

INITIAL STUDY  
ENVIRONMENTAL CHECK LIST

MITIGATED NEGATIVE DECLARATION

SELMA GROVE PHASE I COMMERCIAL  
CENTER

NORTH OF FLORAL EAST OF DEWOLF &  
WEST OF THE SB OFFRAMP OF HWY 99 AND  
FLORAL AVENUE

**ENVIRONMENTAL CHECKLIST FORM  
AND MITIGATED NEGATIVE DECLARATION**

**1. Project Title:**

Selma Grove Phase I Annexation Project

**Lead Agency:**

City of Selma  
1710 Tucker Street, Selma, CA, 93662  
559-891-2209

**2. Contact person and phone number:**

Bryant Hemby, Planner  
559-891-2209, bryanth@cityofselma.com

**3. Project Location:**

Northwest Quadrant of Floral Avenue and State Route 99

**4. Project Representative name and address:**

Don Fahrney  
3105 Highland Avenue  
Selma, CA 93662

**5. General Plan Designation & Zoning:**

CURRENT COUNTY ZONING AND GENERAL PLAN DESIGNATION

County Zoning: AE-20  
County General Plan Designations: Agriculture Exclusive 20 acre minimum

PREZONING AND GENERAL PLAN DESIGNATION

Prezoning: Commercial Services C-3  
General Plan Designations: Regional Commercial



## 6. Description of the Project:

In 2009, a Draft and Final EIR was prepared for the Rockwell Pond Commercial Project. The EIR was certified and a General Plan Amendment, pre-zoning and a site plan were adopted, but no further action has occurred. The project has been re-named Selma Grove and it is now proposed that an initial Phase 1 Annexation take place of an area smaller than the original project. This is being done primarily to expedite the construction of a Toyota Dealership, but at the recommendation of the County Assessor, the Phase 1 project includes an entire assessor's parcel (APN 348-191-6s).

This Mitigated Negative Declaration prepared for the annexation is tiered from the certified Final EIR for the Rockwell Pond Commercial Project and the certified Final EIR for the City of Selma 2035 General Plan Update in accordance with CEQA Guidelines Section 15152. Tiering refers to using the analysis of general matters contained in a broader EIR with later environmental documents on narrower projects referencing the analysis from the broader EIR. Information from the Rockwell Pond Commercial Project EIR is used where possible but new and updated analysis is provided as needed. A copy of the EIR for the Rockwell Pond Commercial Project and the EIR for the Selma 2035 General Plan Update, as well as supportive documentation, is available at the City of Selma Planning Department and is also on the City's website at CityofSelma.com. The Rockwell Pond Commercial Project EIR (No.2007061098) and the General Plan Amendment EIR (No.2008081082) are each incorporated into this Mitigated Negative Declaration as though fully set forth at this point.

The Rockwell Pond Commercial Project has been renamed "Selma Grove" and is a planned regional shopping center to be located on property north of Floral Avenue and west of SR 99 (see Figure 1). The original project consisted of about 94 acres and approximately 973,100 square feet of retail uses. The table below presents proposed land uses as analyzed in the original Rockwell Pond Commercial Project EIR:

**Table 1: Rockwell Pond Commercial Project (now Selma Grove)  
Proposed Mix of Land Uses**

Land Uses	Acres +/- (approximate)	Estimated Sq. ft. (approximate)
Hotel (102 rooms)	3.7	--
Toyota auto dealership		44,000 sf
Ford/GM auto dealership	--	33,000 sf
Two Anchor Stores	--	320,000 sf
General Retail	--	174,800 sf
Two Anchor Stores	--	248,000 sf
General Retail	--	153,300 sf
<b>TOTALS (approximate)</b>	<b>94.0</b>	<b>973,100 sf*</b>

The EIR analyzed the project in two phases. The first phase was to have included 571,800 square feet of retail uses, including a 44,000 square foot auto dealership, a 102 room hotel, and other retail. The second phase was to have included 401,300 square feet of retail.

### **Revised Site Plan-First Phase Annexation**

The site plan has been revised to reflect a smaller site footprint (see Figure 2) and the land uses now proposed in the Phase 1 Annexation Project are:

**Table 2: Phase 1 Annexation Project – Revised Selma Grove Site Plan Land Uses**

<b>Land Use (Regional Commercial)</b>	<b>Acres +/-</b>	<b>Estimated Sq. ft. (approximate – if known)</b>
Hotel (102 rooms)	2.85	--
Toyota auto dealership	6.59	48,693 sf
Two Anchor Stores	--	196,900 sf
General Retail	--	120,400 sf
<b>TOTALS (approximate)</b>	<b>35.88 acres</b>	<b>361,300 sf**</b>
<b>** This total does not include the proposed hotel.</b>		

The Mitigated Negative Declaration discusses an annexation project of 35.88 acres and 361,300 square feet of retail uses, or 210,500 square feet of retail smaller than the first phase discussed in the Rockwell Pond Commercial Project EIR.

### **7. Setting and Surrounding Land Uses:**

The project site is located in Fresno County just outside and to the northwest of the City of Selma. It is north of Floral Avenue and west of State Route (SR) 99. The project site will be annexed into the City before development. The City of Selma is located in the San Joaquin Valley about 12 miles southeast of Fresno at an elevation of 300 feet above sea level. Topography is essentially flat with a gentle slope to the southwest. The City is surrounded by agricultural land and adjoins the City of Fowler on the north and the City of Kingsburg to the south. SR 99 bisects the City in a north/south direction. The subject property is currently fallow but has been farmed in the past. The soil has undergone deep plowing and no historic structures exist on the site.

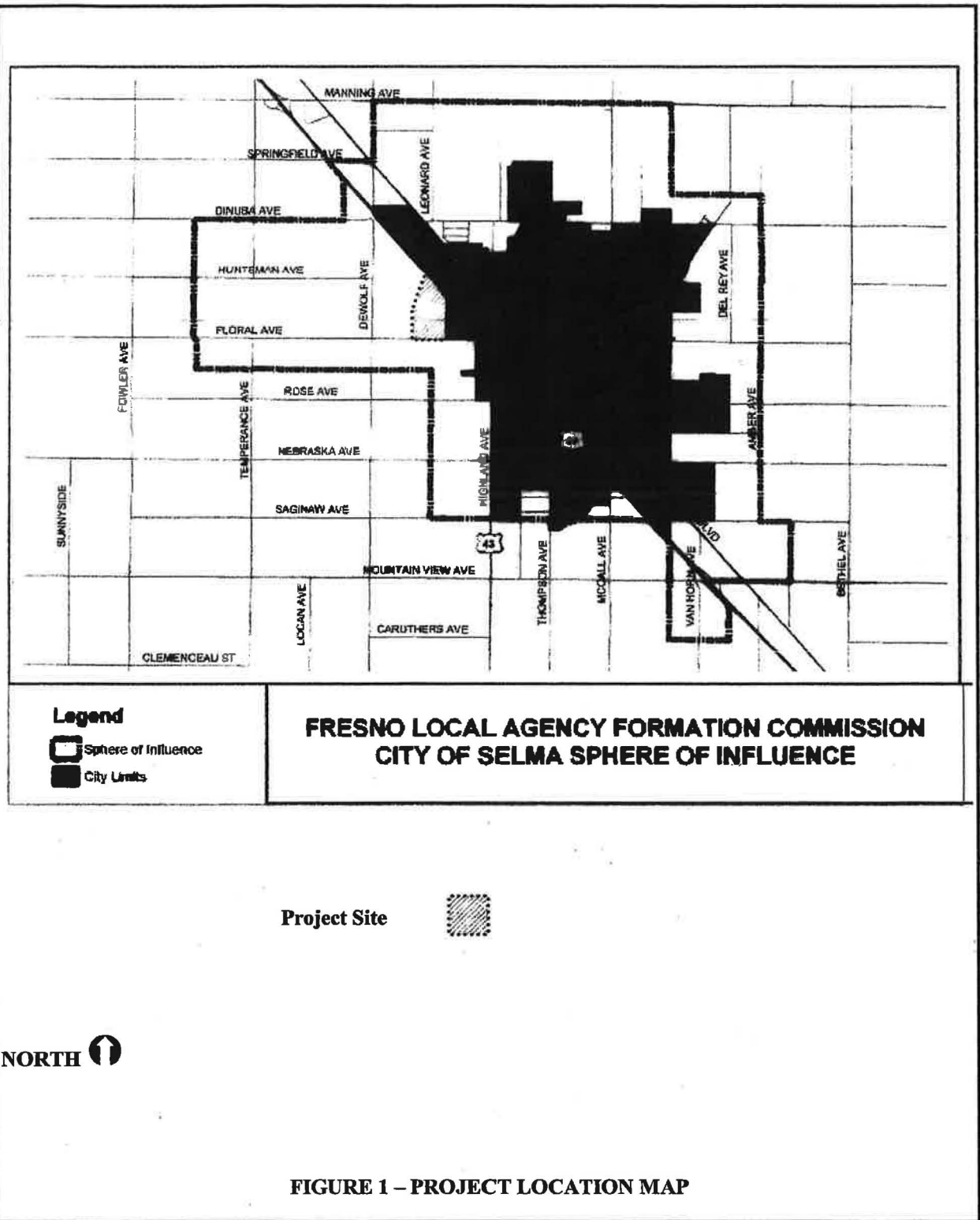
Existing uses surrounding the site area are:

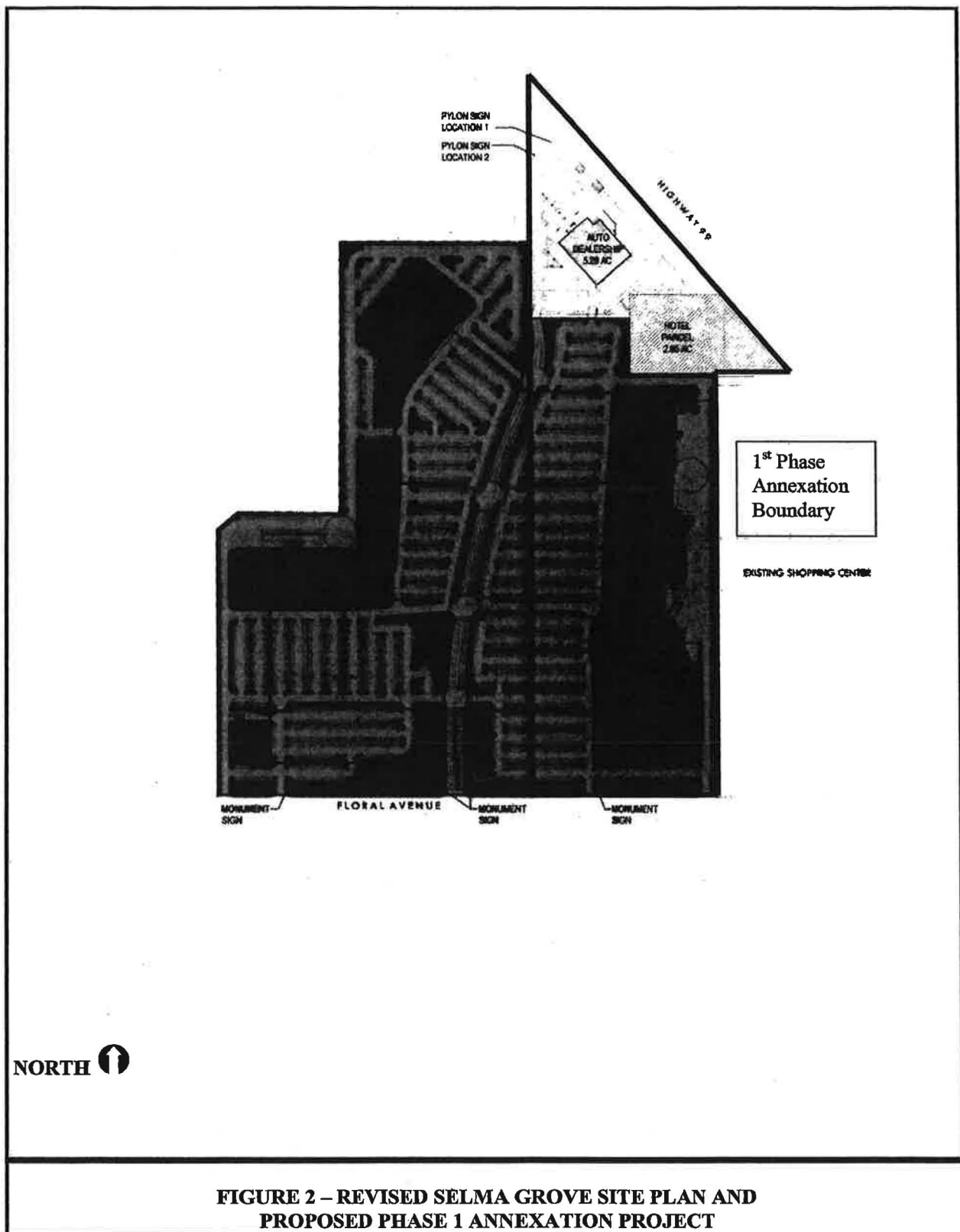
**West:** has been farmed extensively and is currently in vineyard.

**North:** Rockwell Pond is a drainage and recharge pond owned by the City.

**East:** Commercial land within the City limits.

**South** (across Floral Avenue) has been farmed extensively.





## **8. Project Entitlements Requested:**

Annexation of the parcel into the City. The annexation will be initiated by the City of Selma and application made to the Fresno Local Agency Formation Commission (LAFCo) for approval of the annexation. As a responsible agency under CEQA, LAFCo will use this environmental document in its deliberations on the annexation.

Site Plan to allow development of the site into the a commercial center

The environmental impacts of the Regional Commercial land use on this site is being analyzed in the Initial Study. The project level environmental analysis and the mitigation measures were prepared to reduce any identified environmental impacts to a less than significant level. The Mitigated Negative Declaration referred to in this section is attached for your review and comments. A public copy is on file in the Selma's City Clerk Office, located at 1710 Tucker Street, Selma, California. A copy is also on the City of Selma's webpage: [CityofSelma.com](http://CityofSelma.com).

## **9. Other Public Agencies that May Be Affected by the Project or Whose Approval is Required**

- Fresno Local Agency Formation Commission for annexation
- SKF County Sanitation District for sanitary sewer
- Consolidated Irrigation District for irrigation facilities relocation
- Fresno County Public Works for road encroachment permit
- San Joaquin Valley Air Pollution Control District (SJVAPCD) for construction, Indirect Source Review, and other permits
- Fresno County Library
- Selma Unified School District
- Selma Cemetery District
- West Fresno County Red Scale Protective District
- State Center Community College District
- Consolidated Mosquito Abatement District
- Fresno Federal Airport Administration

**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 as indicated by the checklist on the following pages.

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

**DETERMINATION:**

On the basis of this initial evaluation:

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

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Signature

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Date

## ENVIRONMENTAL EVALUATION

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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### I. AESTHETICS -- Would the project:

- |  |  |                                     |                                     |
|--|--|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?  |  |                                     | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? |  | <input checked="" type="checkbox"/> |                                     |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  |  | <input checked="" type="checkbox"/> |                                     |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    |  | <input checked="" type="checkbox"/> |                                     |

### Evaluation

a) Review of the state scenic highways administered by Caltrans determined that none of the roadways adjacent to the Project site are designated as state scenic highways. Project development would not result in the obstruction of federal, state or locally classified scenic vistas, or formally classified scenic resources. Project development would not damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway.

**Level of Significance:** No Impact.

b) and c) Present views of rural homes, agricultural uses, and vacant land/open space would change over time to that of urban uses. Public views of the Project site are principally from segments of Floral Avenues, SR 99, and existing commercial development to the east, and adjacent privately owned properties. Although these views will be altered by future development, views would be typical of contemporary urban settings found throughout along SR 99.

The City of Selma considers aesthetic quality during entitlement review and projects are required to comply with all development and design standards and conditions of approval. Developers are required to submit detailed site plans and elevations, color renderings and/or a color and materials board, landscaping plan, sign program and all other required plans, and documentation to the City for review and approval before building permits are issued. Consequently, the Project would not result in either objectionable or obtrusive structures that would affect the visual character of the area and would not substantially degrade the overall character of the area.



**Level of Significance:** Less than significant impact.

d) Urban development brings with it the potential for new light sources. Development may include outdoor lighting in parking areas and on building exteriors and light may also radiate from within buildings. Lighting associated with new development, however, does not generally create hazards or nuisance effects, but typically provides accent, direction, and security.

Development on the Project site will create ambient light which has the potential to impact the nighttime sky. Light shields, lighting design, and landscaping are commonly used to reduce light pollution by blocking the conveyance of light upwards. The result is that lights are not as visible from above and do not add substantial ambient light to the nighttime sky.

Developers are required to submit a lighting plan for approval in conjunction with development applications. New lighting is required to be properly shielded and directed downward and away from adjoining properties and rights-of-way. Development standards that address light and glare would be enforced during the City's entitlement process through the processing of site plan review and conditional use permit applications.

**Level of Significance:** Less than significant impact.

<b><u>II. AGRICULTURE RESOURCES.</u></b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, per the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Protection (as defined by Government Code section 51104(g))?				<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest uses?				<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?		<input checked="" type="checkbox"/>		



The Fresno County Agriculture Commissioner's *Annual Crop Reports* indicate that the value of agricultural products in the County increased from \$5.38 billion in 2007 to \$7.04 billion in 2014, a 30% increase. Conversion of agricultural land to urban uses is an important public policy issue in Fresno County. Since most of the county's 15 cities are at least partially surrounded by productive agricultural soils, new growth often brings about the conversion of agricultural land to urban uses. A common issue is the transitional nature of farmland on city fringes.

The California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program (FMMP) identify critical agricultural lands and track the conversion of these lands to other uses. Agricultural resources are separated into the following major categories:

- *Prime Farmland*: Lands with the best combination of physical and chemical features and able to sustain long term production of agricultural crops.
- *Farmland of Statewide Importance*: Lands similar to Prime Farmland but with minor shortcomings such as greater slopes or less ability to store soil moisture.
- *Unique Farmland*: Lands with lesser quality soils used to produce leading agricultural crops. Includes non-irrigated orchards or vineyards.
- *Farmland of Local Importance*: Lands of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.
- *Grazing Land*: Lands on which existing vegetation is suited to livestock grazing.

According to the FMMP, the Project site proposed for Phase I annexation is designated Farmland of Statewide importance.

In 2009, the City of Selma determined with certification of the EIR for the Rockwell Pond Commercial Project that the loss of farmland on the project site was significant and unavoidable. In 2010, the City determined with certification of the EIR for the 2035 General Plan Update that loss of farmland within Selma's Sphere of Influence was significant and unavoidable. In both cases, overriding findings were adopted for agricultural land conversion pursuant to CEQA Guidelines Section 15093.

### Evaluation

a) The goals and policies of the Selma General Plan serve to partially mitigate impacts to agriculture lands from new growth and development. Under these goals and policies, adjacent and nearby agricultural lands within the Selma Sphere of Influence are preserved, while providing for logical growth of the City. The premature conversion of agricultural lands to urban uses is discouraged. Goals and policies of the plan support Fresno County General Plan objectives and policies which protect agricultural lands by maintaining large agricultural parcel sizes and preventing development of these parcels annexation into the City is appropriate.

The City opposes untimely urban development in unincorporated areas of its Sphere of Influence. The City also requires a "right to farm" covenant to be recorded for all development adjacent to producing agricultural lands, in order to provide notice to future owners and protect farming activities. Leapfrog development is discouraged, and the in-fill of existing vacant lands is encouraged.

Implementation of the Project would result in the conversion of 35.88 acres of Farmland of Statewide Importance to urban use which will be irreversible. In its consideration of the Project, the Selma City Council will determine if the proposed development is timely and appropriate and if the conversion of agricultural land to urban uses is consistent with the goals and policies of the Selma General Plan. In making its decision, the City may consider other factors important to the community, such as population growth, economic development, and creation of employment opportunities.

In 2010, the City of Selma determined that loss of prime farmland within Selma's Sphere of Influence was significant and unavoidable. Overriding findings were adopted for agricultural land conversions pursuant to CEQA Section 15093 for the certification of 2035 General Plan Final EIR.

**Level of Significance before Mitigation:** Potentially Significant Impact.

### **Mitigation**

2.1 At the time of development of each phase, the project applicant shall preserve Important Farmland acreage (i.e., Prime Farmland, Unique Farmland, and Farmland of Statewide Importance), as mapped by the California Department of Conservation Farmland Mapping and Monitoring Program, within Fresno County (but outside the Selma Planning Area) at a ratio of no less than 1:1 for each acre of Important Farmland converted to nonagricultural use by the proposed project. Preserved acreage shall be of equal or higher quality than farmland converted to non-agricultural use. The preservation shall be accomplished through one of the following approaches:

- The applicant shall pay fees to the City of Selma equivalent to the cost of preserving Important Farmland. The City shall use the fees to fund an irrevocable instrument (e.g., deed restriction or preservation easements) to permanently preserve farmland via a Trust for Farmland Funds Disbursements.
- The applicant shall enter into a binding agreement with one or more private property owners or third-party organizations acceptable to the City of Selma (e.g., Fresno County Farm Bureau or the American Farmland Trust) to permanently preserve farmland. The agreement shall identify an irrevocable instrument that will be recorded against the preserved acreage property.

