing Tribal Cultural Resources at the project site and in the surrounding area and evaluates potential impacts related to Tribal Cultural Resources due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from the County to the City of Fresno, because the annexation would not include or induce any development itself, Tribal Cultural Resources impacts associated with future development

of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

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

i. 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

As previously discussed in Section V, Cultural Resources, the project site does not contain historical resources listed or eligible for listing in the CRHR, or in any local listing for Fresno County or the City of Fresno. Furthermore, the area surrounding the project site does not contain any listed historical resources. However, as described in the *Cultural Resource Assessment* prepared for the proposed project, project development could result in potential impacts to unknown cultural resources that are located below the ground surface. As such, the proposed project would Implement **MMS CUL-1** through **CUL-3**, as described in Section V, Cultural Resources. Adherence to these mitigation measures would reduce potential impacts associated with inadvertent discovery of cultural resources to a less than significant level.

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

The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American Tribes during the local planning process for the purpose of protecting traditional Tribal Cultural Resources through the *CEQA Guidelines*. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American Tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a Tribe that are either on or eligible for inclusion in the CRHR or a local historic register, or which the lead agency, at its discretion, and with support from

substantial evidence, chooses to treat as Tribal Cultural Resources (PRC Section 21074(a)(1-2)).

Additional information may also be available from the California NAHC's SLF per PRC Section 5097.96 and the CHRIS administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

AB 52, which became law January 1, 2015, requires that, as part of the CEQA review process, public agencies provide early notice of a project to California Native American Tribes to allow for consultation between the Tribe and the public agency. The purpose of AB 52 is to provide the opportunity for public agencies and tribes to consult and consider potential impacts to Tribal Cultural Resources, as defined by the PRC Section 2107(a). Under AB 52, public agencies shall reach out to California Native American Tribes that have requested to be notified of projects in areas within or which may have been affiliated with their Tribal geographic range. Pursuant to AB 52, the Amah Mutsun Tribal Band, Kitanemuk & Yowlumne Tejon Indians, North Fork Rancheria of Mono Indians, North Valley Yokut/Ohlone Tribe, Picayune Rancheria of the Chukchansi Indians, Southern Sierra Miwuk Nation, Table Mountain Rancheria, Traditional Choinumni Tribe, Tule River Indian Tribe, and the Wuksachi Indian Tribe/Eshom Valley band were invited to consult. The contracted Tribes did not provide a response to invitations to consult.

If any artifacts are inadvertently discovered during ground-disturbing activities, existing federal, State, and local laws and regulations would require construction activities to cease until such artifacts are properly examined and determined not to be of significance by a qualified cultural resources professional. In addition, **MMs CUL-1.1, CUL-2 and CUL-3**, included above in Section V, Cultural Resources, would apply to the project and would reduce potential impacts to unknown archaeological historical resources to less than significant.

XIX. UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 effect?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the waste water 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?			X	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

DISCUSSION

This section provides a discussion of the existing utilities and service systems at the project site and in the surrounding area and evaluates potential impacts related to utilities and service systems due to the development of 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City of Fresno, because the annexation would not include or induce any development itself, utilities and service systems impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site. The proposed project was reviewed by relevant City Departments (including Department of Public Utilities in a memorandum dated February 16, 2026, Public Works Department in a letter dated March 20, 2026, and PG&E in a letter dated February 17, 2026), and comments have been incorporated as applicable to the environmental review.

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?

Water supply and wastewater services for the proposed project would be provided by the City of Fresno through the DPU. As previously described, the proposed project would connect to an existing water service pipeline located along East Floradora Avenue and proposed wastewater service pipelines located along East Floradora Avenue. As stated in the DPU Conditions of Approval for the proposed project, all water and sewer facilities within private streets shall be private, water facilities within private streets shall have a master service meter and RP backflow prevention device installed at each point of connection within the public right of way adjacent to the boundary between public and private facilities, and the applicant shall provide separate water services for domestic, irrigation, and fire uses. All services shall have an RP backflow prevention device. The DPU has determined that adequate sanitary sewer and water services would be available to serve the proposed project subject to the payment of any applicable connection charges and/or fees and extension of services in a manner compliant with the DPU standards, specifications, and policies. All DPU facilities shall be constructed in accordance with the Department of Public Works and the Department of Public Utilities standards, specifications, and policies.

Impacts to storm drainage facilities have been previously discussed in Section X, Hydrology and Water Quality. As previously described, the FMFCD would provide flood control and urban stormwater services for the project site. Stormwater from the project site would be directed through internal drainage infrastructure (e.g., manholes, drainage basins, and drainage lines) toward proposed drainage infrastructure located

along North Armstrong Avenue. Stormwater from the project site would then be redirected toward Basin BS. While the proposed project would result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of such facilities would be required to comply with the City's grading plan check process, the FMFCD SDFCMP, and requirements of the NPDES General Construction Permit. As such, construction of storm drainage facilities for the proposed project would be consistent with construction and design standards for the City, and the impact would be less than significant.