**Level of Significance after Mitigation:** Even with incorporation of recommended mitigation, this impact remains significant and unavoidable. However, overriding findings to the loss of agricultural land were made with certification of the Rockwell Pond Commercial Project Final EIR and the 2035 General Plan Final EIR.

b) There are no lands subject to a Williamson Act Contract on the Project site and Project development would not lead directly to the cancellation of a contract. In the event development is proposed on other parcels under contract, the California Government Code allows for the removal of Williamson Act Contracts under certain specific conditions. Compliance with Government Code provisions will reduce potential impacts of removal of lands from the Williamson Act Contracts to a less than significant level.

**Level of Significance:** Less than significant impact.

c) and d) There are no forest or timberlands in the Selma area and there will be no conflicts with existing zoning for forest land, timberland, or timberland zoned Timberland Protection.

**Level of Significance:** No impact.

e) The presence of new urban development could influence the conversion of agricultural lands surrounding the Project site. This impact is discussed in 2a) and mitigation requires the developer to preserve farmland for each acre converted. Implementation of the Project would also lead to urban uses adjacent to existing agriculture. A number of potential conflicts are likely when urban areas encroach on farmland, including trespassing and theft, pesticide drift issues, and noise. Conflicts between farm operations and new urban development can be partially mitigated by using design elements that increase the distance between farmland and residential properties near urban limit lines.

The City of Selma requires developers to execute a right-to-farm covenant which allows existing agricultural operations to continue. Right-to-farm deed restrictions, however, do not exempt farmers from compliance with all applicable state, federal and local laws and regulations.

**Level of Significance:** Less than Significant with Mitigation Incorporation

### **Mitigation**

- 2.2 Development on the Project site shall provide a minimum 100-foot buffer/transition area measured from the edge of an adjacent agricultural area. Where new development is separated from agricultural uses by an existing or planned roadway, the roadway may be located within the 100-foot buffer/transitions area.
- 2.3 All new development within the City shall provide a right-to-farm deed restriction recognizing the right to farm on adjacent agricultural properties.

<b><u>III. AIR QUALITY</u> -- Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Conflict with or obstruct implementation of the applicable air quality plan?			<input checked="" type="checkbox"/>	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>			
d) Expose sensitive receptors to substantial pollutant concentrations?			<input checked="" type="checkbox"/>	
e) Create objectionable odors affecting a substantial number of people?				<input checked="" type="checkbox"/>

In 2009, the City of Selma determined with certification of the EIR for the Rockwell Pond Commercial Project that air quality impacts were significant and unavoidable. In 2010, the City determined with certification of the EIR for the 2035 General Plan Update that air quality impacts within Selma's Sphere of Influence were significant and unavoidable. In both cases, overriding findings were adopted for air quality pursuant to CEQA Guidelines Section 15093.

The Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD or Air District). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O<sub>3</sub>), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Air quality plans or attainment plans are used to bring the air basin into attainment with all state and federal ambient air quality standards. Areas are classified under the Federal Clean Air Act as either "attainment", "non-attainment", or "extreme non-attainment" areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley is designated as a State and Federal extreme non-attainment area for O<sub>3</sub>, a State and Federal non-attainment area for PM<sub>2.5</sub>, a State non-attainment area for PM<sub>10</sub>, and Federal and State attainment area for CO, SO<sub>2</sub>, NO<sub>2</sub>, and Pb.

Standards and attainment status for listed pollutants in the Air District can be found in Table 3. Note that both state and federal standards are presented.

**Table 3**  
**State and Federal Attainment Status and Standards**

San Joaquin Valley Attainment Status for Criteria Pollutants <sup>1</sup>				SJVAB - Air Quality Attainment Status		Primary Sources of Criteria Pollutants
Contaminant and Averaging Period		National Standard	State Standard	National Standards	State Standards	
Ozone (O <sub>3</sub> )	1-Hour	-----	0.09 ppm	-----	Nonattainment	Ozone is not emitted directly into the atmosphere, but is formed by a complex series of photochemical reactions between VOC and NOx (primarily NO).
	8 Hour	0.08 ppm	0.07 ppm	Nonattainment	Nonattainment	
NO <sub>2</sub>	1-Hour	-----	0.25 ppm	Attainment/ Unclassified	Attainment	NO <sub>2</sub> is a member of a family of gaseous nitrogen compounds (NO <sub>x</sub> ) and is a precursor to ozone formation. NO <sub>2</sub> results primarily from combustion of fossil fuels.
	Annual	.053 ppm	-----	Attainment/ Unclassified	Attainment	
CO	1-Hour	35 ppm	20 ppm	Attainment/ Unclassified	Attainment/ Unclassified	CO is formed by the incomplete combustion of fuels. Under most conditions CO does not persist in the atmosphere. Most CO emissions come from motor vehicles.
	8-Hour	9 ppm	9.0 ppm	Attainment/ Unclassified	Attainment/ Unclassified	
PM 10	24-Hour	150 ug/m <sup>3</sup>	50 ug/m <sup>3</sup>	-----	Nonattainment	PM10 is comprised of dust, sand, salt spray, metallic, and mineral particles, pollen, smoke, mist, and acid fumes. PM10 may also include sulfate and nitrate aerosols.
	Annual	50 ug/m <sup>3</sup>	20 ug/m <sup>3</sup>	Attainment	Nonattainment	
PM 2.5	24-Hour	35 ug/m <sup>3</sup>	-----	Nonattainment	-----	PM2.5 is typically emitted from combustion sources. PM2.5 also includes aerosols that may be formed in the atmosphere.
	Annual	12 ug/m <sup>3</sup>	12 ug/m <sup>3</sup>	Nonattainment	Nonattainment	
SO <sub>2</sub>	1-Hour	75 ppb	0.25 ppm	Attainment	Attainment	Sulfur dioxide (SO <sub>2</sub> ) is formed primarily by the combustion of sulfur-containing fossil fuels. SO <sub>2</sub> concentrations in the SJVAB are only about 4 percent of the standard.
	24-Hour	0.14 ppm	0.04 ppm	Attainment	Attainment	
	Annual	0.03 ppm	-----	Attainment	Attainment	
Lead (Pb)	Month	-----	1.5 ug/m <sup>3</sup>	Attainment	Attainment	Primary sources of lead are smelters and battery manufacturing and recycling. In the past, combustion of leaded gasoline contributed to ambient concentrations.
	Quarter	1.5 ug/m <sup>3</sup>	-----	Attainment	Attainment	

ppb = parts per billion; ppm = parts per million; ug/m<sup>3</sup> = micrograms per cubic meter

<sup>1</sup> California Air Resources Board, SJVAPCD, 2013



**San Joaquin Valley Air Pollution Control District (SJVAPCD).** SJVAPCD has several rules and regulations that may apply to the Project:

Rule 2201 (New and Modified Stationary Source Review)

Rule 4320 (Advanced Emission Reduction Options for Boilers, Steam Generators, and Process Heaters Greater than 5.0 MMBTU/HR).

Rule 4601 (Architectural Coatings): This rule limits volatile organic compounds (VOC) from architectural coatings.

Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations): This rule applies to use of asphalt for paving new roadways or restoring existing roadways disturbed by project activities.

Rules 8011 and 8081 (Regulation VIII, Fugitive PM<sub>10</sub> Prohibitions): This regulation is designed to reduce PM<sub>10</sub> emissions by reducing fugitive dust. Regulation VIII requires implementation of control measures to ensure that visible dust emissions are substantially reduced. The Regulation VIII control measures are provided in Table 4.

**Table 4 - Regulation VIII Control Measures for Construction Emissions of PM<sub>10</sub>**

All disturbed areas, including storage piles, which are not actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizers/suppressants, covered with a tarp or other similar cover, or vegetative ground cover.
All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions during construction using water or chemical stabilizer suppressant.
All land clearing, grubbing, scraping, excavation, land leveling, grading cut and fill, and demolition activities during construction shall be effectively controlled of fugitive dust emissions utilizing application of water or pre-soaking.
When materials are transported off-site, all material shall be covered, or effectively wetted to limit dust emissions, and at least six inches of freeboard space from top of container shall be maintained.
All operations shall limit, or remove mud or dirt from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where accompanied by wetting to limit visible dust emissions. Use of blower devices is expressly forbidden.
Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site at the end of each workday.
Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

## Evaluation

a) The proposed Project will not conflict with or obstruct the implementation of the air quality management standards. Standards set by the Air District, CARB, and Federal agencies relating to the proposed Project will continue to apply. A Fugitive Dust Control Plan will be submitted to the Air District to comply with Regulation VIII (Table 3-2) prior to the initiation of construction. An Indirect Source Review (ISR) application, a New and Modified Stationary Source Review, and Air Impact Analysis (AIA) will be filed with the Air District to address NO<sub>x</sub> emissions from construction. Therefore, the proposed Project will not conflict with the Air District plans and any impacts will be less than significant.

### **Level of Significance: Less than Significant Impact**

b) Typically, construction and operation of a project generates emissions of various air pollutants, including criteria pollutants such as carbon monoxide (CO), ozone precursors such as nitrous oxides (NO<sub>x</sub>) and reactive organic gases (ROG) or Volatile Organic Compounds (VOC), particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and PM<sub>2.5</sub>, as well as sulfur oxides (SO<sub>x</sub>). To assist in evaluating impacts of project-specific air quality emissions, the SJVAPCD has adopted thresholds of significance for criteria pollutant emissions, expressed in units of tons per year (tons/yr), as presented in Table 5.

**Table 5**  
**SJVAPCD Thresholds of Significance**

Pollutant	Construction Emissions (tons/yr)	Operation Emissions (tons/yr)
ROG	10	10
NO <sub>x</sub>	10	10
CO	100	100
SO <sub>x</sub>	27	27
PM <sub>10</sub>	15	15
PM <sub>2.5</sub>	15	15

**Construction-Related Emissions.** The proposed Project includes construction of a 35.88 acre commercial center. Project construction equipment will include graders, compacters, trenchers, backhoes, forklifts, pile drivers, skid steers, front end loaders, water trucks, and materials and equipment hauling trucks. Construction will generally occur during daylight hours, Monday through Friday.

The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. The estimated construction period (four years) would generate air pollutant emissions intermittently within the site, and in the vicinity of the site. The proposed Project will comply with Air District Rule 8021 for construction and earthmoving activities.

The proposed Project's short-term construction emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2 (see Attachment "A"). The proposed Project's unmitigated construction-related emissions have been estimated using CalEEMod and are presented in Table 6. The emissions in tons/year are for the highest of the four construction years.

**Table 6**  
**Maximum Unmitigated Project Construction-Related Emissions**

<b>Pollutant</b>	<b>Project Construction Emissions (tons/yr)</b>	<b>SJVAPCD Thresholds of Significance (tons/yr)</b>
ROG (VOC)	4.6241	10
NO <sub>x</sub>	7.1892	10
CO	9.5240	100
SO <sub>x</sub>	0.0192	27
PM <sub>10</sub>	1.2949	15
PM <sub>2.5</sub>	0.6924	15

*Source: CalEEMod, September 2015.*

Construction emissions would not exceed District thresholds and are less than significant.

**Operational Emissions.** Operational emissions included in the CalEEMod modeling process are area, energy, mobile, waste, and water emissions. The table below shows the combined total operational emissions from the proposed Project.

**Table 7**  
**Combined Maximum Unmitigated Project Operational Emissions**

<b>Pollutant</b>	<b>Project Operational Emissions (tons/yr)</b>	<b>SJVAPCD Thresholds of Significance (tons/yr)</b>
ROG (VOC)	32.8848	10
NO <sub>x</sub>	33.6324	10
CO	129.5770	100
SO <sub>x</sub>	0.1830	27
PM <sub>10</sub>	11.1459	15
PM <sub>2.5</sub>	3.2902	15

As shown in the Combined Maximum Unmitigated Project Operational Emissions table, the total operational emissions of the project would exceed District thresholds for ROG, NO<sub>x</sub>, and CO and could result in a significant contribution to the region's nonattainment status of ozone.

**Level of Significance:** Potentially Significant Impact.



## **Mitigation**

The following energy conservation measures shall be incorporated into Project building plans unless the applicant provides evidence that incorporation of a specific measure is infeasible:

- 3.1. All construction shall exceed the California Title 24 Energy Code for all relevant applications by 10% for the hotel construction and by 5% for all commercial and industrial construction.
- 3.2. Passive solar cooling/heating design elements shall be included in building designs where feasible. Design elements that maximize the use of natural lighting shall be utilized where feasible.
- 3.3. Energy efficient technical and design features in new construction shall be required. New development must include provisions for the installation of energy efficient appliances and lighting
- 3.4. Installation of low nitrogen oxide emitting and/or high efficiency water heaters shall be required in new construction. Use of solar or low-emission water heaters (beyond Rule 4902) is recommended.
- 3.5 The proposed Project shall comply with all applicable Regulations and Rules established by the San Joaquin Valley Air Pollution Control District, including, but not limited to: Regulation IV: Prohibitions; Rule 4901: Wood Burning Fireplaces and Wood Burning Heaters; Regulation IV: Prohibitions; Rule 4902: Residential Water Heaters; and Regulation VIII: Fugitive PM<sub>10</sub> Prohibitions; as well as the Indirect Source Review (ISR) (Rule 9510) and the Administrative ISR Fee Rule (Rule 3180).
- 3.6 All material excavated, graded or otherwise disturbed shall be sufficiently watered to prevent fugitive dust emissions. Watering shall occur at least twice daily with complete coverage, preferably in the morning and after work is done for the day, or as necessary. The developer shall be responsible for watering in the event of high winds or watering needs after normal working hours.
- 3.7 Water trucks or sprinkler systems shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. The frequency of watering shall be increased when wind speeds exceed 15 miles per hour if soils are not completely wet. If wind speeds increase to the point that the dust control measures cannot prevent dust from leaving the site, construction activities shall be suspended.

- 3.8 A person or persons shall be designated by the contractor or builder to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Such monitoring responsibilities shall include holiday and weekend periods when work may not be in progress. The contractor shall provide the name and telephone number of such person to the SJVAPCD and the City Building Official prior to commencement of construction activities.
- 3.9 All disturbed areas on the site, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- 3.10 All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water at least 3 times daily or chemical stabilizer/suppressant.
- 3.11 The accumulation of mud or dirt shall be expeditiously removed from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. Within urban areas, track out shall be immediately removed when it extends 50 or more feet from the site.
- 3.12 Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least two feet of freeboard. Trucks transporting fill material/soil to and from the site shall be tarped from the point of origin. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. Utilize wheel washers for all exiting trucks, or wash off all trucks and equipment prior to leaving the site as needed.
- 3.13 On-site vehicles shall be limited to a speed (15 mph) that does not generate fugitive dust on unpaved roads. Land clearing, grading, earthmoving or excavation activities shall be suspended when winds exceed 20 miles per hour.
- 3.14 After clearing, grading, earth moving, or excavation is completed, the disturbed area shall be treated by watering, re-vegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- 3.15 The developer shall coordinate with the local transit operator to explore the feasibility of extending transit service to the Project site.
- 3.16 The development shall contract with construction firms that can demonstrate that construction fleets can meet the emissions reduction requirements set by District Rule 9510 (20% reduction of NOx emissions and 45% reduction of PM10 emissions).

- 3.17 Prior to issuance of building permits, the City of Selma shall verify that the following air emissions reduction measures are depicted on building plans:
- Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable, and safe (including appropriate signalization and signage requirements).
  - Provide good access to/from the development for pedestrian's bicyclists, and transit users.
  - Provide connections to bicycle routes/lanes in the vicinity of the project.
  - Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. The landscaping design shall provide 50 percent tree coverage within 10 years of construction using low ROG-emitting, low-maintenance, native drought resistant trees.
  - Use native plants that require minimal watering and are low ROG-emitting.
  - Provide easements or land dedications and construct bikeways and pedestrian walkways as part of roadway improvements along the project frontage.
  - Implement onsite circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.
  - Provide employee lockers in buildings with a minimum of 50 employees.
  - Plant drought-tolerant native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.
  - Provide and maintain a kiosk displaying transportation information in a prominent area accessible to employees and patrons.
  - Implement a Transportation Choice Program to reduce employee commute trips. The applicant shall work with Rideshare for free consulting services on how to start and maintain a program.
- 3.18 Prior to approval of the final City discretionary approval for individual projects within the project, the applicant shall provide the Selma Planning Department with a copy of an approved Air Impact Assessment Application as evidence of compliance with Rule 9510 Indirect Source Review.
- 3.19 Prior to approval of site plans the applicant shall provide a health risk assessment to determine if any units would be exposed to risks exceeding the SJVAPCD threshold of significance of 10 in a million, and if necessary, provide mitigation measures to reduce potentially significant impacts to less than significant levels. Such measures may include Heating, Ventilation, and Air Conditioning (HVAC) systems or use of tree species such as redwood, deodar, or live oak that can filter out particulate matter
- 3.20 Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate the use of light-colored "cool" roofs. The approved plans shall be incorporated into the proposed project.

- 3.21 Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate the use of energy efficient lighting, (including light emitting diodes) for outdoor lighting. The approved plans shall be incorporated into the proposed project.
- 3.22 Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate that project buildings exceed the latest adopted edition of the Title 24 energy efficiency standards by a minimum of 10 percent. The approved plans shall be incorporated into the proposed project.
- 3.23 Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate that building designs shall incorporate “solar ready” roofs that provide conduits for future solar installation, minimize shade obstructions, and optimize sunlight exposure. The approved plans shall be incorporated into the proposed project.
- 3.24 Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate that shade tree planting in parking lots can achieve 50 percent shade coverage within 15 years of planting. The approved plans shall be incorporated into the proposed project.
- 3.25 The Project shall minimize GHG emissions. To the extent feasible, the Project shall incorporate transit-oriented activity centers that promote increased walking, bicycling, and use of public transit. The condition shall be determined as having been satisfied through the project’s compliance with the SJVAPCD’s Indirect Source Review (Rule 9510).

**Level of Significance after Mitigation:** Even with incorporation of recommended mitigation, this impact remains significant and unavoidable. However, overriding findings for air quality were made with certification of the 2035 General Plan Final EIR.

c) As discussed above, during construction, air quality impacts would be less than SJVAPCD thresholds for non-attainment pollutants. Operational emissions, however, would exceed the emissions thresholds for ROG, NO<sub>x</sub> and CO criteria pollutants. Accordingly, net increases of non-attainment criteria pollutants would be significant.

**Level of Significance:** Potentially Significant Impact.

#### **Mitigation**

The above mitigation measures apply.

**Level of Significance after Mitigation:** Even with incorporation of recommended mitigation, this impact remains significant and unavoidable. However, overriding findings for air quality were made with certification of the 2035 General Plan Final EIR.

d) The SJVAPCD defines sensitive receptors as: facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors. The nearest sensitive receptor to the proposed Project site is located approximately 700 feet to the east.

Per CARB's Diesel Risk Reduction Plan, the cancer risk associated with being exposed at a distance of 65 feet to a truck stop for 70 years is approximately 75 to 150 chances in a million. At 200 feet, the risk of cancer from exposure to diesel particulate matter goes down by about 50 percent.

Any risk of cancer from exposure to diesel particulate matter at 700 feet to a construction site is negligible at best since exposure for 70 continuous years creates a risk of only about 0.005 percent. Therefore, any exposure of sensitive receptors to pollutant concentrations would be less than significant.

**Level of Significance:** Less Than Significant Impact

e) Common types of facilities that have been known to produce odors in the San Joaquin Valley within 1-2 miles of the receptor include wastewater treatment plants, landfills, refineries, chemical manufacturing, dairies and animal rendering. The proposed Project does not involve any of the aforementioned facilities, and there is limited potential to create objectionable odors.

No significant odor impacts related to Project implementation are anticipated due to the nature and short-term extent of potential sources, as well as the intervening distance to sensitive receptors.

**Level of Significance:** No Impact

**IV. BIOLOGICAL RESOURCES** -- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		<input checked="" type="checkbox"/>		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?			<input checked="" type="checkbox"/>	
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?				<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				<input checked="" type="checkbox"/>

The Project site is fallow but has been used in the past for vineyards. Adjacent lands include vineyards, fallow fields, rural residential residences, the Rockwell Pond recharge basin, and commercial uses to the east. The present fallow nature of the Project site provides limited habitat for native wildlife. The annual/periodic disking for weed control reduces habitat for ground burrowing animals and the application of pesticides may reduce the invertebrate fauna that several types of wildlife depend upon for forage. Fallow fields may also attract non-native wildlife.



Habitats for sensitive species (such as vernal pools and vernal swales, livestock ponds without fish, alkaline soils, adobe-heavy clay soils, hardpan soils, rocky cliffs, alkali sink scrub habitat, valley saltbush scrub habitat, elderberry bushes, grasslands with rolling hills, large nesting trees, cottonwood forests, riparian habitat, lakes, ponds with thick and lush cattail vegetation, marshes, swamps, creeks, sloughs, or rivers) do not occur in or adjacent to the area, and thus the species do not occur in the planning area.

A biological reconnaissance survey of the Project vicinity was conducted as part of the Rockwell Pond Commercial Project EIR by Halstead & Associates, Environmental/Biological Consultants in 2007 to assess sensitive species, habitats, and other biological resource issues which might occur in or adjacent to the Project site. The survey included site visits and a search of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Data Base (CNDDB) to determine records of sensitive species and habitats in the Project vicinity.

A records search of the CNDDB shows that San Joaquin Kit Fox, Swainson's Hawk, Burrowing Owl, and a variety of other sensitive species are known to occur in the general vicinity. Within the Rockwell Pond recharge basin, parts of which may meet the criteria of wetland habitat, three potential sensitive wildlife issues were found that required further surveys and study. These involve the San Joaquin Kit Fox, Swainson's Hawk, and Burrowing Owl. Detailed or protocol surveys for each of the three species were conducted to determine if they occur on or forage in the Project vicinity. Additionally, a detailed wetland delineation survey was conducted on the Rockwell Pond recharge basin to determine if wetland habitat exists, and to determine the acreage and quality of wetland habitat potentially impacted by the Project.

No sensitive species were observed in, adjacent to, or in the vicinity of the Project site; however, the Rockwell Pond does have potential habitat for the Burrowing Owl and San Joaquin Kit Fox. A nesting record for the Swainson's Hawk was identified approximately three miles south of the Project site near Highway 43 and Clarkson Avenue. Detailed or protocol surveys for the San Joaquin Kit Fox, Burrowing Owl, and Swainson's Hawk were conducted to determine if they occur on or forage in the Project vicinity and if they could be impacted by the Project.

#### Evaluation

a) The Project will include development of fallow land which may disturb existing wildlife species by causing direct mortalities, by removing active nests and dens, and by disrupting nesting, breeding and fledging behaviors. Migratory birds may also nest in the agricultural areas. Conversion of this area could result in reproductive failure in migratory birds.

Waters for the Rockwell Pond include those from the Kings River, which is a navigable river. Wetland vegetation such as rush, bullrush, and willow trees were observed in the Rockwell Pond recharge basin. Besides the Rockwell Pond recharge basin and its issues, sensitive wildlife, plants, or habitats such as riparian vegetation, creeks, streams, or wetlands do not occur in or adjacent to the Project site.

**San Joaquin Kit Fox.** No kit fox were found on the Project site using den and track searches, spotlighting, and scent station survey methods. There was nothing to indicate that kit fox occur on the Project site or use it for foraging. Critical habitat, designated recovery areas, or movement corridors do not occur on the Project site or in its vicinity.

The Project will not cause negative direct, indirect, interrelated, interdependent, or cumulative adverse impacts to the kit fox since it does not occur on the site, forage on the site, or occur adjacent to the site. Thus, take permits and compensation mitigation for impacts are not necessary for the kit fox. As a preventive avoidance measure and to protect and preserve the San Joaquin kit fox, a preconstruction survey is required about 30 days prior to ground disturbing activities in and around the Rockwell Pond recharge basin.

**Burrowing Owl, Swainson's Hawk, and Nesting Raptors.** Protocol surveys were conducted for raptors, but no sensitive raptors (such as Burrowing Owl or Swainson's Hawk) were found on or adjacent to the site. Two Red-tailed Hawk nests were found near the south border along Floral Avenue. No Burrowing Owls were observed on or adjacent to the Project site during the surveys. No potential burrows on or adjacent to the Project site showed any evidence of use by the Burrowing Owl. No Swainson's Hawks were observed on or adjacent to the Project site. No nests on or adjacent to the Project site showed any evidence of use by the Swainson's Hawk. Thus, these raptors do not inhabit or forage on the Project site. The Project would not be expected to cause negative direct or indirect adverse impacts to them. Preventative avoidance measures are proposed to avoid any impacts to nesting raptors and birds.

**Level of Significance:** Less than Significant with Mitigation Incorporated

### **Mitigation**

- 4.1 Developers of projects on the Project site shall be required to contract with a qualified biologist to conduct a preconstruction survey approximately 30 days prior to ground disturbing activities in and around the Rockwell Pond recharge basin. The survey protocol will follow the USFWS's (1999) guidelines as denoted in Appendix H of the San Joaquin Kit Fox Survey Report by Halstead and Associates. Also, Standard Recommendation #1-1 3 (Appendix H of the San Joaquin Kit Fox Report) are incorporated into the Project and will be implemented to avoid potential impacts to the kit fox. If kit fox are found during the preconstruction survey, the USFWS shall be consulted and the protective and mitigation measures as noted in Appendix H shall be implemented.
- 4.2 Burrowing Owl was not found on the Project site; to meet CDFW requirements, however, the following avoidance measures are required:



Measure 1: If construction activities will occur during the nesting season of February through August, a preconstruction survey shall be conducted by a qualified biologist to determine the existence of Burrowing Owl. The survey shall be conducted within 30 days prior to construction activities. Results of the preconstruction survey shall be prepared in a letter given to CDFW for their review and approval prior to any construction activities.

Measure 2: If nesting sites are found, the CDFW's (1995) guidelines for Burrowing Owl "Staff Report on Burrowing Owl Mitigation" shall be consulted and the Project proponent shall select one of the following measures for implementation by a qualified biologist:

- a. Destroy vacant burrows prior to March 1 and/or after August 31.
- b. Redesign the Project temporarily or permanently to avoid occupied burrows or nest sites until after the nesting/fledgling season.
- c. Delay Project construction activities until after the nesting/fledgling season (March 1 through August 31).
- d. Install artificial burrows in open space areas of the Project site and wait for passive relocation of the Burrowing Owl.
- e. Active relocation of Burrowing Owl with conditions. The Project proponent shall fund relocation of Burrowing Owl to unoccupied, suitable habitat which is permanently preserved (up to 6.5 acres per nesting pair) in the open space on the Project site or off-site at a recognized Burrowing Owl mitigation bank.

#### 4.3 Nesting Birds (including raptors).

Measure 1: If construction activities will occur during the nesting season of February through August, including tree nest removal, a preconstruction survey shall be conducted by a qualified biologist for nesting birds (which includes migratory birds covered under the Migratory Bird Treaty Act) on the Project site. Also, adjacent lands will be surveyed with emphasis on large trees which have the potential for nesting raptors. Results of the preconstruction survey shall be prepared in a letter and given to the CDFG for their review and approval prior to any construction activities.

Measure 2: If any active nests are observed, the nests shall be designated as an Environmentally Sensitive Area and protected (while occupied) during construction activities. The CDFG shall be contacted, consulted, and avoidance measures, specific to each incident, shall be developed in cooperation with the Project proponent, and a qualified biologist. No birds or their nests (including migratory birds covered under the Migratory Bird Treaty Act) will be impacted and no take will occur.

Measure 3: A pre-construction survey shall be conducted if the project delays more than 30 days from the 27 January 2016 survey date to ensure no changes to resources or scope of project have occurred.

It is recommended to install ESA fencing between the APE and the Rockwell Pond to maintain a 50-foot buffer. The one elderberry shrub located 30-feet from the proposed access road shall be avoided unless previous environmental documentation has determined that the shrub can be removed. If no documentation exists, an ESA fence shall be placed around the shrub including a minimum 15 foot drip line buffer to protect roots from compaction of the road. Future work in this area that may impact the shrub shall be responsible for assessing this shrub. It is recommended that each phase of future development conduct San Joaquin kit fox, burrowing owl, and nesting surveys prior to the start of construction to ensure no species have begun to utilize the area.

b) and c) Wetland vegetation such as rush, bullrush, and willow trees were observed in the Rockwell Pond recharge basin. Besides the Rockwell Pond recharge basin and its issues, sensitive wildlife, plants, or habitats such as riparian vegetation, creeks, streams, or wetlands do not occur in or adjacent to the Project site.

Halstead & Associates consulted with the U. S. Army Corps of Engineers (Corps) in Sacramento and CDFW in Fresno regarding potential wetland and discharge issues at Rockwell Pond. The Corps stated that the pond would be considered a non-jurisdictional, isolated, dead-end sump; the Corps would not have jurisdiction, and no permits would be required by them. The CDFW was consulted regarding the Project and discharges of stormwater into the pond. Because the pond is not an "historical river channel," they would not have jurisdiction, and no permits would be required by CDFW.

Nevertheless, CDFG recommends delineation of surface waters and wetlands with a minimum 50-foot no disturbance buffer around the outer edge of these areas.

**Level of Significance:** Less Than Significant with Mitigation Incorporation

### **Mitigation**

4.4 Wetlands shall be delineated on the site by the developer and a 50-foot no disturbance buffer maintained around the outer edge of these areas.

d) The San Joaquin Kit Fox, its evidence, or foraging was not found on or adjacent to the site using protocol survey methods of den and track searches, scent stations, and night spotlighting. No kit fox critical habitat, designated recovery areas, or movement corridors occur on the site. Thus, since kit fox will not be harmed, take permits and compensation mitigation for impacts are not necessary for the kit fox.

The Project site is not within a wildlife movement corridor and will not affect regional wildlife movement. No wildlife breeding or nursery areas are known to exist on the Project site.

Construction on the Project site will not affect a significant wildlife breeding area. The proposed Project will have a less than significant impact on the regional movements of terrestrial wildlife.

**Level of Significance:** Less Than Significant with Mitigation Incorporation

**Mitigation:** Mitigation Measures 4.1, 4.2 and 4.3 shall apply.

e) and f) There are no adopted local ordinances protecting biological resources nor are there any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans.

**Level of Significance:** No impact

<b><u>V. CULTURAL RESOURCES</u></b> -- Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		<input checked="" type="checkbox"/>		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		<input checked="" type="checkbox"/>		
d) Disturb any human remains, including those interred outside of formal cemeteries?		<input checked="" type="checkbox"/>		

#### Evaluation

a) A record search was performed by archaeologist Jon Brady at the Southern San Joaquin Valley Information Center, California State University, Bakersfield, California, on November 13, 2007 (RS #07-383). The results of the records search indicated that no cultural resources of a prehistoric or historic nature have been previously recorded within the Project site. A thorough surface reconnaissance program entailing an on-foot inspection of the Project site and some surrounding areas was executed. All of the reconnaissance area has been moderately disturbed due to agricultural activities including cultivation and disking, access road construction, use for vineyards, the construction of residences and associated outbuildings, utility connection to the property and associated disturbances caused by natural drainage and soil erosion, and the construction of associated roads and SR 99.

**Cultural Findings.** No cultural resources were identified within the Project area pursuant to California PRC Section 21084.1. No prehistoric archaeological remains were encountered within the surveyed area.

Six older residential structures adjacent to Floral Avenue or DeWolf Avenue dating prior to 1958 were noted. None of these older residences are located on the Phase I annexation territory. As a component of the Final EIR for the Rockwell Pond Commercial Development, the properties were researched and evaluated as potential historical resources by Johnson Architecture. As a whole, the properties do not retain sufficient integrity or meet the level of significance necessary to be eligible for the National or California Register.

The results of the archaeological survey were also negative. Provided that all ground disturbing work is confined to the Project area surveyed as currently defined, no further cultural resources investigation is recommended and the implementation of the Project will not adversely affect any cultural resources.

This being noted, the proposed Project would bring about future urban development that could result in the disturbance, alteration, or destruction of historical resources not previously identified.

**Level of Significance:** Less Than Significant with Mitigation Incorporation

#### **Mitigation**

5.1 In the event any as yet undetected historical resources are encountered in the Project area at a future time, the City of Selma will comply with the requirements of all local, state and federal regulations that protect important historical resources, and notify the Fresno County Planning Department to determine the nature and extent of such resources and the appropriate measures to mitigate potential adverse impacts.

b) c) and d) The Project site has been in agricultural use for many years and no evidence of archaeological or paleontological resources has been reported. However, the proposed Project would bring about future development that could result in the disturbance, alteration, or destruction of archaeological resources not previously identified. Excavation during construction could reveal subsurface archaeological resources. In the event any as yet undetected archeological or paleontological features or remains are encountered in the Project area at a future time, the City of Selma will comply with the requirements of all local, state and federal regulations that protect archeological or paleontological.

**Level of Significance:** Less Than Significant with Mitigation Incorporation

#### **Mitigation**

5.2 In the event any as yet undetected archaeological or paleontological resources are encountered in the Project area at a future time, the City of Selma will comply with the

requirements of all local, state and federal regulations that protect important historical resources.

5.3 The following measures shall be implemented for cultural resources discovered during Project implementation activities:

- a. In the event that archaeological or paleontological resources are encountered during construction, all activity in the specific construction area shall cease until the applicant retains a qualified archaeologist or paleontologist who shall examine the findings, assess their significance, and offer recommendations for procedures deemed appropriate to either further investigate or mitigate adverse impacts on those important archaeological or paleontological resources that have been encountered. No additional work shall take place within the immediate vicinity of the find until the identified appropriate actions have been completed. Project personnel shall not collect or retain artifacts found at the site.
- b. If human remains are found during any Project construction on the Project site, all work shall stop in the vicinity of the find and the Fresno County Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission. The Native American Heritage Commission shall notify the person considered to be the most likely descendant. The most likely descendant will work with the Project applicant to develop a program for the re-interment of the human remains and any associated artifacts.

<b><u>VI. GEOLOGY AND SOILS</u> -- Would the project:</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:			<input checked="" type="checkbox"/>	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			<input checked="" type="checkbox"/>	
ii) Strong seismic ground shaking?			<input checked="" type="checkbox"/>	
iii) Seismic-related ground failure, including liquefaction?			<input checked="" type="checkbox"/>	
iv) Landslides?				<input checked="" type="checkbox"/>

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



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?



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?



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?



a) Based on historic seismicity of the region, it is probable that portions of Fresno County would be affected by at least one moderate to large earthquake during a 20-year timeframe. For example, the 1983 Coalinga earthquake was a significant seismic event in western Fresno County. Development of the Project would increase the number of people who could be exposed to seismic hazards. Earthquake-induced ground shaking would be the primary hazard that could result in injury, loss of life, or property damage due to damage or failure of structural and non-structural building components. In addition, utility service could be disrupted due to damage or destruction of infrastructure and emergency response services could be delayed if roadways are damaged.

Prior to the issuance of building permits, project applicants would be required to demonstrate that the proposed development complies with all required regulations and standards pertaining to seismic hazards. The evaluation of potential seismic hazards and incorporation of appropriate design and construction features and effective land use planning is required by State law.

There are no significant constraints to development related to seismic hazards in the Selma area that cannot be mitigated through implementation of applicable regulations and codes and standard engineering practices. Although more people would be exposed to seismic hazards with development of the Project, compliance with all applicable regulations, standards, and codes would reduce potential impacts to a less-than-significant level.

**Level of Significance:** Less than Significant Impact

b) Erosion potential can also be enhanced by changing the permeability or runoff characteristics of the soil, or by modifying or creating new pathways for drainage. After development, some areas that are not effectively contoured, compacted, or revegetated may be susceptible to erosion. In addition, potential adverse effects on water quality may occur from increased sediment loads carried in runoff erosion.



Grading could result in erosion and sedimentation impacts. The City will require preparation of a grading plan which incorporates temporary stabilization measures to protect exposed areas during construction, watering to control dust, and soil erosion, and sedimentation control measures. Compliance with the City of Selma construction standards and the International Building Code would minimize potential erosion and sediment.

**Level of Significance:** Less Than Significant with Mitigation Incorporation.  
**Mitigation**

6.1 Developers shall prepare a grading plan for all proposed development in the Project area that is in compliance with City of Selma construction standards and the International Building Code.

c) and d) The Project site consists of 1) Delhi loamy sand (DhA), 0 to 3% slopes; 2) Delhi loamy sand (DhB), 3 to 9% slopes, 3) Hanford sandy loam (Hc), 4) Delhi sand (DeA), 0 to 3% slope, and 5) Delhi sand (DeB), 3 to 9% slope. None of these soils exhibit significant development constraints.

Development would not result in construction of new buildings and structures on expansive soils or on soils conducive to liquefaction. As a rule, soil types in Fresno County are not conducive to liquefaction because they are either too coarse or too high in clay content.

At the discretion of the City Engineer, prior to the issuance of building permits, a soils report may be required to address specific subsidence and/or expansive soils potential and specify applicable design criteria. The report may also be required to include test borings, excavations, soil and chemical tests, soil compaction tests and geotechnical analysis of soil conditions and behavior under seismic conditions and shall include recommendations for corrective measures when necessary. Existing building codes and standards of the City of Selma will reduce potential structural impacts, as a result of soil conditions, to less-than-significant levels.

**Level of Significance:** Less than Significant Impact.

e) All new development in the City of Selma will be served by wastewater treatment facilities of the Selma-Kingsburg-Fowler County Sanitation District.

**Level of Significance:** No impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b><u>VII. GREENHOUSE GAS EMISSION</u></b>				
Would the project:				
a) Generate greenhouse gas emissions, either				

directly or indirectly, that may have a significant impact on the environment:



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



Observations reveal clear signals of climate change and its effects in California. This change is associated with release of greenhouse gases (GHGs) resulting from burning fossil fuels as well as other human activities. GHGs absorb and emit radiation, trapping heat in the earth's atmosphere. Some greenhouse gases occur naturally and are emitted into the atmosphere through both natural and human activities. The principal greenhouse gases that enter the atmosphere because of human activities are carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and fluorinated carbons.

State efforts to address GHGs include:

- Assembly Bill (AB) 1493 (Pavley) (Health and Safety Code § 42823 and 43018.5) requires the California Air Resources Board (ARB) to develop and adopt the nation's first GHG emission standards for automobiles.
- Executive Order No. S-3-05. The goal of this EO is to reduce California's GHG emissions to: 1) year 2000 levels by 2010, 2) year 1990 levels by the 2020, and 3) 80 percent below the year 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32.
- Executive Order S-6-06 established two primary goals related to the use of biofuels within California, including: (1) by 2010, 20 percent of its biofuels need to be produced within California; increasing to 40 percent by 2020 and 75 percent by 2050; and (2) by 2010, 20 percent of the renewable electricity should be generated from biomass resources within the state, maintaining this level through 2020.
- AB 32 (Health and Safety Code § 38500, 38501, 28510, 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, 38592–38599) requires that statewide GHG emissions be reduced to 1990 levels by the year 2020.
- Climate Change Scoping Plan. In October 2008, ARB published its Climate Change Proposed Scoping Plan, which is the State's plan to achieve GHG reductions in California required by AB 32. A key component of the Scoping Plan is the Renewable Portfolio Standard, which is intended to increase the percentage of renewables in California's electricity mix to 33 percent by year 2020, resulting in a reduction of 21.3 MMTCO<sub>2</sub>e.
- Senate Bill 97 acknowledges that climate change is an important environmental issue that requires analysis under CEQA. This bill directs the Governor's Office of Planning and



Research to prepare, develop, and transmit to the Resources Agency guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions,

- Executive Order S-13-08 ordered a strategy to reduce and assess California's vulnerability to climate change and sea level rise. The Executive Order initiated four major actions:
- **Mandatory Reporting of Greenhouse Gas Emissions:** Reporting of greenhouse gases by major sources is required by AB 32. The regulation affects industrial facilities, suppliers of transportation fuels, natural gas, natural gas liquids, liquefied petroleum gas, and carbon dioxide, operators of petroleum and natural gas systems, and electricity retail providers and marketers.
- **Cap-and-Trade Regulation:** The cap-and-trade rules came into effect on January 1, 2013 and apply to large electric power plants and large industrial plants. In 2015, they will extend to fuel distributors (including distributors of heating and transportation fuels). At that stage, the program will encompass nearly 85 percent of the state's total greenhouse gas emissions.

### Evaluation

a) and b) The proposed Project would generate GHG emissions through construction and operation activities. The period of construction would be short-term, and construction-phase GHG emissions would occur directly from the off-road heavy-duty equipment and the on-road motor vehicles needed to mobilize crew, equipment, and materials, and to construct the Project.

GHG impacts are considered to be cumulative impacts by California Air Resources Board (CARB) since any increase in greenhouse gas emissions would add to the existing inventory of gases that could contribute to climate change. From the CalEEMod analysis prepared for the Project, the estimated unmitigated overall GHG emission due to temporary Project construction activities is 4,792.4003 metric tons of carbon dioxide equivalents (CO<sub>2</sub>e). The estimated unmitigated overall GHG emissions due to on-going operational activities are 17,364.0158 metric tons of carbon dioxide equivalents. Since the combined amount of GHGs emitted from the Proposed Project is below 25,000 metric tons/year, no report is required to be submitted to the U.S. EPA and CARB.

According to the San Joaquin Valley Air Pollution Control District's Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA, projects implementing Best Performance Standards in accordance with District guidance are determined to have a less than significant individual and cumulative impact on global climate change and do not require project specific quantification of GHG emissions.