Electricity for the proposed project would be supplied by PG&E through connections to existing service lines. Natural gas would not be provided for the proposed project. Telecommunication services to the project site would be provided by Comcast and AT&T. While these facilities would require connections to the project site, because the project site is within an urbanized area with existing facilities in close proximity, connection to these facilities would not cause significant environmental effects. As a result, the project would not result the relocation or construction or new or expanded utilities, which could cause significant environmental effects, and the impact would be less than significant.

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

As discussed above, the DPU would supply water to the project site. Based on the UWMP, the water supplies for the City (357,330 acre-feet/year) are adequate to accommodate demand in the City by 2045 (i.e., 241,447 acre-feet/year). The proposed project would be consistent with the UWMP and would therefore be covered by the City's water supply projections. As a result, there would be sufficient water supply for the project, and the impact would be less than significant.

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?

The proposed project is not expected to exceed wastewater treatment requirements of the applicable RWQCB. The City of Fresno owns and operates two wastewater treatment facilities; the Fresno/Clovis Regional Wastewater Reclamation Facility (RWRF), and the North Fresno Wastewater Reclamation Facility (North Facility). The RWRF currently has a capacity of 91.5 million gallons per day (mgd). The North Facility has a capacity of 0.71 mgd. The proposed project is not expected to exceed the capacity of existing wastewater-related services and facilities. Therefore, the impact would be less than significant.

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?

Garbage disposed of in Fresno is taken to the Cedar Avenue Recycling and Transfer Station. Once trash has been offloaded at the transfer station, it is sorted, and non-recyclable solid waste is loaded onto large trucks and taken to the American Avenue Landfill located approximately 6 miles southwest of Kerman.

The American Avenue Landfill (i.e., American Avenue Disposal Site 10-AA-0009) has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day.³⁴

Other landfills within the County of Fresno include the Clovis Landfill (City of Clovis Landfill 10-AA-0004), with a maximum remaining permitted capacity of 7,740,000 cubic yards, a maximum permitted throughput of 2,000 tons per day, and an estimated closure date of 2047.³⁵

Operation of the proposed project would generate approximately 1,212.6 pounds of solid waste per day or about 221.3 tons of solid waste per year. Given the available capacity at the landfills, the additional solid waste generated by the proposed project is not anticipated to cause the facility to exceed its daily permitted capacity. As such, the project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs, and impacts associated with the disposition of solid waste would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would comply with CALGreen, the City's Construction and Demolition (C&D) Waste Management Guide, and waste management policies and recommendations from the General Plan and the GHG Reduction Plan Update.³⁶ The proposed project would dispose of waste in accordance with applicable federal, State, and local recycling, reduction, and waste requirements and policies. Therefore, the proposed project would not conflict with federal, State, and local management and reduction statutes and regulations related to solid waste, and the impact would be less than significant.

³⁴ California Department of Resources Recycling and Recovery (CalRecycle). Available online at: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/352> (accessed February 12, 2026).

³⁵ California Department of Resources Recycling and Recovery (CalRecycle). Available online at: <https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/347> (accessed February 12, 2026).

³⁶ City of Fresno. 2021a. Greenhouse Gas Reduction Plan Update. Available online at: <https://www.fresno.gov/wp-content/uploads/2023/10/J35.6-GHG-Consistency-Checklist-2021.pdf> (accessed February 12, 2026).

XX. WILDFIRE

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

DISCUSSION

This section provides a discussion of the existing wildfire impacts at the project site and in the surrounding area and evaluates potential impacts related to wildfire due to the development of approximately 202 single-unit residences, for a combined total of 45,085 square feet of business park land uses. While the proposed project also includes the annexation of 17 parcels and adjacent roadway segments from Fresno County to the City

of Fresno, because the annexation would not include or induce any development itself, wildfire impacts associated with future development of annexation areas would be evaluated under a separate CEQA analysis if an application is submitted. As such, the following analysis is limited to potential impacts associated with development on the project site.

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

As previously described, the proposed project would include development of 22 acres as Vesting Tentative Tract Map 6309, resulting in 202 single-unit residences, a 16,655-square-foot park, and 30 outlots. While construction of these elements may temporarily impact traffic in the project vicinity, these impacts would be temporary. The proposed project would not interfere with any emergency evacuation routes within the City of Fresno or an adopted emergency response plan. The project site is approximately 0.7 mile north of SR-180 and is not expected to block the circulation of emergency response services in the vicinity of the project site or introduce elements that would conflict with the operations of the City's emergency services.