**Level of Significance:** Less Than Significant with Mitigation Incorporation

### **Mitigation**

The proposed Project would implement the following Best Management Practices for Construction:

- 7.1 The Project applicant will require all construction contractors to implement the Best Management Practices (BMP) to reduce GHG emissions. Emission reduction measures will include, at a minimum, the following three measures:
  - Use alternative-fueled (e.g. biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet.
  - Recycle at least 50 percent of construction waste.
  - Use at least 10 percent local building materials (from within 100 miles of the Project Site / Area of Potential Effect).
- 7.2 Landscape plans shall maximize the use of low-water demand species for ornamental purposes. Project conditions, covenants, and restrictions (CC&Rs) shall include information about drought tolerant plantings and encourage and facilitate use of water-saving species.
- 7.3 The Project shall, where feasible, utilize reclaimed water for all common area exterior landscaping. If not feasible, applicants shall provide documentation as to the efforts made to procure reclaimed water.
- 7.4 Indoor water use shall be reduced through re-circulating, point-of-use, or on-demand water heaters, low flow toilets, water saving fixtures, including low flow showerheads. Indoor water-conserving measures shall be implemented prior to certificate of occupancy.
- 7.5 To the extent feasible, the Project shall incorporate transit-oriented mixed-use activity centers that promote increased walking, bicycling, and use of public transit.

With implementation of the above measures, impacts would be less than significant.

<b><u>VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</u></b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<input checked="" type="checkbox"/>	
b) Create a significant hazard to the public or the environment through upset and accident conditions involving the release of hazardous materials into the environment?			<input checked="" type="checkbox"/>	

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☒
- 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? ☒
- 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? ☒
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ☒
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☒
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ☒

### Evaluation

a) and b) Risks would occur as a result of the development of industrial and commercial uses that use hazardous materials and generate hazardous waste, and through the development of former agricultural sites where hazardous chemicals were used or disposed of. In addition, continued agricultural operations on neighboring property could involve the use and storage of fertilizers, herbicides, and pesticides, some of which may have harmful effects.

Potential increases in commercial use of hazardous materials would be controlled by federal, State and County agencies which would ensure that hazardous material use and transportation are controlled to minimize hazards. State of California Hazardous Material Transportation Regulations (26 CCR) governs the transportation of hazardous waste originating/passing through the state. Adherence to California Vehicle Code Section 32000 will ensure that every motor carrier related to the Project who transports in excess of 500 pounds of hazardous materials is licensed to do so. Adherence to the CalARP and the Business Plan Act will prevent the accidental release of regulated substances from businesses that store or handle certain volumes of regulated substances at their facilities within the Project site.

While development on the Project site could expose an increased number of the public to hazards from the routine transport, use, or disposal of hazardous materials, the risk would be minimal. In the event of release of hazardous materials, the Selma Fire Department would immediately respond in conjunction with Fresno County's Emergency Response Team. The Emergency Response Team is administered by the County's Department of Community Health, Environmental Health System to provide technical oversight and assistance for all emergency situations, including hazardous materials incidents that occur in Fresno County.

**Level of Significance: Less than Significant Impact**

c) The Project site is served by the Selma Unified School District. The Project does not include any future school sites and the nearest existing school site is located approximately 1½ miles to the southeast on Mitchell Avenue east of Highland. No aspect of the Project is expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school.

**Level of Significance: No impact.**

d) The databases, lists, and reports compiled pursuant to Government Code Section 65962.5, were consulted in order to identify any recorded hazardous waste sites within the Project area. No recorded sites were identified. There is one Superfund site in Fresno County located in the City of Selma (Selma Treating Co. 1735 Dockery Avenue). The Project area is approximately 2.5 miles northwest of this business.

For lands that have been in agriculture for many years, the presence of persistent pesticides and metals is not unusual. Any land used for agriculture is likely to contain contaminants from pesticides, fertilizers, dumping, and fuel storage, all standard practices for agricultural uses. These potential contaminants need to be identified and, if present, dealt with as required by the various regulatory agencies managing toxic and hazardous substances.

Compliance with existing regulations will be sufficient to reduce the potential impact of the project with regard to hazardous substances to less than significant levels.

**Level of Significance: No Impact.**

e) The Selma Aerodrome is located at the northwest quadrant of Floral and DeWolf Avenues, approximately ½ mile west of the Project site. The Selma Aerodrome is the only public use airport within two miles of the Project site. Policies and standards for airport safety are contained in the *Fresno County Airports Land Use Policy Plan*. The entire Project site is located within the horizontal zone of the airport. Further, the immediate northeast corner of Floral and DeWolf Avenues site is located within the inner approach zone.

**Airspace Protection.** In order to ensure airspace protection, building height is governed by Part 77, Subpart C, of the Federal Aviation Regulations (FAR). Within the horizontal zone, building height is generally limited to a maximum of 35 feet.

**Airport Safety.** Table 3 of the *Fresno County Airports Land Use Policy Plan* establishes compatibility criteria for structures located near airports. Within the horizontal zone, uses other than residential (i.e., retail uses) and other uses not in structures are acceptable, with little or no risks. Within the inner approach zone, retail uses in structures may not include uses that attract more than 10 persons per acre; may not include schools, hospitals, nursing homes or similar uses; and at least 20% of the area must be open, such that a small aircraft could make an emergency landing. For uses outside of structures, no use may attract more than 25 persons per acre.

**Level of Significance:** Less Than Significant with Mitigation Incorporation

### **Mitigation**

- 8.1 The proposed Project shall be referred to the Fresno County Airport Land Use Commission for review and evaluation as to its consistency with the *Fresno County Airports Land Use Policy Plan*. The Project shall be referred to the Commission prior to an action taken by the City of Selma.
  - 8.2 The City shall require a “buyer notification statement” as a requirement for the transfer of title of any property location with the Project site. The statement shall indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport’s current and projected activity, and the likelihood of aircraft over flights of the affected property.
  - 8.3 The developer shall be required to comply with Rule 77 of the Federal Aviation Administration.
- f) A private air strip operated by the Quinn Company is located on the east side of SR 99 north of Floral Avenue. The private strip is parallel to SR 99 and used only for company operations; the approach areas do not overlap the Project site and no impacts from operation of the Quinn air strip are anticipated.

**Level of Significance:** No impact.

- g) Fresno County Office of Emergency Services (OES) coordinates the development and maintenance of the Fresno County Operational Area Master Emergency Services Plan. The purpose of this plan is to ensure the most effective and economical use of all resources, material and manpower, for the maximum benefit and protection of effected populations in an

emergency/disaster. The Project will not interfere with this Plan as the City of Selma will require that the Project provide infrastructure and adequate access to support emergency response capabilities.

The Project will have no impact on emergency preparedness because the development requirements of the City of Selma will ensure compliance with standards of the adopted emergency response plan.

**Level of Significance:** No Impact.

h) In urban areas, wildland fires can occur on fallow agricultural areas, and vacant lots. Wildland fire is considered a minimal risk in the Project area. The City will require a water distribution system to be installed throughout the Project, providing sufficient domestic and fire flow supplies. All commercial facilities will be equipped with fire sprinklers. In addition, the Project will be designed and constructed in a manner that minimizes the risk from fire hazards and meets all applicable State and City fire standards;

**Level of Significance:** No Impact.

<b><u>IX . HYDROLOGY AND WATER QUALITY --</u></b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements?			<input checked="" type="checkbox"/>	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			<input checked="" type="checkbox"/>	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			<input checked="" type="checkbox"/>	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional				<input checked="" type="checkbox"/>



sources of polluted runoff?

f) Otherwise substantially degrade water quality?



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



h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?



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



j) Inundation by seiche, tsunami, or mudflow?



### Evaluation

a) c) d) e) f) Urban development in the Project area will produce storm runoff that must be properly mitigated and discharged. Development will alter the existing agricultural/open space hydrology in the Project area. Changes in absorption will occur as a result of paving of roads and other impervious surfaces together with building pads and new structures. This urban environment will increase the amount of surface water runoff.

Surface water runoff (especially storm water) from development projects may contribute to an increase in urban pollutants over the long term. Corresponding increases in roadway contaminants such as heavy metals, oil and grease, as well as nutrients such as fertilizers and other chemicals from landscaped areas will occur. These constituents could result in water quality impacts.

Projects resulting in the grading of one or more acres discharging to surface waters are required to comply with the California Regional Water Quality Control Board's General Permit requirements, including provisions for sediment control and monitoring of the characteristics of the water being discharged. Project developers will be required to comply with the standards set forth by the City Engineer with regard to the design, construction, and operation of surface water run-off facilities.

Standard construction practices and compliance with applicable local ordinances and regulations, the Uniform Building Code, adherence to professional "Best Management Practices," and an engineering design approved by the City Engineer will reduce potential impacts from water run-off and erosion to less than significant levels.

**Construction Impacts.** Construction activities have the potential to affect water quality by contributing to violations of water quality standards if storm water from construction sites enters receiving waters. Construction site runoff can contain soil particles and sediments. Spills or leaks from heavy equipment and machinery, staging areas, or building sites can also enter runoff.

Although impacts from construction-related activities are generally of limited duration, impacts may be considered significant unless adequately mitigated. Compliance with all local, state and Federal regulations will mitigate potential significant impacts to less-than-significant levels.

Prior to commencement of site grading, developers will be required to obtain a General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit), which pertains to pollution from grading and project construction. Compliance with the Permit requires the project applicant to file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and prepare a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. Developers will be required to submit the SWPPP to the City Engineer and the Central Valley RWQCB. The City of Selma requires Best Management Practices in construction contracts, consistent with NPDES General Construction Activity Storm Water Permit requirements.

Anticipated changes in absorption resulting from development will increase the amount of surface water runoff. Thus, construction of storm drainage facilities will be necessary as urban development occurs. The drainage plan for the Project area will direct stormwater runoff to Rockwell Pond, a master planned drainage facility. A drainage fee is required to be paid to the City on each parcel of land prior to the commencement of any development.

Any new upgrades to regional stormwater facilities may also be required and funded by development proponents. The amount of funding required from each developer will be proportional to their anticipated usage of the facilities.

**Water Quality - Domestic Water Supply.** Cal Water reports that water delivered to customers in the Selma District meets all federal and state drinking water regulations. The quality of the groundwater produced by the District's active wells can vary depending on location. Nitrates and the pesticide DBCP, are of concern. Wells with excessive DBCP are either taken out of service or granulated activated carbon treatment facilities are installed at the well-head to remove the contaminant. District wells receive regular monitoring.

**Level of Significance.** Less Than Significant with Mitigation Incorporation

### **Mitigation**

- 9.1 Developers in the Project area shall be required to comply with all local, state and Federal regulations with regards to surface water runoff from construction sites, surface water runoff from new urban development, erosion control, and the protection of domestic water quality. The City of Selma shall require Best Management Practices in construction

contracts, consistent with NPDES General Construction Activity Storm Water Permit requirements.

- 9.2 Developers in the Project area shall be responsible for required improvements to the surface water runoff facilities required to serve proposed project. Capital costs for design and construction of drainage facilities are the responsibility of the developer. If a project is required to construct non-project improvements as part of the drainage plan, related costs will be reimbursed as other development occurs in the area under an agreement with the City of Selma.
- 9.3 Development south of Rockwell Pond shall discharge all storm water into on-site basins designed to accommodate up to 44.6 acre feet of runoff (26.6 acre feet for Phase 1 and 18.0 acre feet for Phase 2 as determined by Yamabe & Horn, Project engineers). Basins shall be designed so as not to discharge into facilities of the Consolidated Irrigation District, including but not limited to Rockwell Pond.
- 9.4 All improvements to facilities of the Consolidated Irrigation District shall be developed in conformance with the Districts Standard Details and Development Standards.
- 9.5 Fencing of the Rockwell Pond area shall be consistent with fencing criteria acceptable to the Consolidated Irrigation District.

b) The City receives potable water from the Kings River Basin underground aquifer through wells operated by the California Water Service Company. According to the Urban Water Management Plan for the Selma district, Cal Water is able to meet the long term water demand in the Selma District (to year 2035) with available underground water supplies and no surface water will need to be imported.

Although the project will utilize groundwater for domestic purposes, this amount of water use is not considered significant and will not significantly lower the groundwater table of the aquifer or interfere substantially with the recharge of the underground aquifer.

Cal Water currently and for at least the next 25 years anticipates meeting its forecasted demand by using groundwater extracted from the Kings River fan aquifers that underlie the District. The Kings River fan is in the Fresno County sub-area of the Tulare Lake Hydrologic Region. This has been and is the sole source of water furnished to customers in the Selma District.

Groundwater is extracted by 17 active wells located throughout the District service area. Four other wells are currently inactive or non-operational. Based on maximum monthly production of each well between 2010 and 2015, the current production capacity for all operational wells is 17,540 gpm, or 25.25 mgd.

Cal Water plans on providing additional well capacity as needed so that there is never an insufficiency of supply with respect to meeting maximum day demands. So for the period

between 2018 and 2023, based on demands at that time, it would add another 2 wells with an estimated production capacity of 1,750 gpm/well or 3,500 gpm combined resulting in a total system capacity of 21,040 gpm or 30.30 mgd. For the period between 2023 and 2028, based on demands at that time, it would add 2 more wells with a combined capacity of 3,500 gpm for an estimated total of 24,540 gpm or 35.34 mgd.

Cal Water will monitor:

- Increases in actual demand from one year to the next
- Actual increases in new residences and commercial activities as measured by new service connections
- Approved and permitted developments that are under construction
- New permits for construction
- Plans for new development that are going through the City's review and approval process
- Longer term plans submitted to the City for initial consideration

**Adequacy of Well Capacity.** The table below is a comparison of forecasted Total Demand for the District, including all known developments and the additional demand of the Project, with existing and planned additional well capacity.

**Table 8**

**Selma Forecasted Water Demand Versus Supply (Normal Hydrologic Conditions)**

<u>Year</u>	<u>Total Selma District Annual Ave Demand</u>		<u>Max Day Demand</u>	<u>Well Capacity</u>	<u>Capacity - MDD</u>
	<u>MGD</u>	<u>Acre-ft/Yr</u>	<u>MGD</u>	<u>MGD</u>	<u>MGD</u>
2005	6.75	7,567	12.49	15.9	3.41
2008	7.15	8,022	12.87	20.22	7.35
2013	9.22	10,345	16.60	25.25	8.65
2018	11.68	13,092	21.02	25.25	4.23
2023	14.37	16,104	25.87	30.30	4.43
2028	17.32	19,417	31.18	35.34	4.16

If the American Water Works Association (AWWA) standard of having the largest well (2,000 gpm or 2.9 mgd) down is applied to the above table, there is more than sufficient capacity to meet maximum day demand (MDD) in every year for the next 20 years as shown in the above table. This additional capacity will not only allow Cal Water to meet MDD with its largest well down (2,000 gpm or 2.88 mgd), but also provide a supply cushion in the event that growth should resume at higher rates such as occurred during the 2004–2006 period.

Cal Water believes it will have adequate water supplies to meet the projected demands of the Project and all of its existing customers and other anticipated future water users in the Selma District for the 20 year period from 2009 to 2029 under normal, single dry year and multiple dry year conditions. This is only true, however, providing measures are taken to reduce withdrawals

and/or increase recharge to the groundwater basin. It appears that additional surface supplies and infiltration or spreading basins are needed to increase the annual quantity of groundwater recharge.

**Groundwater Recharge.** In 2015, the City of Selma, the California Water Service Company, and the Consolidated Irrigation District (CID) completed negotiations for a new cooperative agreement for groundwater recharge. Under terms of the agreement, rate payers within the Selma district will pay an annual assessment to CID which will be used to purchase, construct, and maintain recharge basins to receive excess flood waters for groundwater recharge. With respect to increasing recharge to the groundwater basin, the California Water Service Company will work with the City of Selma and CID to develop plans for additional facilities that will accomplish that objective. As a result of the cooperative agreement, potential impacts to groundwater are considered less than significant.

**Level of Significance:** Less than Significant Impact

g) h) The National Flood Insurance Program is administered by the Federal Insurance Administration, a component of the Federal Emergency Management Agency (FEMA). FEMA's National Flood Insurance Program published maps that identify areas at risk from potential flooding. Flood hazards are identified for areas subject to flooding from 100 and 500-year storm events. FEMA reports that property to be designated for development in the Project area is located in Zone X, outside the 100 year flood plain. This flood insurance rate zone corresponds to areas outside the 1-percent annual chance floodplain, areas of 1-percent annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1-percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1-percent annual chance flood by levees. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in this zone.

FEMA reports that Rockwell Pond is located in Zone A (inside a 100-500 year flood zone) indicating that this natural drainage area is subject to annual flooding. Zone A is the flood insurance rate zone that corresponds to the 1-percent annual chance floodplains that are determined in the Flood Insurance Study by approximate methods of analysis. Because detailed hydraulic analyses are not performed for such areas, no Base Flood Elevations or depths are shown within this zone. Mandatory flood insurance purchase requirements apply.

**Level of Significance:** Less than Significant Impact

i) j) Although within the potential flood inundation area of Pine Flat Dam on the Kings River, the potential for risk of loss, injury or death as a result of dam failure is considered minimal. The Selma area is not subject to inundation by seiche, tsunami, or mudflow.

**Level of Significance before Mitigation:** No impact.

**Conclusion:** Less than significant impact

<u>X. LAND USE AND PLANNING</u> -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				<input checked="" type="checkbox"/>

Evaluation

a) The proposed project site is vacant fallow land surrounded by other existing or proposed commercial parcels and Rockwell Pond. The commercial project will not result in significant conflicts with existing development in the community, as the design of the project will include installation of accesses from existing roadways and will not interrupt the existing physical roadway arrangement.

**Level of Significance:** No Impact

b) The project is consistent with the Selma General Plan and has been pre-zoned C-3 Commercial Services in anticipation of annexation. The project complies with all requirements of the C-3 zone, and the project would not cause any significant environmental impacts in regards to land use and planning. The proposed project will not conflict with applicable land use plans, policies, or regulations. The project is consistent with the Selma General Plan Designation and zoning for the project site, regulations and development standards.

**Level of Significance:** No Impact

c) The proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan or natural community conservation plan.

**Level of Significance:** No Impact



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

### Evaluation

a, b) No known mineral resources are present at the Project site. The proposed Project would not result in the loss of availability of a known mineral resource. The project site is not designated by the general plan, specific plan, or other land use plans as a locally important mineral recovery site.

<b><u>XII. NOISE</u></b> – Would the project result in:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			<input checked="" type="checkbox"/>	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			<input checked="" type="checkbox"/>	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			<input checked="" type="checkbox"/>	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		<input checked="" type="checkbox"/>		
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?		<input checked="" type="checkbox"/>		
f) For a project within the vicinity of a private				<input checked="" type="checkbox"/>

airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Existing noise sources include road traffic from surrounding and adjacent roads, traffic on SR 99, agricultural operations, and aircraft at the Selma Aerodrome to the west. In the planning area, roadway noise is expected to be the principal generator of noise. The most severe traffic noise sources tend to be those with heavy truck traffic and/or high proportions of nighttime traffic. Noise generated by aircraft from the Aerodrome is not expected to be significant because air traffic is infrequent and is made up of smaller aircraft.

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noise of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA Ldn. Typically, the highest steady traffic noise level during the daytime is about equal to the Ldn and nighttime levels are 10 dBA lower.

The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12-17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57-62 dBA Ldn with open windows and 65-70 dBA Ldn if the windows are closed. Levels of 55-60 dBA are common along collector streets and secondary arterials, while 65-70 dBA is a typical value for a primary/major arterial.

Levels of 75-80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed, those facing major roadways and freeways typically need special glass windows.

### Evaluation

a) Overall traffic volumes on adjacent roadways are expected to increase due to development in the Project area. In analyzing noise levels, the Federal Highway Administration's (FHWA) Highway Traffic Noise Prediction methodology was applied. Unless otherwise stated, all sound levels reported are in A-weighted decibels (dBA).

Table 9 shows the maximum allowable noise exposure from the Selma Noise Ordinance.

**Table 9**  
**Maximum Allowable Noise Exposure**  
**City of Selma Noise Ordinance**

Land Use Category	Noise Level dBA	
	Time Period	Sound Level
Residential	10:00 pm to 7:00 am	50
Residential	7:00 pm to 10:00 pm	55
Residential	7:00 am to 7:00 pm	60
Commercial	10:00 pm to 7:00 am	60

Source: City of Selma Municipal Code

Existing noise measurements were taken at the Project site. Six locations were selected, including site No. 6 on the Phase 1 Annexation property. Results of the noise analysis are reflected in Table 10.

**Table 10**  
**Noise Impacts For Existing And Future Conditions**

Receptor 1	57.1	68.5	11.4	59.6	62.1	2.5
Receptor 2	55.3	68.4	13.1	57.8	60.2	2.4
Receptor 3	46.5	60.2	13.7	52.7	56.3	3.6
Receptor 4	--	--	--	--	37.9	--
Receptor 5	--	--	--	--	34.6	--
Receptor 6*	--	--	--	--	40.6	--

\*Noise receptor site on Phase 1 annexation property 50' north of Floral Avenue.

Noise levels at the Project site and along adjacent roadways will not exceed standards established in the Selma Noise Ordinance (Municipal Code, Title VI, Chapter 17), which specifies that noise in commercial areas is considered excessive if it exceeds 60 dB between 10 pm and 7 am. Although future noise levels at Receptor site 1 are projected to be 62.1 dBA, this would be considered a day time level and would not be expected to violate the night time standard.

Noise mitigation will not be required on or off the Project site to satisfy City of Selma noise standards. State and federal means of noise control include noise limits for transportation sources in the California Vehicle Code and highway noise abatement criteria from the Federal Highway Administration and the California Department of Transportation. These requirements along with implementation of Selma's General Plan policies would reduce the impact of traffic noise sources to a level that would be less than significant.

**Level of Significance:** Less than Significant Impact

b) c) The potential for noise exposure due to fixed noise sources would be expected to increase with Project construction. Examples of fixed sources include air conditioning and refrigeration equipment, waste and garbage collection equipment, and vehicle movement on private property (e.g., parking lots, truck loading, etc.). The Selma Noise Element identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to ensure that City of Selma residents will be protected from excessive noise intrusion. The Noise Element quantifies the community noise environment in terms of noise exposure for both near and long-term levels of growth and traffic activity.

Enforcement of the noise regulations in the Selma Municipal Code and implementation of General Plan policies would reduce the impact of fixed noise sources to a level that would be less than significant.

Noise would also be generated during the construction phase by increased traffic associated with transport of heavy materials and equipment. The noise would be short in duration and would occur primarily during daytime hours. The most prevalent noise source would be engine-powered equipment such as earth-moving, material-handling, and stationary equipment. Mobile equipment operates in a cyclic fashion, while stationary equipment, such as generators and compressors, operate at sound levels fairly constant over time. Since trucks would be present during most phases and would not be confined to the Project site, noise from trucks could affect more receptors. Other noise sources would include impact equipment and tools such as jackhammers and pile drivers.

Contractors would be required to comply with applicable federal, state and local sound control and noise level rules, regulations and ordinances. Because of the localized and temporary nature of these impacts, as well as required compliance with relevant local sound control regulations, impacts would be less than significant.

**Level of Significance:** Less than Significant Impact

d) The Selma Aerodrome is located at the northwest quadrant of Floral and DeWolf Avenues, approximately ½ mile west of the Project site. The approximate western half of the Project site is affected by the 55 to 60 LdN contours. The *Fresno County Airports Land Use Policy Plan* identifies airport/ land use noise compatibility criteria. Table 1 of that document shows that for retail trade:

- A noise level between 50 and 55 LdN is “clearly acceptable” and can be carried out with essentially no interference from the noise exposure.
- For levels between 55 and 60 LdN, retail uses are “normally acceptable” and slight interference with outdoor activity may occur. Conventional construction methods will eliminate most noise intrusion on indoor activities.
- For levels between 60 and 65 LdN – affecting proposed retail uses at the northeast corner of DeWolf and Floral – retail uses are “marginal” with moderate interference with outdoor activities. Uses that fall within this category must be reviewed on a case by case basis by the Airport Land Use Commission.

It is anticipated that retail uses on the Phase 1 Annexation site will be found compatible. While intermittent aircraft noise will not expose large numbers of people to excessive noise levels, review of that portion of the site plan between 60 and 65 LdN will be required by the Airport Land Use Commission. Developers of proposed projects in the area will be required to comply with State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC) and all other federal, state and local regulations.

**Level of Significance:** Less than Significant with Mitigation Incorporation

### **Mitigation**

- 12.1 The proposed Project shall be referred to the Fresno County Airport Land Use Commission for review and evaluation as to its consistency with the *Fresno County Airports Land Use Policy Plan*. The Project shall be referred to the Commission prior to an action taken by the City of Selma.
- 12.2 The City shall require a “buyer notification statement” as a requirement for the transfer of title of any property location with the Project site. The statement shall indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport’s current and projected activity, and the likelihood of aircraft over flights of the affected property.

f) Although the Quinn private airport is located east of SR 99 and approximately ½ mile from the project, there will be no low altitude flyovers that would increase noise levels significantly. Implementation of the proposed project would not expose individuals to excessive noise levels associated with aircraft operations.

**Level of Significance:** No impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b><u>XIII. POPULATION AND HOUSING</u></b>				
Would the project:				

- a) Induce substantial population growth in an

area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?



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



c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?



In the past 25 years, Selma has become a regional growth center for the SR 99 corridor south of Fresno. Selma had an current estimated population of 23,912 on January 1, 2015. The population at the time of the 2010 U.S. Census was 23,219; this average annual population growth rate of less than 1% reflects the slowdown in construction as a result of the recession. Based on the current population, and using a pre-recession growth rate of 2.5 percent, Selma's 2020 population is estimated to be 26,400; the 2030 population is estimated at 33,800.

#### Evaluation

a) Construction of the Project will add new commercial retail space to the City and associated jobs. This increase in new jobs is interpreted as a positive impact from the Project. The Project is in response to an expanding market created by existing and forecasted new housing. The Project does not in itself create a demand for more housing, but will provide for additional jobs that will support the employment of residents of new housing. The Project would have no impact on creating a demand for additional housing that has not already been considered in the Selma housing market conditions; therefore, there is no impact.

**Level of Significance:** No impact.

b) c) Up until the 1980s, land use in the general area was rural residential with large expanses of crops. Commercial development has now extended northwest into this portion of Selma. The Selma General Plan indicates that the area should be developed for commercial and job producing purposes. The Project is consistent with these intentions and would not alter the planned location, distribution, density or growth of population within the area.

**Level of Significance:** No impact.

#### XIV PUBLIC SERVICES

Potentially  
Significant  
Impact

Less Than  
Significant with  
Mitigation  
Incorporation

Less Than  
Significant  
Impact

No  
Impact

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities,



need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input checked="" type="checkbox"/>	
Police protection?	<input checked="" type="checkbox"/>	
Schools?	<input checked="" type="checkbox"/>	
Parks?		<input checked="" type="checkbox"/>
Other public facilities?	<input checked="" type="checkbox"/>	

Development of the Project will require the extension of infrastructure and municipal services into the planning area. The following agencies will provide public services and utilities to the Project following annexation to the City of Selma:

- The Selma Fire Department will provide fire protection services.
- The Selma Police Department will provide law enforcement services.
- The Selma Unified School District provides school facilities.
- The Selma Parks Division provides and maintains public parks and recreational facilities.

### Evaluation

a) Fire Protection. The Selma Fire Department will provide fire protection services. The Fire Department operates out of two fire stations that protect a wide range of commercial, business and residential property. The Selma Fire Department is a combination department that strives to minimize loss from fire, hazardous material incidents, natural disasters and other emergency situations while providing emergency medical services at the Emergency Medical Technician – Paramedic (EMT-P) level. Department ambulances cover over 150 square miles in and around Selma.

Impact fees collected from future development will be required pursuant to the Selma Municipal Code and Government Code section 66000. A portion of these fees may be used to mitigate the impacts of future development on fire protection services and facilities.

In addition to other impact criteria, response time from existing fire stations in the City of Selma to the Project site could be greater than six minutes depending upon existing conditions and the location of the service call within the boundaries of the area. The ability of the Fire Department to respond in a timely manner has been affected by other development projects in the northwest

growth area of the City that have either been approved or are currently proposed. The proposed Project coupled with these other projects increases the urgency to provide enhanced fire protection services to better serve the northwest area of the city.

**Level of Significance:** Less than Significant with Mitigation Incorporation

**Mitigation**

- 14.1 The developer shall pay Public Facilities Impact Fees for proposed developments as established by the City of Selma in accordance with the requirements of State law.
- 14.2 All development in the Project area shall comply with applicable, current requirements under the International Building Code, Uniform Fire Codes, and City Standards.

a) Police Protection. The City of Selma is patrolled on a 24-hour basis by the Selma Police Department. The City also operates under a mutual aid agreement with the Fresno County Sheriff's Department. The Selma Police Department will provide law enforcement services to the Project site operating from a single station located at 1935 E. Front Street. To maintain adequate law enforcement service additional officers, equipment, and facilities will be needed. Police protective service costs are primarily in the annual operating budget for manpower, vehicles, fuel, etc.

Impact fees collected from future development will be required pursuant to the Selma Municipal Code and Government Code section 66000. A portion of these fees may be used to mitigate the impacts of future development on law enforcement services and facilities.

Generally, law enforcement services are impacted by new development. Service standards used by the City of Selma for planning future police facilities are approximately 2.0 sworn officers per 1,000 population. Thus, as the Project area develops over the life of the plan, demands on the Police Department will incrementally increase. As development occurs, there will be a need for additional police officers to serve the Project area as well as increased demands on the use of vehicles and facilities.

All development projects are required to pay Public Facilities Impact Fees as established by the City in accordance with the requirements of State law.

**Level of Significance:** Less than Significant with Mitigation Incorporation

**Mitigation**

- 14.3 Developers shall pay Public Facilities Impact Fees for proposed developments established by the City in accordance with the requirements of State law.

- 14.4 To reduce potential service calls to the Project area, the City of Selma Police Department shall be consulted during site planning and design to ensure that adequate provisions for crime prevention are incorporated into the Project design.

With incorporation of recommended mitigation, potential environmental effects will be reduced to less than significant levels.

a) Schools. The proposed Project does not have a residential component and therefore will not directly generate school children. As a secondary effect, however, the Project could affect school facilities by generating jobs and associated new housing in the community. The Project site is served by the Selma Unified School District.

State law imposes limitations on the power of local governments to require mitigation of school facilities impacts. SB 50 divests local government of the power to require development fees or other exactions in excess of the statutory maximum amounts to help fund school facilities. In order to clarify the law, subdivision (h) of Government Code Section 65995 declares that the payment of the statutory development fees is "full and complete mitigation of the impacts of any legislative and adjudicative act ... on the provision of adequate school facilities."

**Level of Significance:** Less than Significant with Mitigation Incorporation

#### **Mitigation**

- 14.5 Prior to the issuance of building permits, the applicant shall be responsible for the payment of school facility impact fees as adopted by the Selma Unified School District.

a) Parks. The Selma Parks Division provides and maintains public parks and recreational facilities in the City. The Project will not provide park space or create the need for new park development. As a secondary effect, however, the Project could affect the need for parks by generating jobs and associated new housing in the community. Pursuant to Government Code 66477 (Quimby Act), the City passed Ordinance 1526 which requires the dedication (or fees in lieu thereof) of 5 acres of parkland per 1,000 residents of a development.

**Level of Significance:** No impact.

a) Other Public Facilities. Development of the project will result in the increased use of public facilities. Additional operating and capital improvement funds to meet increased demands on public facilities will be required. To assist in funding any additional facilities or equipment required to adequately service this project, it is required that new development pay impact fees as part of building permit fees, thereby reducing impacts associated with this project to a less than

significant level.

The project will not increase the population of the area and therefore increase the demand on existing public services and facilities. The collection of impact fees will assist in funding any additional services and facilities required to adequately meet impacts created by additional development within the City, thereby reducing any impacts to a less than significant level.

**Level of Significance:** Less than Significant Impact.

**XV. RECREATION –**

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

**Evaluation**

a) The Project does not include a residential component and no significant recreational impacts are expected to occur with development of the site. Park impact fees will be required by the City to help finance additional park space per existing City policy.

**Level of Significance:** No impact.

b) The project does not include recreational facilities.

**Level of Significance:** No impact.

Potentially Significant	Less Than Significant with	Less Than Significant	No
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**XVI. TRANSPORTATION/TRAFFIC**

-- Impact

Mitigation  
Incorporation

Impact

Impact

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersection, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?



b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?



c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?



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



e) Result in inadequate emergency access?



f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facility, or otherwise decrease the performance or safety of such facilities?



A traffic report for the Rockwell Pond Commercial Project was prepared in 2009 by Peters Engineering Group of Clovis, California and included analysis of two phases. The first phase included 571,800 square feet of retail use and the second phase included 401,300 square feet of retail use (993,439 square feet). The first phase was assumed to have been constructed by 2010 and the second phase by 2015. Due to the recession, these construction dates did not materialize. Background traffic levels have also not significantly increased, however, and cumulative projects such as the proposed Walmart superstore are no longer proposed. As a result, the traffic analysis can be used to review the likely impacts of the reduced Phase 1 Annexation Project and 2010 impacts are now assumed to occur in 2016.

The first phase of the Rockwell Pond Commercial Project is inclusive of the Phase 1 annexation (see Project Description) and also included a larger car dealership and hotel, as well as retail space. The Phase 1 annexation project, however, at 361,300 square feet, is 210,500

square feet smaller than the first phase analyzed in the traffic study, representing a 32% reduction in expected traffic.

The traffic report included analysis of the following intersections:

1. DeWolf Avenue / Floral Avenue
2. Rockwell Pond Access / Floral Avenue
3. SR 99 Southbound (SB) Off-Ramp / Floral Avenue
4. Highland Avenue / Floral Avenue
5. SR 99 Northbound (NB) Off-Ramp / Floral Avenue
6. Whitson Street / Floral Avenue
7. McCall Avenue / Floral Avenue
8. Golden State Boulevard / Highland Avenue
9. Highland Avenue / SR 99 Ramps.



**Trip Generation.** Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation, 7<sup>th</sup> Edition*, can be used to estimate the number of trips anticipated to be generated by the Project. Tables 11 and 12 present the trip generation information.

**Table 11: Project Trip Generation – Rockwell Pond Phase 1**

Land Use	ITE Code	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
			Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Shopping Center	820	354,800 sq. ft.	1.03 61/39	223	143	3.75 48/52	639	692	42.94	15,236
Home Improvement	862	171,178 sq. ft.	1.20 54/46	111	95	2.45 47/53	197	223	29.80	5,102
New Car Sales	841	77,000	2.05 74/26	117	41	2.64 39/61	80	124	33.34	2,568
Hotel	310	102 rooms	0.67 58/42	40	29	0.70 49/51	35	37	8.92	910
<b>TOTAL</b>			-	<b>491</b>	<b>308</b>	-	<b>951</b>	<b>1,076</b>	-	<b>23,816</b>

Reference: *Trip Generation, 7<sup>th</sup> Edition*, Institute of Transportation Engineers

**Table 12: Project Trip Generation – Phase 1 Annexation**

Land Use	ITE Code	Units	A.M. Peak Hour Traffic Volumes			P.M. Peak Hour Traffic Volumes			Weekday Traffic Volumes	
			Rate Split	Enter	Exit	Rate Split	Enter	Exit	Rate	Total
Shopping Center	820	317,300 sq. ft.	1.03 61/39	199	127	3.75 48/52	571	619	42.94	13,625
New Car Sales	841	48,639 Sq. ft.	2.05 74/26	67	23	2.64 39/61	45	71	33.34	1,467
Hotel	310	102 rooms	0.67 58/42	40	29	0.70 49/51	35	37	8.92	910
<b>TOTAL</b>			-	<b>306</b>	<b>179</b>	-	<b>651</b>	<b>727</b>	-	<b>16,002</b>

Reference: *Trip Generation, 7<sup>th</sup> Edition*, Institute of Transportation Engineers

As can be seen, the auto dealership constitutes approximately 9% of total daily traffic volumes in the Phase 1 annexation project.

### **Intersection Analyses**

The results of the intersection operational analyses and peak-hour warrant studies are presented in Tables 13 and 14. Substandard levels of service and delays are highlighted in bold type. The report determined that all intersections are now operating at acceptable levels.

**Table 13**

#### **Intersection Analysis Summary – Year 2016 With Phase 1 Project Conditions**

<b>Intersection</b>	<b>Control Type</b>	<b>A.M. Peak Hour</b>			<b>P.M. Peak Hour</b>		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	11.6	B	n/r	18.9	C	n/r
Rockwell Pond / Floral	OWS	14.5	B	Not met	<b>653.5</b>	<b>F</b>	2/2
SR 99 SB Off-Ramp / Floral	Signal	16.1	B	n/r	<b>121.1</b>	<b>F</b>	n/r
Highland / Floral	Signal	29.7	C	n/r	<b>124.6</b>	<b>F</b>	n/r
SR 99 NB Off-Ramp / Floral	Signal	11.9	B	n/r	<b>83.5</b>	<b>F</b>	n/r
Whitson / Floral	Signal	24.5	C	n/r	<b>54.4</b>	<b>D</b>	n/r
McCall / Floral	Signal	<b>37.6</b>	<b>D</b>	n/r	<b>57.5</b>	<b>E</b>	n/r
Golden State / Highland	Signal	24.2	C	n/r	<b>40.2</b>	<b>D</b>	n/r
Highland / SR 99 SB Ramps	Signal	21.9	C	n/r	<b>48.4</b>	<b>D</b>	n/r

**Table 14**  
**Intersection Analysis Summary**  
**Cumulative 2030 With Project Phases 1 and 2 Conditions**

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	TWS	16.2	C	Not met	143.2	F	2/1
Rockwell Pond / Floral	OWS	163.6	F	2/2	*	F	2/2
SR 99 SB Off-Ramp / Floral	Signal	38.7	D	n/r	240.9	F	n/r
Highland / Floral	Signal	42.5	D	n/r	274.1	F	n/r
SR 99 NB Off-Ramp / Floral	Signal	17.6	B	n/r	204.8	F	n/r
Whitson / Floral	Signal	29.6	C	n/r	151.6	F	n/r
McCall / Floral	Signal	55.4	E	n/r	120.9	F	n/r
Golden State / Highland	Signal	32.2	C	n/r	61.8	E	n/r
Highland / SR 99 SB Ramps	Signal	25.9	C	n/r	125.1	F	n/r

**Existing Conditions**

The results of the existing-conditions analyses indicate that the study intersections are currently operating at acceptable levels of service.

**Year 2016 With Project Phase 1 Conditions**

The year 2016 with Phase 1 Project conditions represent the anticipated conditions upon build out of the pending projects in the vicinity of the site and Phase 1 of the proposed project. The results of the analyses indicates that the following study intersections are expected to operate at substandard levels of service:

- Rockwell Pond Site Access / Floral Avenue (peak hour signal warrants satisfied)

To mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:

- a. Eastbound: one left-turn lane and one through lane;
- b. Westbound: one through lane and one right-turn lane;
- c. Northbound: does not exist; and
- d. Southbound: one left-turn lane and one right-turn lane.

- **SR 99 Southbound Off Ramp / Floral Avenue**

To mitigate the impacts at the intersection of SR 99 Southbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: three through lanes and one right-turn lane;
- b. Westbound: one left-turn lane and two through lanes;
- c. Northbound: one right-turn lane; and
- d. Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes.

- **Highland Avenue / Floral Avenue**

To mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: two left-turn lanes, three through lanes, and one right-turn lane;
- b. Westbound: two left-turn lanes, two through lanes, and one right-turn lane;
- c. Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and
- d. Southbound: one left-turn lane, two through lanes, and two right-turn lanes.

It is noted that the intersection of Highland Avenue and Floral Avenue will operate at LOS D with this configuration. Further mitigations are not considered feasible in the year 2010 condition since widening of the freeway bridge would be required. Since the Selma General Plan includes adopted of level of service D as the City's significance criteria, it is recommended that this condition be considered acceptable, although the impacts would be considered significant and unavoidable.

- **SR 99 Northbound Off Ramp / Floral Avenue**

To mitigate the impacts at the intersection of SR 99 Northbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: three through lanes;
- b. Westbound: two through lanes;
- c. Northbound: one left-turn lane and one right-turn lane; and
- d. Southbound: does not exist.

- **Whitson Street / Floral Avenue**

To mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: one left-turn lane, two through lanes, and one right-turn lane;
- b. Westbound: one left-turn lane and two through lanes, and one right turn;
- c. Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and
- d. Southbound: one left-turn lane and two through lanes with a shared right turn.

- McCall Avenue / Floral Avenue

To mitigate the impacts at the intersection of McCall Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: one left-turn lane and two through lanes with a shared right turn;
- b. Westbound: one left-turn lane and two through lanes with a shared right turn;
- c. Northbound: one left-turn lane and two through lanes with a shared right turn; and
- d. Southbound: one left-turn lane, one through lane, and one right-turn lane.

- Golden State Boulevard / Highland Avenue

To mitigate the impacts at the intersection of Golden State Boulevard and Highland Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: one left-turn lane, two through lanes, and one right-turn lane;
- b. Westbound: one left-turn lane, two through lanes, and one right-turn lane;
- c. Northbound: one left-turn lane and two through lanes with a shared right turn; and
- d. Southbound: one shared left-turn/through lane, one through lane, and one right-turn lane.

- Highland Avenue / SR 99 Southbound Ramps.

To mitigate the impacts at the intersection of Highland Avenue and the SR 99 southbound ramps, the intersection will require widening to the following lane configurations:

- a. Eastbound: two right-turn lanes;
- b. Westbound: does not exist;
- c. Northbound: two through lanes and one right-turn lane; and
- d. Southbound: two left-turn lanes and two through lanes.