Vehicular access to the proposed project would be provided via two locations off Floradora Avenue. Vehicular circulation within the residential component of the project site would be provided by a network of two-way roads, while vehicular access to the business park lots would be provided via a two-way roadway leading to a cul-de-sac. An additional third center access point would be limited to exit movements and emergency access only to the residential portion of the project site. The project site would not require the alteration of any existing roadways beyond that which is described above. Emergency access associated with the proposed project would provide adequate access to the project site for emergency response vehicles. Therefore, the impact would be less than significant.

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?

The project site is located within a partially urbanized area of Fresno. In its existing condition, the project site does not have any existing structures and is currently being used for agriculture. It is bordered by residential medium-density uses to the north and east, agricultural uses and a public/quasi-public facility to the south, and agricultural uses to the west. The project site is not located within a VHFHSZ.³⁷ The project site does not possess physical characteristics that would exacerbate wildfire risks. The project site would comply with City and County fire safety requirements for project

³⁷ California Department of Forestry and Fire Protection (CAL FIRE). 2008. Fresno County Very High Fire Hazard Severity Zones in LRA. Available online at: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/> (accessed February 15, 2026).

construction and operation. Therefore, the proposed project would not exacerbate wildfire risks and potentially expose project occupants to pollutants from a wildfire. The impact would be less than significant.

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?

As discussed above, the project site is located within a partially urbanized area of the City of Fresno, and is not located within a VHFHSZ. Although the proposed project would require the installation of infrastructure to serve the project site, the installation of this infrastructure would comply with design and construction requirements of the City and FMFCD and would not exacerbate fire risk in the project vicinity. The Project Applicant would also pay for applicable impact fees and connection fees for utilities that would serve the project site. Compliance with the utility installation requirements of the City and utility providers would reduce potential impacts to less than significant. As such, the proposed project would not require the installation or maintenance of infrastructure that would increase the risk of fire or result in temporary or ongoing environmental impacts outside of what is already implemented according to City plans. As a result, a less than significant impact would occur.

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?

The project site is located on a relatively flat area and is not adjacent to any hills. In general, the potential for land sliding or slope failure in Fresno is very low and the project site would not be susceptible to landslides. The project site is also not located within a flood hazard zone and would not be susceptible to flooding because of post-fire drainage changes. As discussed above, the project is not within a VHFHSZ. Therefore, the proposed project would not expose people or structures to significant risks, and a less than significant impact would occur.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

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

DISCUSSION

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

Implementation of Mitigation Measures **AIR-1, CUL-1 through CUL-3, GEO-1, NOI-1, and TRA-1** would ensure that the potential impacts resulting from the proposed project would be below established thresholds of significance. Therefore, with the incorporation of mitigation measures, development of the proposed project would not: (1) degrade the quality of the environment; (2) substantially reduce the habitat of a fish or wildlife species; (3) cause a fish or wildlife species population to drop below self-sustaining levels; (4) threaten to eliminate a plant or animal community; (5) reduce the number or restrict the range of a rare or endangered plant or animal; or (6) eliminate important examples of the major periods of California history. Therefore, this impact would be less than significant.

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

The proposed project’s impacts would be individually limited and not cumulatively considerable due to the site-specific nature of the potential impacts. The potentially significant impacts that can be reduced to less than significant levels with implementation of recommended mitigation measures including the topics of air quality, cultural resources, geology and soils, greenhouse gas emissions, noise, and traffic. These impacts would primarily be related to construction-period activities, would be temporary in nature, and would not substantially contribute to any potential cumulative impacts associated with these topics.

Implementation of Mitigation Measures **AIR-1, CUL-1 through CUL-3, GEO-1, NOI-1, and TRA-1** would ensure that the potential impacts resulting from the proposed project would be below established thresholds of significance. Since the proposed project would not result in any significant project-level impacts, the proposed project would not result in any significant impacts that would combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. As such, this impact would be less than significant with mitigation incorporated.

For the topic(s) of aesthetics, agriculture and forestry resources, biological resources, energy, hazards and hazardous materials, hydrology and water quality, land use and

planning, mineral resources, population and housing, public services, recreation, utilities and service systems, and wildfire, the project would have no impacts or less than significant impacts. Therefore, the project would not substantially contribute to any potential cumulative impacts for these topics. All environmental impacts that could occur as a result of the proposed project would be reduced to a less than significant level through the implementation of the mitigation measures recommended in this document.

Implementation of these measures would ensure that the impacts of the project would be below established thresholds of significance and that these impacts would not combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. Therefore, this impact would be less than significant.

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

The proposed project would be constructed and operated in accordance with all applicable regulations that govern hazardous materials, noise, and geotechnical considerations. Due to the fact that all potentially significant impacts of the proposed project are expected to be mitigated to a less than significant level, it is unlikely that the proposed project would cause substantial adverse effects on human beings either directly or indirectly. The proposed project's potential to result in environmental effects that could directly or indirectly impact human beings has been evaluated in this Initial Study. With implementation of the recommended mitigation measures, all environmental effects that could adversely affect human beings would be less than significant.

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