Table 15 presents a summary of the mitigated analyses.

**Table 15****Mitigated Intersection Analysis Summary – Year 2016 With Phase 1 Project Conditions**

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
Rockwell Pond / Floral	Signal	8.4	A	n/r	15.0	B	2/2
SR 99 SB Off-Ramp / Floral	Signal	9.6	A	n/r	17.8	B	n/r
Highland / Floral	Signal	20.4	C	n/r	40.1	D	n/r
SR 99 NB Off-Ramp / Floral	Signal	9.8	A	n/r	14.4	B	n/r
Whitson / Floral	Signal	21.4	C	n/r	32.3	C	n/r
McCall / Floral	Signal	30.2	C	n/r	34.1	C	n/r
Golden State / Highland	Signal	18.7	B	n/r	23.1	C	n/r
Highland / SR 99 SB Ramps	Signal	12.1	B	n/r	16.7	B	n/r

**Cumulative Year 2030 With Project Phases 1 and 2 Conditions**

The year 2030 with Project conditions analyses indicate that all of the study intersections are expected to operate at substandard levels of service. Peak hour traffic signal warrants are expected to be satisfied at the unsignalized intersections.

- DeWolf Avenue / Floral Avenue

To mitigate the impacts at the intersection of DeWolf and Floral Avenues, the intersection should be signalized with the following lane configurations:

- a. Eastbound: one left-turn lane and two through lanes with a shared right turn;
- b. Westbound: one left-turn lane and two through lanes with a shared right turn;
- c. Northbound: one left-turn lane and one through lane with a shared right turn; and
- d. Southbound: one left-turn lane and one through lane with a shared right turn.

- Rockwell Pond Site Access and Floral Avenue

To mitigate the impacts at the intersection of Rockwell Pond Site Access and Floral Avenue, the intersection will require signalization with the following lane configurations:

- a. Eastbound: one left-turn lane and two through lanes;
- b. Westbound: two through lanes and one right-turn lane;
- c. Northbound: does not exist; and
- d. Southbound: two left-turn lanes and one right-turn lane.



- SR 99 Southbound Off Ramp / Floral Avenue and Floral Avenue

To mitigate the impacts at the intersection of SR 99 Southbound Off Ramp / Floral Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: four through lanes and one right-turn lane;
- b. Westbound: two left-turn lanes and three through lanes;
- c. Northbound: one right-turn lane; and
- d. Southbound: one left-turn lane, one shared left-turn/through lane, and two right-turn lanes.

- Highland Avenue and Floral Avenue

To mitigate the impacts at the intersection of Highland Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: two left-turn lanes, four through lanes, and two right-turn lanes;
- b. Westbound: two left-turn lanes, four through lanes, and one right-turn lane;
- c. Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and
- d. Southbound: two left-turn lanes, two through lanes, and two right-turn lanes.

- SR 99 Northbound Off Ramp and Floral Avenue

To mitigate the impacts at the intersection of SR 99 Northbound Off Ramp and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: three through lanes;
- b. Westbound: three through lanes;
- c. Northbound: two left-turn lanes and one right-turn lane; and
- d. Southbound: does not exist.

- Whitson Street and Floral Avenue

To mitigate the impacts at the intersection of Whitson Street and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: two left-turn lanes, three through lanes, and one right-turn lane;
- b. Westbound: two left-turn lanes and three through lanes with a shared right turn;
- c. Northbound: two left-turn lanes, two through lanes, and one right-turn lane; and
- d. Southbound: two left-turn lanes and two through lanes with a shared right turn.

- McCall Avenue and Floral Avenue

To mitigate the impacts at the intersection of McCall Avenue and Floral Avenue, the intersection will require widening to the following lane configurations:

- a. Eastbound: two left-turn lanes, two through lanes, and one right-turn lane;
- b. Westbound: one left-turn lane and two through lanes with a shared right turn;
- c. Northbound: two left-turn lanes and two through lanes with a shared right turn; and
- d. Southbound: one left-turn lane, two through lanes, and one right-turn lane.

- Golden State Boulevard and Highland Avenue

To mitigate the impacts at the intersection of Golden State Boulevard and Highland Avenue, the intersection will require widening to the following lane configurations:

- Eastbound: one left-turn lane, two through lanes, and one right-turn lane;
- Westbound: one left-turn lane, two through lanes, and one right-turn lane;
- Northbound: one left-turn lane and two through lanes with a shared right turn; and
- Southbound: one shared left-turn/through lane, one through lane, and one right-turn lane.

- Highland Avenue and the SR 99 southbound ramps,

To mitigate the impacts at the intersection of Highland Avenue and the SR 99 southbound ramps, the intersection will require widening to the following lane configurations:

- Eastbound: two right-turn lanes;
- Westbound: does not exist;
- Northbound: two through lanes and one right-turn lane; and
- Southbound: two left-turn lanes and two through lanes.

Table 16 presents a summary of the mitigated analyses.

**Table 16**  
**Mitigated Intersection Analysis Summary**  
**Cumulative 2030 With Project Phases 1 and 2 Conditions**

Intersection	Control Type	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Peak Hour Warrant	Delay (sec)	LOS	Peak Hour Warrant
DeWolf / Floral	Signal	13.2	B	Not met	17.9	B	2/1
Rockwell Pond / Floral	Signal	8.8	A	2/2	15.1	B	2/2
SR 99 SB Off-Ramp / Floral	Signal	10.5	B	n/r	27.9	C	n/r
Highland / Floral	Signal	23.5	C	n/r	42.3	D	n/r
SR 99 NB Off-Ramp / Floral	Signal	7.6	A	n/r	13.5	B	n/r
Whitson / Floral	Signal	22.1	C	n/r	34.6	C	n/r
McCall / Floral	Signal	24.5	C	n/r	27.6	C	n/r
Golden State / Highland	Signal	23.5	C	n/r	29.5	C	n/r
Highland / SR 99 SB Ramps	Signal	13.3	B	n/r	27.7	C	n/r

## Evaluation

a) The previous traffic analysis demonstrates that traffic levels can be mitigated below significance levels with incorporation of recommended mitigation measures over the long-term. Each individual project, however, must be assessed its fair share of improvements as development occurs. In many cases, however, projects will be required to construct a larger portion of improvements than the project that might justify, but would be reimbursed by future development. Construction of all “opening day” improvements, for example, might be infeasible for a single project.

As a result, the City will identify project improvements and mitigation required for each project as it is proposed, including construction and payment of a fair share contribution to the overall mitigation requirements identified in the mitigation monitoring program. In some cases, this may require preparation of a focused traffic study to identify the project’s contribution to overall mitigation.

This methodology will ensure that overall implementation of the Selma Grove project is consistent with LOS standards and does not conflict with applicable congestion management plans or plans for non-motorized forms of transportation.

**Level of Significance:** Potentially significant impact.

## **Mitigation**

- 16.1 The developer or successor in interest will enter into a Pro-Rata Share Agreement with Caltrans for the specified fair-share assessment amount toward area wide circulation improvements. Project-related impacts of the proposed Project on the State highway system and pro-rata share toward area wide circulation improvements for the SR 99 SB off-ramp and SR 99 NB off- ramp and associated state facilities are required. The associated cost per trip is estimated at \$1,620 for each A.M. peak hour trip. The associated estimated cost per trip of \$365.00 for signalization of Rose Avenue and SR 43 will be assessed for each A.M. peak hour trip.
- 16.2 The Project shall be responsible for the following construction improvements:
  - Temporary site entry drive design and construction shall be built to City Standards and approved by the City Engineer.
  - Project frontage (sidewalks, curb and gutter) along the entire parcel on Floral shall be constructed to City Standards and approved by the City Engineer prior to Certificate of Occupancy.

- Floral Avenue in front of the project site shall be designed and constructed to City Standards and a Zone of Benefit established to compensate phase one for these improvements.

16.3 The Project shall pay its fair share for the following improvements:

- Impacts caused by the Project on DeWolf and Floral Avenues.
- Impacts caused by the Project for the improvements of Highland and Whitson Avenue, and Whitson and Thompson Avenues.
- Impacts caused by the Project for the improvements made to Floral Avenue including signalization of Floral and the Wal-Mart entry and from the Project site to West Front.
- Impacts caused by the Project to SR 43 at Stillman, the signalization of SR 43 and Rose Avenue and the Project's fair share of Nebraska Avenue and SR 43.
- Impacts caused by the Project to Highland Avenue & Whitson Street will pay fair share.

16.4 The developer shall pay City Impact Fees for traffic Signals and streets in accordance with the City of Selma's Schedule of Fees and Charges

16.5 Completion of additional projects in the Phase 1 Annexation area will be required to provide site specific traffic analysis to be used to determine the projects impact and fair share. Based on this analysis, additional conditions may be identified and placed on all sequential phases of this project.

The conclusion of this analysis is that mitigation will be required for both opening day and cumulative conditions. In general, the proposed Project is expected to contribute to the need to widen Floral Avenue to six lanes at many locations and to provide lane additions at the study intersections. At some locations, Floral Avenue will require widening to four lanes in a single direction.

c) The Project is located within the traffic pattern of the Selma Aerodrome. Please see Section 9.0, Hazards and Hazardous Materials, for analysis and mitigation concerning airport safety.

d) Exterior streets and highways will be designed in accordance with the City of Selma and Caltran's design standards. The Project has been designed to provide for multiple points of access to Floral Avenue, an interconnected internal circulation system, and potential future transit stops. The transit stops will also be utilized for shuttle buses or alternative modes of transportation.

Compliance with policies of the Selma General Plan and adherence to the City and Caltrans's design standards are sufficient to ensure that the impact is less than significant.

**Level of Significance:** Less than significant.

e) The Project will not result in inadequate emergency access. There are no limitations to the access of emergency vehicles to any portion of the proposed Project site. The improvement standards adopted by the City of Selma provide adequate street width and requirements for secondary access to ensure that future development makes adequate provision for emergency vehicle access.

**Level of Significance:** No impact.

f) Transit services to the Project site would be provided by Selma Transit, which is operated by the Fresno County Economic Opportunity Commission under contract with the Fresno County Rural Transit Agency (FCRTA). Selma Transit operates Monday through Friday from 7:00 a.m. to 5:30 p.m. and on Saturdays from 8:00 a.m. to 5:00 p.m. on an on-call basis, picking up and dropping off at requested destinations within Selma's Sphere of Influence. Selma Transit also provides a fixed route service starting at the Selma Senior Center and moving through the Central Downtown Business District to larger shopping centers throughout Selma.

As the Project site develops, new development will likely create a need for the extension of transit services. Consequently, developers will be required to design proposed projects to facilitate the use of transit, transit stops and shelters, linkage of transit to the internal pedestrian access systems, and may be required to contribute funding for future transit improvements consistent with City of Selma goals, policies and standards.

**Level of Significance:** Less than significant impact.

<b><u>XVII. UTILITIES AND SERVICE SYSTEMS--</u></b> Would the project:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?		<input checked="" type="checkbox"/>		
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?		<input checked="" type="checkbox"/>		
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			<input checked="" type="checkbox"/>	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			<input checked="" type="checkbox"/>	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		<input checked="" type="checkbox"/>		
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			<input checked="" type="checkbox"/>	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			<input checked="" type="checkbox"/>	

### **Evaluation**

a) b) e) **Wastewater Treatment.** The Selma-Kingsburg-Fowler County Sanitation District (SKF) service area encompasses the cities of Selma, Kingsburg, and Fowler. The District currently provides sanitary sewer service to these cities and would serve the Project area as development occurs.

District wastewater treatment and disposal facilities are sited on 550 acres located on E. Conejo Avenue about 1.5 miles west of Kingsburg. The District manages and maintains sanitary sewer



lines, spanning 6- to 42-inches in diameter, and 21 lift stations in the sewer system. The majority of the sewer system is owned by the individual cities but is maintained and operated by the District. The larger interceptors are owned and maintained by the District.

The SKF treatment plant has a permitted treatment capacity of 8 mgd. Approximately 1.8 mgd is received from customers in the Selma service area. Presently, SKF has a trunk line in Floral Avenue to the edge of the existing commercial development (Walmart). Development within the Project site will be required to extend this line into the planning area. All required sanitary sewer facilities necessary to serve new development will be funded by the development proponents. The amount of funding required from each developer will be proportional to their anticipated usage of the facilities.

**Level of Significance:** Less than Significant with Mitigation Incorporation

### **Mitigation**

- 17.1 The developer shall pay Public Facilities Impact Fees as established by the City in accordance with City land development policies.
- 17.2 The developer shall pay sewer connection fees at the building permit stage in order to defray the City's investment in trunk lines, pumps, force mains, and the assessment district.
- 17.3 The developer shall be required to contribute to the extension of necessary infrastructure to the Project site at developer's expense. Near term development projects in the Project area that are required to fund specific improvements beyond the Project's anticipated usage shall be reimbursed by subsequent development proponents that will fund their anticipated share and monies will be returned to the original development proponents who funded the initial improvements.
- 17.4 For each phase of the Project, a determination shall be required by SKF that there is sufficient capacity in the wastewater treatment plant to serve the proposed development.

Water Service. Cal Water has a water main in Floral Avenue at the edge of the existing commercial development (Walmart) immediately adjacent to the Project area. New development in the Project plan area will be required to extend this line into the Project area. These improvements will be served by Cal Water # on Stillman & HWY 43. As a condition of approval, each proposed development will be responsible for the cost of improvements to the water system that include, but may not be limited to, water main extensions, water main upgrades, and connection fees.

As the developer proceeds with the Project and preliminary design, Cal Water will work with the Project's planner and engineer, the City of Selma, California Department of Health Services (DHS) and other agencies that may be involved on the design and construction of the required

water supply facilities. Capital costs for design and construction of the water distribution system are the responsibility of the developer, who may also be responsible for per lot assessment fees to cover costs associated with development of new wells in accordance with California Public Utility Commission (CPUC) rules.

With respect to the Selma District, Cal Water has an ongoing capital improvement program to upgrade and improve the distribution system, replace wells that have reached the end of their useful life, and provide treatment of groundwater due to contaminants. Cal Water's Selma District capital improvement program will not include costs associated with the design and construction of water system facilities that may be required for the Project. However, upon transfer of ownership of the water system facilities to Cal Water by the developer, those facilities will be incorporated into Cal Water's capital improvement program

**Level of Significance.** Less than Significant with Mitigation Incorporation

### **Mitigation**

17.5 Developers in the Project area shall be responsible for required improvements to the domestic water system necessary to serve proposed projects. Capital costs for design and construction of the water distribution system, new wells and pumps, transmission lines, storage facilities, distribution system, SCADA, meters, storage and booster pump stations, and so on are the responsibility of the developer, who may also be responsible for per lot assessment fees to cover costs associated with development of new wells in accordance with California Public Utility Commission (CPUC) rules. Developers in the Project area shall be required to prepare a water piping plan for review and approval by Cal Water.

c) Please see Section 10.0, Hydrology, for analysis of storm water drainage and mitigation.

d) Please see Section 10.0, Hydrology, for analysis of available water supplies and mitigation.

f) g) Development within the planning area would be served by the City of Selma solid waste provider, Selma Disposal and Recycling, Inc. The City's solid waste program includes waste disposal collection, a regular recyclables pickup program, and a green waste pickup program.

Selma's solid waste is transferred to the County owned and operated American Avenue Landfill located approximately 20 miles northwest of Selma near the City of Kerman. It is estimated that the landfill will be able to continue operation until 2031 when it will be full and will have to be closed. Subsequent to closure of the American Avenue Landfill, the Selma area will most likely be served by a new landfill that will be developed in accordance with all applicable laws and regulations in effect at the time.

New development in the Project area shall be required to comply with all pertinent federal, state and local statutes, regulations and ordinances related to solid waste handling and collection, including recycling and green waste pickup.

**Level of Significance:** Less than Significant Impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --</b>				
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?		<input checked="" type="checkbox"/>		
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)?		<input checked="" type="checkbox"/>		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		<input checked="" type="checkbox"/>		

### **MANDATORY FINDINGS OF SIGNIFICANCE**

Based upon the information provided in this Initial Study, the proposed project could result in impacts related to air quality, biological resources, cultural resources, noise, and transportation and traffic. However, recommended mitigation measures would reduce these potential impacts to less than significant levels (see discussions throughout this Initial Study). Therefore, approval and implementation of the proposed project with mitigation would not be likely to substantially degrade biological, historical, or cultural resources. Approval and implementation of the proposed project could contribute to environmental impacts that could cause adverse effects on humans. However, recommended mitigation measures would reduce the potential impacts to less than significant levels (see discussions throughout the Initial Study).

## **MITIGATION MEASURES STATEMENT**

Mitigation measures have been identified in this document to reduce impacts identified as potentially significant to a less than significant level. The mitigation measures will be contained in a Mitigation Monitoring Plan to accompany approval of the Mitigated Negative Declaration.

<b>Section 2: Mitigation Monitoring Program.....</b>	<b>2</b>
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**MITIGATION MONITORING  
AND  
REPORTING PROGRAM**

**SELMA GROVE PHASE I COMMERCIAL CENTER**

**NORTH OF FLORAL AVENUE EAST OF DEWOLF AVENUE AND  
WEST OF SB**

**OFF RAMP AT FLORAL AVENUE AND STATE ROUTE 99**

**SELMA, CALIFORNIA 93662**



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## **Mitigation Monitoring and Reporting Program (MMRP)**

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### ***Introduction***

State and local agencies are required by *Section 21081.6* of the *California Public Resources Code* to establish a monitoring and reporting program for all projects which are approved and which require CEQA processing.

Local agencies are given broad latitude in developing programs to meet the requirements of *Public Resources Code Section 21081.6*. The mitigation monitoring program outlined in this document is based upon guidance issued by the Governor's Office of Planning and Research.

The mitigation monitoring and reporting program for the proposed Project corresponds to mitigation measures outlined in the Draft Mitigated Negative Declaration. The Program summarizes the environmental issues identified in the EIR, the mitigation measures required to reduce each potentially significant impact to less than significant, the person or agency responsible for implementing the measures, and the agency or agencies responsible for monitoring and reporting on the implementation of the mitigation measures.

The mitigation measures contained herein shall be included as conditions of approval for this project, to the extent permitted by law. The City of Selma and other state and county agencies, shall ensure that all constructions plans and project operations conform to the conditions of the mitigations set on the project. The Mitigations Monitoring and Reporting Program shall be attached to the construction plans as conditions.

Compliance with local land use regulations is enforced by the City of Selma. Upon evidence of, or receipt of complaints of, noncompliance, the Code Compliance Officer and Building Inspector of the City of Selma conducts inspections for such noncompliance, the remedies for which are citations, fines, permit modifications, permit revocation, and even criminal charges.

## Mitigations Monitoring and Reporting Program

Mitigation Number	Mitigation Measure	Implementation	Monitoring	Time Span
<b>Aesthetics</b>				
	<b>MM- 1:</b> Exterior lighting for projects shall be shielded to prevent line of sight visibility of the light source from abutting property planned for single-family residential. The City Site Plan Review process shall require development projects to ensure that no more than 0.25 foot-candles of errant light impacts adjacent properties. The Community Development Department shall require a photometric analysis of projects where necessary to demonstrate compliance with this requirement.	Developer(s)	City of Selma Community Development Department	Placed as a condition of the project.
<b>Agriculture</b>				
	<b>MM 2.1:</b> At the time of development of each phase, the project applicant shall preserve Important Farmland acreage (i.e., Prime Farmland, Unique Farmland, and Farmland of Statewide Importance), as mapped by the California Department of Conservation Farmland Mapping and Monitoring Program, within Fresno County at a ratio of no less than 1:1 for each acre of Important Farmland converted to non-agricultural use by the proposed project. • The applicant shall pay fees to the City of Selma equivalent to the cost of preserving Important Farmland. The City shall use the fees to fund an irrevocable instrument (e.g.,	Developer(s)	City of Selma Community Development Department	Recorded at the time of annexation

	deed restriction or preservation easements) to permanently preserve farmland via a Trust for Farmland Funds Disbursements. This option shall be pursued if the City of Selma has a farmland preservation program in place at the time permits are sought.			
	<b>MM 2.2</b> The developer and or successor in interest shall sign and record with the Fresno County Assessor a right-to-farm declaration against all parcels in the project.	Developer(s)	City of Selma Community Development Department	Recorded at the time of Annexation
	<b>MM 2.3</b> Development on the Project site shall provide a minimum 100-foot buffer/transition area measured from the edge of an adjacent agricultural area. Where new development is separated from agricultural uses by an existing or planned roadway, the roadway may be located within the 100-foot buffer/transitions area.	Developer(s)	City of Selma Community Development Department	At time of construction
<b>Air Quality</b>				
	<b>MM 3.1</b> All construction shall exceed the California Title 24 Energy Code for all relevant applications by 10% for the hotel construction and by 5% for all commercial construction.	Developer(s)	City of Selma Community Development Department	At time of construction
	<b>MM 3.2</b> Passive solar cooling/heating design elements shall be included in building designs where feasible. Design elements that maximize the use of natural lighting shall be utilized where feasible.	Developer(s)	City of Selma Community Development & Building Department	Plan Submittal
	<b>MM 3.3</b> Energy efficient technical and design features in new construction shall be required. New development must include provisions for the installation of energy efficient appliances and lighting.	Developer(s)	City of Selma Community Development Building Department	Plan Submittal

	<b>MM 3.4</b> Installation of low nitrogen oxide emitting and/or high efficiency water heaters shall be required in new construction. Use of solar or low-emission water heaters (beyond Rule 4902) is recommended.	Developer(s)	City of Selma Community Development Building Department	Plan submittal
	<b>MM 3.5</b> The proposed Project shall comply with all applicable Regulations and Rules established by the San Joaquin Valley Air Pollution Control District, including, but not limited to: Regulation IV: Prohibitions; Rule 4901: Wood Burning Fireplaces and Wood Burning Heaters; Regulation IV: Prohibitions; Rule 4902: Residential Water Heaters; and Regulation VIII: Fugitive PM <sub>10</sub> Prohibitions; as well as the Indirect Source Review (ISR) (Rule 9510) and the Administrative ISR Fee Rule (Rule 3180).	Developer(s)	SJVAPCD City of Selma Community Development Department	Project Review Placed as a condition on the project
	<b>MM 3.6</b> All material excavated, graded or otherwise disturbed shall be sufficiently watered to prevent fugitive dust emissions. Watering shall occur at least twice daily with complete coverage, preferably in the morning and after work is done for the day, or as necessary. The developer shall be responsible for watering in the event of high winds or watering needs after normal working hours.	Developer(s)	SJVAPCD City of Selma Engineering Department	Placed as a condition on the project Ongoing
	<b>MM 3.7</b> Water trucks or sprinkler systems shall be used during construction to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. The frequency of watering shall be increased when wind speeds exceed 15 miles per hour if soils are not completely wet. If wind speeds increase to the point	Developer(s)	SJVAPCD City of Selma Engineering Development Department	Placed as a condition on the project Ongoing

	that the dust control measures cannot prevent dust from leaving the site, construction activities shall be suspended.			
	<b>MM 3.8</b> A person or persons shall be designated by the contractor or builder to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Such monitoring responsibilities shall include holiday and weekend periods when work may not be in progress. The contractor shall provide the name and telephone number of such person to the SJVAPCD and the City Building Official prior to commencement of construction activities.	Developer(s)	SJVAPCD City of Selma Community Development Building Department	Placed as a condition on the project Ongoing
	<b>MM 3.9</b> All disturbed areas on the site, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.	Developer(s)	SJVAPCD City of Selma Community Development Department	Placed as a condition on the project Ongoing
	<b>MM 3.10</b> All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water at least 3 times daily or chemical stabilizer/suppressant.	Developer(s)	SJVAPCD City of Selma Code Enforcement Engineering	Placed as a condition on the project Ongoing
	<b>MM 3.11</b> The accumulation of mud or dirt shall be expeditiously removed from adjacent public streets at the end of each workday. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. Within urban areas,	Developer(s)	SJVAPCD City of Selma Code Enforcement Engineering	Placed as a condition on the project Ongoing

	track out shall be immediately removed when it extends 50 or more feet from the site.			
	<b>MM 3.12</b> Cover all trucks hauling soil, sand and other loose materials or require all trucks to maintain at least two feet of freeboard. Trucks transporting fill material/soil to and from the site shall be tarped from the point of origin. Gravel pads shall be installed at all access points to prevent tracking of mud onto public roads. Utilize wheel washers for all exiting trucks, or wash off all trucks and equipment prior to leaving the site as needed.	Developer(s)	SJVAPCD City of Selma Code Enforcement Engineering	Placed as a condition on the project Ongoing
	<b>MM 3.13</b> On-site vehicles shall be limited to a speed (15 mph) that does not generate fugitive dust on unpaved roads. Land clearing, grading, earthmoving or excavation activities shall be suspended when winds exceed 20 miles per hour.	Developer(s)	SJVAPCD City of Selma Code Enforcement Engineering	Placed as a condition on the project Ongoing
	<b>MM 3.14</b> After clearing, grading, earth moving, or excavation is completed, the disturbed area shall be treated by watering, re-vegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.	Developer(s)	SJVAPCD City of Selma Code Enforcement Engineering	Placed as a condition on the project Ongoing
	<b>MM 3.15</b> The developer shall coordinate with the local transit operator to explore the feasibility of extending transit service to the Project site.	Developer(s)	City of Selma Community Development Department	Placed as a condition on the project Ongoing
	<b>MM 3.16</b> The development shall contract with construction firms that can demonstrate that construction fleets can meet the	Developer(s)	SJVAPCD City of Selma Community Development	Placed as a condition on the project Ongoing



	emissions reduction requirements set by District Rule 9510 (20% reduction of NOx emissions and 45% reduction of PM10 emissions).		Department	
	<p><b>MM 3.17</b> Prior to issuance of building permits, the City of Selma shall verify that the following air emissions reduction measures are depicted on building plans:</p> <ul style="list-style-type: none"> <li>▪ Provide a pedestrian-friendly and interconnected streetscape to make walking more convenient, comfortable, and safe (including appropriate signalization and signage requirements).</li> <li>▪ Provide good access to/from the development for pedestrian's bicyclists, and transit users.</li> <li>▪ Provide connections to bicycle routes/lanes in the vicinity of the project.</li> <li>▪ Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. The landscaping design shall provide 50 percent tree coverage within 10 years of construction using low ROG-emitting, low-maintenance, native drought resistant trees.</li> <li>▪ Use native plants that require minimal watering and are low ROG-emitting.</li> <li>▪ Provide easements or land dedications and construct bikeways and pedestrian walkways as part of roadway improvements along the project frontage.</li> <li>▪ Implement onsite circulation design elements in parking lots</li> </ul>	Developer(s)	SJVAPCD City of Selma Code Enforcement Engineering	Placed as a condition on the project Ongoing

	<p>to reduce vehicle queuing and improve the pedestrian environment.</p> <ul style="list-style-type: none"> <li>▪ Provide employee lockers in buildings with a minimum of 50 employees.</li> <li>▪ Plant drought-tolerant native shade trees along southern exposures of buildings to reduce energy used to cool buildings in summer.</li> <li>▪ Provide and maintain a kiosk displaying transportation information in a prominent area accessible to employees and patrons.</li> <li>▪ Implement a Transportation Choice Program to reduce employee commute trips. The applicant shall work with Rideshare for free consulting services on how to start and maintain a program.</li> </ul>			
	<p><b>MM 3.18</b> Prior to approval of the final City discretionary approval for individual projects within the project, the applicant shall provide the Selma Planning Department with a copy of an approved Air Impact Assessment Application as evidence of compliance with Rule 9510 Indirect Source Review.</p>	Developer(s)	SJVAPCD City of Selma Code Enforcement Engineering	Project Review Placed as a condition on the project Ongoing
	<p><b>MM 3.19</b> Prior to approval of site plans the applicant shall provide a health risk assessment to determine if any units would be exposed to risks exceeding the SJVAPCD threshold of significance of 10 in a million, and if necessary, provide mitigation measures to reduce potentially significant impacts to less than significant levels. Such measures may include Heating, Ventilation, and Air Conditioning (HVAC) systems or</p>	Developer(s)	SJVAPCD City of Selma Community Development Department	Placed as a condition on the project Ongoing

	use of tree species such as redwood, deodar, or live oak that can filter out particulate matter.			
	<b>MM 3.20</b> Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate the use of light-colored “cool” roofs. The approved plans shall be incorporated into the proposed project.	Developer(s)	City of Selma Building Department	Placed as a condition on the project Plan Review
	<b>MM 3.21</b> Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate the use of energy efficient lighting, (including light emitting diodes) for outdoor lighting. The approved plans shall be incorporated into the proposed project.	Developer(s)	City of Selma Community Development & Building Department	Placed as a condition on the project Ongoing Plan Review
	<b>MM 3.22</b> Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate that project buildings exceed the latest adopted edition of the Title 24 energy efficiency standards by a minimum of 10 percent. The approved plans shall be incorporated into the proposed project.	Developer(s)	City of Selma Building Department	Placed as a condition on the project Plans submittal
	<b>MM 3.23</b> Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate that building designs shall incorporate “solar ready” roofs that provide conduits for future solar installation, minimize shade obstructions, and optimize sunlight exposure. The approved plans shall be incorporated into the proposed	Developer(s)	City of Selma Building Department	Placed as a condition on the project Plans submittal

	project.			
	<b>MM 3.24</b> Prior to issuance of building permits for each building, the project applicant shall prepare and submit plans to the City of Selma that demonstrate that shade tree planting in parking lots can achieve 50 percent shade coverage within 15 years of planting. The approved plans shall be incorporated into the proposed project.	Developer(s)	City of Selma Community Development Department	Placed as a condition on the project Ongoing
	<b>MM 3.25</b> The Project shall minimize GHG emissions. To the extent feasible, the Project shall incorporate transit-oriented activity centers that promote increased walking, bicycling, and use of public transit. The condition shall be determined as having been satisfied through the project's compliance with the SJVAPCD's Indirect Source Review (Rule 9510).	Developer(s)	SJVAPCD City of Selma Community Development Department	Placed as a condition on the project
<b>Biological Resources</b>				
	<b>MM 4.1</b> Developers of projects on the Project site shall be required to contract with a qualified biologist to conduct a preconstruction survey approximately 30 days prior to ground disturbing activities in and around the Rockwell Pond recharge basin. The survey protocol will follow the USFWS's (1999) guidelines as denoted in Appendix H of the San Joaquin Kit Fox Survey Report by Halstead and Associates. Also, Standard Recommendation #1-1 3 (Appendix H of the San Joaquin Kit Fox Report) are incorporated into the Project and will be implemented to avoid potential impacts to the kit fox. If kit fox are found during the preconstruction survey, the USFWS	Developer(s)	USFWS City of Selma Community Development Department & Code Enforcement	Placed as a condition on the project

	shall be consulted and the protective and mitigation measures as noted in Appendix H shall be implemented.			
	<p><b>MM 4.2</b> Burrowing Owl was not found on the Project site; to meet CDFW requirements, however, the following avoidance measures are required:</p> <p>Measure1: If construction activities will occur during the nesting season of February through August, a preconstruction survey shall be conducted by a qualified biologist to determine the existence of Burrowing Owl. The survey shall be conducted within 30 days prior to construction activities. Results of the preconstruction survey shall be prepared in a letter given to CDFW for their review and approval prior to any construction activities.</p> <p>Measure 2: If nesting sites are found, the CDFW's (1995) guidelines for Burrowing Owl "Staff Report on Burrowing Owl Mitigation" shall be consulted and the Project proponent shall select one of the following measures for implementation by a qualified biologist:</p> <ol style="list-style-type: none"> <li>Destroy vacant burrows prior to March 1 and/or after August 31.</li> <li>Redesign the Project temporarily or permanently to avoid occupied burrows or nest sites until after the nesting/fledgling season.</li> <li>Delay Project construction activities until after the</li> </ol>	Developer(s)	USFWS City of Selma Community Development Department & Code Enforcement	Ongoing

	<p>nesting/fledgling season (March 1 through August 31).</p> <p>d. Install artificial burrows in open space areas of the Project site and wait for passive relocation of the Burrowing Owl.</p> <p>e. Active relocation of Burrowing Owl with conditions. The Project proponent shall fund relocation of Burrowing Owl to unoccupied, suitable habitat which is permanently preserved (up to 6.5 acres per nesting pair) in the open space on the Project site or off-site at a recognized Burrowing Owl mitigation bank.</p>			
	<p><b>MM 4.3</b> If an upland mitigation site is designated for burrowing owls, it shall be approved as a suitable burrowing owl mitigation property by the California Department of Fish and Game. The preserved area shall be preserved in perpetuity as wildlife habitat via recordation of a conservation easement that designates the California Department of Fish and Game, or any other qualified conservation organization as the Grantee of the easement.</p>	Developer(s)	USFWS City of Selma Community Development Department & Code Enforcement	Ongoing
	<p><b>MM 4.4</b> Nesting Birds (including raptors).</p> <p>Measure 1: If construction activities will occur during the nesting season of February through August, including tree nest removal, a preconstruction survey shall be conducted by a qualified</p>	Developer(s)	USFWS City of Selma Community Development Department & Code Enforcement	Ongoing

	<p>biologist for nesting birds (which includes migratory birds covered under the Migratory Bird Treaty Act) on the Project site. Also, adjacent lands will be surveyed with emphasis on large trees which have the potential for nesting raptors. Results of the preconstruction survey shall be prepared in a letter and given to the CDFG for their review and approval prior to any construction activities.</p> <p>Measure 2: If any active nests are observed, the nests shall be designated as an Environmentally Sensitive Area and protected (while occupied) during construction activities. The CDFG shall be contacted, consulted, and avoidance measures, specific to each incident, shall be developed in cooperation with the Project proponent, and a qualified biologist. No birds or their nests (including migratory birds covered under the Migratory Bird Treaty Act) will be impacted and no take will occur.</p> <p>Measure 3: A pre-construction survey shall be conducted if the project delays more than 30 days from the 27 January 2016 survey date to ensure no changes to resources or scope of project have occurred.</p> <p>It is recommended to install ESA fencing between the APE and the Rockwell Pond to maintain a 50-foot buffer. The one elderberry shrub located 30-feet from the proposed access road shall be avoided unless previous environmental documentation has</p>			
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	<p>determined that the shrub can be removed.</p> <p>If no documentation exists, an ESA fence shall be placed around the shrub including a minimum 15 foot drip line buffer to protect roots from compaction of the road. Future work in this area that may impact the shrub shall be responsible for assessing this shrub. It is recommended that each phase of future development conduct San Joaquin kit fox, burrowing owl, and nesting surveys prior to the start of construction to ensure no species have begun to utilize the area.</p>			
	<p><b>MM 4.5</b> Wetlands shall be delineated on the site by the developer and a 50-foot no disturbance buffer maintained around the outer edge of these areas.</p>	Developers	USFWS City of Selma Community Development Department & Code Enforcement	Ongoing
<b>Cultural Resources</b>				
	<p><b>MM 5.1</b> In the event any as yet undetected historical resources are encountered in the Project area at a future time, the City of Selma will comply with the requirements of all local, state and federal regulations that protect important historical resources, and notify the Fresno County Planning Department to determine the nature and extent of such resources and the appropriate measures to mitigate potential adverse impacts.</p>	Developer(s)	Fresno County Planning Department City of Selma Community Development Department & Code Enforcement	Ongoing

	<p><b>MM 5.2</b> In the event any as yet undetected archaeological or paleontological resources are encountered in the Project area at a future time, the City of Selma will comply with the requirements of all local, state and federal regulations that protect important historical resources.</p>	Developer(s)	City of Selma Community Development Department	Ongoing
	<p><b>MM 5.3</b> The following measures shall be implemented for cultural resources discovered during Project implementation activities:</p> <p>a. In the event that archaeological or paleontological resources are encountered during construction, all activity in the specific construction area shall cease until the applicant retains a qualified archaeologist or paleontologist who shall examine the findings, assess their significance, and offer recommendations for procedures deemed appropriate to either further investigate or mitigate adverse impacts on those important archaeological or paleontological resources that have been encountered. No additional work shall take place within the immediate vicinity of the find until the identified appropriate actions have been completed. Project personnel shall not collect or retain artifacts found at the site.</p> <p>b. If human remains are found during any Project construction on the Project site, all work shall stop in the vicinity of the find and the Fresno County</p>	Developer(s)	City of Selma Community Development Department	Ongoing

	Coroner shall be contacted immediately. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission. The Native American Heritage Commission shall notify the person considered to be the most likely descendant. The most likely descendant will work with the Project applicant to develop a program for the re-interment of the human remains and any associated artifacts.			
<b>Geology and Soils</b>				
	<b>MM 6.1</b> Developers shall prepare a grading plan for all proposed development in the Project area that is in compliance with City of Selma construction standards and the International Building Code.	Developer(s)	City of Selma Community Development & Engineering Departments	Prior to issuance of Building Permits
<b>Greenhouse Gas Emission</b>				
	<p><b>MM 7.1</b> The Project applicant will require all construction contractors to implement the Best Management Practices (BMP) to reduce GHG emissions. Emission reduction measures will include, at a minimum, the following three measures:</p> <ul style="list-style-type: none"> <li>▪ Use alternative-fueled (e.g. biodiesel, electric) construction vehicles/equipment for at least 15 percent of the fleet.</li> <li>▪ Recycle at least 50 percent of construction waste.</li> </ul>	Developer(s)	City of Selma Community Development and Building Departments	Placed as a condition on the project

	<ul style="list-style-type: none"> <li>Use at least 10 percent local building materials (from within 100 miles of the Project Site / Area of Potential Effect).</li> </ul>			
	<p><b>MM 7.2</b> Landscape plans shall maximize the use of low-water demand species for ornamental purposes. Project conditions, covenants, and restrictions (CC&amp;Rs) shall include information about drought tolerant plantings and encourage and facilitate use of water-saving species.</p>	Developer(s)	City of Selma Community Development and Building Departments	Placed as a condition on the project.
	<p><b>MM 7.3</b> The Project shall, where feasible, utilize reclaimed water for all common area exterior landscaping. If not feasible, applicants shall provide documentation as to the efforts made to procure reclaimed water.</p>	Developer(s)	City of Selma Community Development and Building Departments	Placed as a condition on the project.
	<p><b>MM 7.4</b> Indoor water use shall be reduced through re-circulating, point-of-use, or on-demand water heaters, low flow toilets, water saving fixtures, including low flow showerheads. Indoor water-conserving measures shall be implemented prior to certificate of occupancy.</p>	Developer(s)	City of Selma Community Development and Building Departments	Placed as a condition on the project.
	<p><b>MM 7.5</b> To the extent feasible, the Project shall incorporate transit-oriented mixed-use activity centers that promote increased walking, bicycling, and use of public transit.</p>	Developer(s)	City of Selma Community Development and Building Departments	Placed as a condition on the project.
<b>Hazards Material</b>				
	<p><b>MM 8.1</b> The proposed Project shall be referred to the Fresno County Airport Land Use Commission for review and evaluation as to its consistency with the <i>Fresno County Airports Land Use Policy Plan</i>. The Project</p>	Developer(s)	FCALU City of Selma Community Development	Placed as a condition on the project.

	shall be referred to the Commission prior to an action taken by the City of Selma.			
	<b>MM 8.2</b> The City shall require a “buyer notification statement” as a requirement for the transfer of title of any property location with the Project site. The statement shall indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport’s current and projected activity, and the likelihood of aircraft over flights of the affected property.	Developer(s)	City of Selma Community Development	Placed as a condition on the project. Recorded prior to the Certificate of Occupancy
	<b>MM 8.3</b> The developer shall be required to comply with Rule 77 of the Federal Aviation Administration.	Developer(s)	FCALU City of Selma Community Development	Placed as a condition on the project.
	<b>MM 8.4</b> Prior to occupancy, the owner/operator shall complete and submit a Hazardous Materials Business Plan form to the Fresno County Department of Public Health, Environmental Health Division. A Phase I Environmental Site Assessment shall be conducted by the applicant/developer prior to development. <ul style="list-style-type: none"> <li>Any wells that exist or that have been abandoned within the project area, not intended for use by the project, shall be properly destroyed under permit(s) from the Fresno County Department of Public Health, Environmental Health Division, prior to commencement of work.</li> <li>Should any underground storage tank(s) be found during construction, the applicant shall obtain an Underground Storage Tank Removal Permit from the Fresno County Department of</li> </ul>	Developer(s)	Fresno County Environmental Health Division City of Selma Community Development , Building & Fire Departments	Placed as a condition on the project.

	Public Health, Environmental Health Division.			
	<p><b>MM 8.5</b> Facilities proposing to use and/or store hazardous materials and/or hazardous wastes shall meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. Any business that handles a hazardous material or hazardous waste may be required to submit a Hazardous Materials Business Plan pursuant to the HSC, Division 20, Chapter 6.95 (<a href="https://www.fresnocupa.com/">https://www.fresnocupa.com/</a> or <a href="http://cers.calepa.ca.gov/">http://cers.calepa.ca.gov/</a>). The default State reporting thresholds that apply are: &gt;55 gallons (liquids), &gt;500 pounds (solids), &gt;200 cubic feet (gases), or at the threshold planning quantity for extremely hazardous substances.</p>		Fresno County Environmental Health Division City of Selma Community Development , Building & Fire Departments	Placed as a condition on the project. Completed prior to issuance of building permits
	<p><b>MM 8.6</b> Prior to the issuance of building permits, the applicant shall submit three (3) sets of complete plans and specifications regarding the installation of any petroleum underground storage tanks to the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency (CUPA), at (559) 600-3271 for more information.</p>		Fresno County Environmental Health Division City of Selma Community Development , Building & Fire Departments	Placed as a condition on the project. Completed prior to issuance of building permits
	<p><b>MM 8.7</b> If proposed, a spill prevention control and countermeasure plan (SPCC) is required for aboveground petroleum storage tanks with greater than or equal to 1320-</p>		Fresno County Environmental Health Division City of Selma Community Development ,	Placed as a condition on the project. Completed prior to issuance of building permits

	gallons of storage capacity. (Storage capacity means the aggregate capacity of all aboveground tanks and containers at a tank facility.) The applicant should contact their local Fire Authority concerning construction and installation requirements for aboveground storage tanks.		Building & Fire Departments	
<b>Hydrology and Water Quality</b>				
	<b>MM 9.1</b> Developers in the Project area shall be required to comply with all local, state and Federal regulations with regards to surface water runoff from construction sites, surface water runoff from new urban development, erosion control, and the protection of domestic water quality. The City of Selma shall require Best Management Practices in construction contracts, consistent with NPDES General Construction Activity Storm Water Permit requirements.	Developer(s)	City of Selma Community Development and Engineering Departments	Placed as a condition on the project.
	<b>MM 9.2</b> Developers in the Project area shall be responsible for required improvements to the surface water runoff facilities required to serve proposed project. Capital costs for design and construction of drainage facilities are the responsibility of the developer. If a project is required to construct non-project improvements as part of the drainage plan, related costs will be reimbursed as other development occurs in the area under an agreement with the City of Selma.	Developer(s)	City of Selma Community Development and Engineering Departments	Placed as a condition on the project.
	<b>MM 9.3</b> Development south of Rockwell Pond shall discharge all storm water into Rockwell Pond.	Developer(s)	City of Selma Community Development	Placed as a condition on the project.



	Basins shall be designed so as not to discharge into facilities of the Consolidated Irrigation District, including but not limited to Rockwell Pond.		and Engineering Departments	
	<p><b>MM 9.4</b> As a measure to protect ground water, all water wells and/or septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor.</p> <ul style="list-style-type: none"> <li>• Prior to destruction of agricultural wells, a sample of the upper most fluid in the water well column should be sampled for lubricating oil. The presence of oil staining around the water well may indicate the use of lubricating oil to maintain the well pump. Should lubricating oil be found in the well, the oil should be removed from the well prior to placement of fill material for destruction. The "oily water" removed from the well must be handled in accordance with federal, state and local government requirements.</li> <li>• Should any underground storage tank(s) be found during the project, the applicant shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency at (559) 600-3271 for more information</li> </ul>			
	Construction permits for the proposed motel development should be subject to assurance that the City of Selma community water			

	system has the capacity and quality to serve this project. Concurrence should be obtained from the State Water Resources Control Board, Division of Drinking Water-Southern Branch. For more information call (559) 447-3300.			
<b>NOISE</b>				
	<b>MM 12.1</b> The proposed Project shall be referred to the Fresno County Airport Land Use Commission for review and evaluation as to its consistency with the <i>Fresno County Airports Land Use Policy Plan</i> . The Project shall be referred to the Commission prior to an action taken by the City of Selma.	Developer(s)	FCALU City of Selma Community Development Department	Placed as a condition on the project
	<b>MM 12.2</b> The City shall require a “buyer notification statement” as a requirement for the transfer of title of any property location with the Project site. The statement shall indicate that the buyer is aware of the proximity of an airport, the characteristics of the airport’s current and projected activity, and the likelihood of aircraft over flights of the affected property.	Developer(s)	City of Selma Community Development Department	Placed as a condition on the project Recorded prior to Certificate of Occupancy.
<b>Public Services</b>				
	<b>MM 14.1</b> The developer shall pay Public Facilities Impact Fees for proposed developments as established by the City of Selma in accordance with the requirements of State law.	Developer(s)	City of Selma Community Development & Building Departments	Placed as a condition on the project
	<b>MM 14.2</b> All development in the Project area shall comply with applicable, current requirements under the International Building Code, Uniform Fire Codes, and City Standards.	Developer(s)	City of Selma Community Development & Building Departments	Placed as a condition on the project
	<b>MM 14.3</b> Developers shall pay	Developer(s)	City of Selma	Placed as a

	Public Facilities Impact Fees for proposed developments established by the City in accordance with the requirements of State law.		Community Development & Building Departments	condition on the project
	<b>MM 14.4</b> To reduce potential service calls to the Project area, the City of Selma Police Department shall be consulted during site planning and design to ensure that adequate provisions for crime prevention are incorporated into the Project design.	Developer(s)	City of Selma Community Development & Building Departments	Placed as a condition on the project
	<b>MM 14.5</b> Prior to the issuance of building permits, the applicant shall be responsible for the payment of school facility impact fees as adopted by the Selma Unified School District.	Developer(s)	City of Selma Community Development Department	Placed as a condition on the project
<b>Transportation/Traffic</b>				
	<b>MM 16.1</b> The developer or successor in interest will enter into a Pro-Rata Share Agreement with Caltrans for the specified fair-share assessment amount toward area wide circulation improvements. Project-related impacts of the proposed Project on the State highway system and pro-rata share toward area wide circulation improvements for the SR 99 SB off-ramp and SR 99 NB off-ramp and associated state facilities are required.	Developer(s)	CALTRANS City of Selma Community Development & Engineering Division	Placed as a condition on the project.
	<b>MM 16.2</b> The Project shall be responsible for the following construction improvements: <ul style="list-style-type: none"> <li>▪ Site entry drive design and construction shall be built to City Standards and approved by the City Engineer.</li> <li>▪ Project frontage (sidewalks, curb and gutter)</li> </ul>	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project

	<p>along the entire parcel on Floral shall be constructed to City Standards and approved by the City Engineer prior to Certificate of Occupancy.</p> <ul style="list-style-type: none"> <li>▪ Floral Avenue in front of the project site shall be designed and constructed to City Standards and a Zone of Benefit established to compensation to phase I developer for these improvements.</li> </ul>			
	<p><b>MM 16.3</b> The Project shall pay its fair share for the following improvements:</p> <ul style="list-style-type: none"> <li>▪ Impacts caused by the Project on DeWolf and Floral Avenues.</li> <li>▪ Impacts caused by the Project for the improvements of Highland and Whitson Avenue, and Whitson and Thompson Avenues.</li> <li>▪ Impacts caused by the Project for the improvements made to Floral Avenue including signalization of Floral and the Wal-Mart entry and from the Project site to West Front.</li> <li>▪ Impacts caused by the Project to SR 43 at Stillman, the signalization of SR 43 and Rose Avenue and the Project's fair share of Nebraska Avenue and SR 43.</li> <li>▪ Impacts caused by the</li> </ul>	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project

	Project to Highland Avenue & Whitson Street will pay fair share.			
	<b>MM 16.4</b> The developer shall pay City Impact Fees for traffic Signals and streets in accordance with the City of Selma's Schedule of Fees and Charges	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project
	<b>MM 16.5</b> Completion of additional projects in the Phase 1 Annexation area will be required to provide site specific traffic analysis to be used to determine the projects impact and fair share. Based on this analysis, additional conditions may be identified and placed on all sequential phases of this project.	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project
	<b>MM 16.6</b> The developer and or successor in interest will be responsible to pay their fair share of various intersections impacts as determined by the City Engineer and the Traffic report prepared for the project.	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project. Paid at building permits
	<b>MM 16.7</b> Prior to approval of the final improvement plans for each phase, the project applicant shall prepare and submit plans to the City of Selma depicting appropriate public transit facilities for review and approval. Such facilities shall adhere to the applicable policies contained in the City of Selma 2035 General Plan and the requirements of Selma Transit and Southeast Transit, and, and may consist of a centralized transit facility or enhanced stops that feature turnouts, shelters, seating, lighting, and other amenities, as appropriate. The approved public transit facilities shall be incorporated into the final improvement plans for	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project. Paid at building permits

	each phase.			
	<b>MM 16.8</b> Prior to issuance of the certificate of occupancy for each building, the project applicant shall install bicycle storage facilities in convenient locations near building entrances. Bicycle storage facilities shall consist of racks that provide spaces equivalent to 2 percent of the building's minimum parking requirement. Where appropriate, the bicycle parking requirements for multiple buildings may be consolidated into a single location.	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project.
	<b>MM 16.9</b> Prior to approval of the final improvement plans for each phase, the project applicant shall prepare and submit plans to the City of Selma depicting pedestrian facilities along all street frontages. Meandering sidewalks shall be provided along major arterial roadways. All pedestrian facilities along all street frontages shall be connected to internal pedestrian facilities within each phase. The approved pedestrian facilities shall be incorporated into the final improvement plans for each phase.	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project.
<b>Utilities and Service Systems</b>				
	<b>MM 17.1</b> The developer shall pay Public Facilities Impact Fees as established by the City in accordance with City land development policies.	Developer(s)	City of Selma Community Development & Engineering Division	Placed as a condition on the project. Paid at building permits
	<b>MM 17.2</b> The developer shall pay sewer connection fees at the building permit stage in order to defray the City's investment in trunk lines, pumps, force mains, and the assessment district. The Developer or successor in interest will be required to construct new infrastructure to the	Developer(s)	SKF City of Selma Community Development & Engineering Division	Placed as a condition on the project.

	specification and design of Selma-Kingsburg-Fowler County Sanitation District standards, connecting the current site to the infrastructure in Rose Avenue. This construction will accrue prior to maximum capacity of 52 ESFRs used by this annexation.			
	<b>MM 17.3</b> The developer shall be required to contribute to the extension of necessary infrastructure to the Project site at developer's expense. Near term development projects in the Project area that are required to fund specific improvements beyond the Project's anticipated usage shall be reimbursed by subsequent development proponents that will fund their anticipated share and monies will be returned to the original development proponents who funded the initial improvements.	Developer(s)	SKF City of Selma Community Development & Engineering Division	Placed as a condition on the project. Paid at building permits
	<b>MM 17.4</b> For each phase of the Project, a determination shall be required by SKF that there is sufficient capacity in the wastewater treatment plant to serve the proposed development.  Construction permits for the proposed motel development should be subject to assurance of sewer capacity of the SKF Wastewater Treatment Facility. Concurrence should be obtained from the California Regional Water Quality Control Board (RWQCB). For more information, contact staff at (559) 445-5116.	Developer(s)	SKF City of Selma Community Development & Engineering Division	Placed as a condition on the project.
	<b>MM 17.5</b> Developers in the Project area shall be responsible for required improvements to the domestic water system necessary to	Developer(s)	California Water City of Selma Community Development &	Placed as a condition on the project.



	<p>serve proposed projects. Capital costs for design and construction of the water distribution system, new wells and pumps, transmission lines, storage facilities, distribution system, SCADA, meters, storage and booster pump stations, and so on are the responsibility of the developer, who may also be responsible for per lot assessment fees to cover costs associated with development of new wells in accordance with California Public Utility Commission (CPUC) rules. Developers in the Project area shall be required to prepare a water piping plan for review and approval by Cal Water.</p> <ul style="list-style-type: none"> <li>• Construction permits for the proposed motel development should be subject to assurance that the City of Selma community water system has the capacity and quality to serve this project.</li> <li>• Concurrence should be obtained from the State Water Resources Control Board, Division of Drinking Water-Southern Branch. For more information call (559) 447-3300.</li> </ul>		<p>Engineering Division California Water</p>	

**Section 3: Project Description .....3**

## **PROJECT DESCRIPTION – Selma Grove Phase 1 Annexation Project**

In 2009, a Draft and Final EIR was prepared for the Rockwell Pond Commercial project. The EIR was certified and pre-zoning and a site plan adopted, but no further action has occurred. The project has been re-named Selma Grove and it is now proposed that an initial annexation take place of an area somewhat smaller than the original Phase I of the project. A negative declaration will be prepared for the annexation, tiering off the certified EIR where possible but providing new and updated analysis as needed. The purpose of this short description is to compare the phases originally analyzed in the EIR with the revised boundaries and commercial space proposed for the initial annexation.

### **Project Description and Location**

Selma Grove (the former Rockwell Pond Commercial Project) is a regional shopping center planned for property located north of Floral Avenue and west of Highway 99 (see Figure 1). The Rockwell Pond Commercial Project consists of about 94 acres and approximately 973,100 square feet of retail uses. The Rockwell Pond Commercial Project site plan as analyzed in the EIR included two phases. Phase I annexation map (see Figure 2)

### **Revised Site Plan-First Phase Annexation**

The site plan has been revised (see Figure 3) and the land uses now proposed in the first phase annexation are:

#### **First Phase Annexation – Revised Site Plan Land Uses**

<b>Land Use (Regional Commercial)</b>	<b>Acres +/-</b>	<b>Estimated Sq. ft. (approximate – if known)</b>
Hotel (102 rooms)	2.85	--
Toyota auto dealership	6.59	44,000 sf
Two Anchor Stores	--	196,900 sf
General Retail	--	120,400 sf
<b>TOTALS (approximate)</b>	<b>35.88 acres</b>	<b>361,300 sf**</b>

**\*\* This total does not include the proposed hotel.**

## **Section 4 Comment Letters**

**Fresno Local Agency Formation Commission**

**Department of Transportation District 6**

**County of Fresno Department of Public Works**

**County of Fresno Department of Public Health**



# Fresno Local Agency Formation Commission

April 5, 2016

Mr. Bryant Hemby, Assistant Planner  
City of Selma  
Community Development Department  
1710 Tucker Street  
Selma, CA 93662



Dear Mr. Hemby:

**Subject: The Selma Grove Commercial Project –Comments for the Draft Initial Study and Draft Mitigated Negative Declaration**

Thank you for the opportunity to comment on the draft Initial Study and Draft Mitigated Negative Declaration (IS/MND) prepared for the Selma Grove Commercial Project (SGCP), formally known as the Rockwell Pond Commercial Project.

The SGCP proposes a three-phase commercial development on approximately 35.8 acres of unincorporated land located on north Floral Avenue, west of State Route 99. The project site is situated in the County of Fresno, is zoned Agriculture Exclusive-20, and has been fallow for several years. The project includes annexation into the City of Selma and the Selma-Kingsburg-Fowler County Sanitation District (SKFCSD). I offer the following comments in response to the City's request for comments regarding the subject project.

The Fresno Local Agency Formation Commission (LAFCo) regulates, through approval or denial, the boundary changes proposed by other public agencies or individuals. LAFCo's objectives are to:

- Encourage orderly formation and development of agencies;
- Encourage consistency with spheres of influence and recommend reorganization of agencies;
- Encourage orderly urban development and preservation of open space patterns;
- Encourage conservation of prime agricultural lands and open space areas; and
- Identify and address disadvantaged unincorporated communities.

Annexation requests are evaluated by the Commission based on consistency with GC §56000 et seq., and the Commission's Policies, Standards, and Procedures. You are encouraged to review these documents and incorporate their requirements and standards into the project proposal to facilitate a complete future application to the Commission. Links to these documents are provided below in footnotes.<sup>1,2</sup>

The project area lies within the City of Selma and the SKFCSD spheres of influence, and the site is located immediately west of the City limits and SKFCSD's service area. The CEQA project description clearly states that the project will include the annexation request to both the City and SKFCSD service areas.

<sup>1</sup> Cortese-Knox-Hertzberg Local Government Reorganization Act,  
[http://www.fresnolafco.org/documents/CKH\\_Guide\\_Update\\_2015.pdf](http://www.fresnolafco.org/documents/CKH_Guide_Update_2015.pdf)

<sup>2</sup> Fresno LAFCo Policies, Standards and Procedures, <http://www.fresnolafco.org/documents/PSP-FINAL.pdf>

In addition, the CEQA project description should adequately identify all special districts that will be affected by the project. The CEQA project description should also identify and evaluate potential effects associated with the concurrent detachments from the Kings River Conservation District, Consolidated Irrigation District, and the Fresno County Fire Protection District. These associated actions will be considered by LAFCo acting as a responsible agency under CEQA.

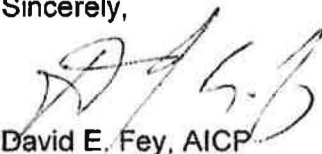
As a Responsible Agency, the Commission has discretionary power over the approval of the project proposal. The Commission is required to review and consider the City's CEQA documentation prior to taking action on any annexation or reorganization proposal made to the Commission. As a Responsible Agency, LAFCo will consider the environmental analysis prepared by the Lead Agency and reach its own determinations on whether and how to approve the project proposal. The Commission may then make a finding that it independently reviewed and considered the information in the environmental document and that the environmental document is sufficient to support the Commission's determinations on the proposed reorganization.

With the State's recent passage of SB 88 (Drought Trailer Bill for 2015) and the Sustainable Groundwater Management Act of 2014, the statute instructs the State Water Resources Control Board (SWRCB), Division of Drinking Water to work with LAFCOs on new water service areas and when public water supplies are extended for new developments. For additional information please contact, Tricia A. Wathen, P.E., State Water Resources Control Board – Division of Drinking Water at (559) 447-3300 or via email at [Tricia.Wathen@waterboards.co.gov](mailto:Tricia.Wathen@waterboards.co.gov).

LAFCo applications may be submitted to this office by appointment only. Please contact LAFCo staff at your convenience to arrange a pre-application appointment. At that time, the City should have already approved all associated entitlements for the affected territory. LAFCo staff will review the application materials with city staff and determine application sufficiency. Any additional material or information will be identified at that time.

Thank you for the opportunity to provide comments for the draft IS/MND being prepared for the Selma Grove Commercial Project. I look forward to receiving a copy of the complete CEQA document for further review and comment. If you have any questions, please contact me at (559) 600-0604.

Sincerely,



David E. Fey, AICP  
Executive Officer

DEF:GU:cf



## DEPARTMENT OF TRANSPORTATION

## DISTRICT 6

1352 WEST OLIVE AVENUE  
P.O. BOX 12616  
FRESNO, CA 93778-2616  
PHONE (559) 445-5868  
FAX (559) 445-5875  
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March 30, 2016

06-FRE-99-06.512

The Selma Grove Commercial Project  
NOA/Completion of IS and Draft MND

Mr. Bryant Hemby, Planner  
City of Selma  
1710 Tucker Street  
Selma, CA 93662

Dear Mr. Hemby:

We have completed our review of the Notice of Availability/Completion of a Initial Study and Draft Mitigated Negative Declaration (MND) for the Selma Grove Commercial Project. In 2009, a Draft and Final Environmental Impact Report (EIR) was prepared for the Rockwell Pond Commercial Project. The EIR was certified and a General Plan Amendment, pre-zoning and site plan were adopted. The project has been re-named Selma Grove and it is now proposed that an initial Phase I Annexation take place of an area smaller than the original project. This is being done primarily to expedite the construction of a Toyota Dealership. This MND prepared for the annexation is tiered from the certified Final EIR for the Rockwell Pond Commercial Project and the certified Final EIR for the City of Selma 2035 General Plan Update. Caltrans has the following comments:

It is recommended that a traffic impact study be prepared for Selma Grove Phase 1 to determine if opening day impacts will be created. The purpose of the traffic impact study is to analyze Phase 1 of the Project (which is smaller than the Rockwell Pond Phase I analyzed in the EIR) and to identify which of the mitigation measures identified in the EIR, if any, should be constructed during Phase 1. This is considered necessary for the following reasons:

- The EIR did not include analysis of the Selma Grove Phase I project that would be smaller than the Rockwell Pond Phase 1, and the mitigation measures required for Rockwell Pond may not be proportional or applicable to the Selma Grove Phase 1.

For the remainder of the Selma Grove Commercial Project, our previous comments dated October 28, 2009, July 14, 2009, and August 6, 2007 continue to be valid. Copies of those comments are enclosed.

If you have any further questions, please contact David Padilla, Associate Transportation Planner, Transportation Planning at (559) 444-2493.

Sincerely,

MICHAEL NAVARRO, Chief  
Planning North Branch

Enclosure



**DEPARTMENT OF TRANSPORTATION****DISTRICT 6**

1352 WEST OLIVE AVENUE

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TTY (559) 488-4066

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October 28, 2009

2131-IGR/CEQA  
6-FRE-99-6.512+/-  
ROCKWELL POND SPECIFIC PLAN  
DRAFT EIR  
SCH 2007061098

Mr. Greg Martin  
City of Selma  
1710 Tucker Street  
Selma, CA 93662

Dear Mr. Martin:

We have completed our review of the Draft Environmental Impact Report (DEIR) for the proposed Rockwell Pond Commercial project that would be developed in two phases. The project would ultimately consist of approximately 973,100 square feet of retail space on 94 acres. The project is located along the north side of Floral Avenue, west of State Route (SR) 99. Caltrans has the following comments:

Caltrans previous comments dated August 6, 2007 and July 14, 2009 continue to be valid. Copies of those comments are enclosed.

Previous traffic studies have already identified the need for improvements to the SR 99 northbound off-ramp to Floral/SR43 (add 2 lanes), the SR 99 southbound on-ramp from Floral/SR43 (left-turn from SB 43 to SB on-ramp), and the SR 43 intersection at Rose Avenue (signals and SB right-turn lane).

At the SR 99 southbound exit-ramp to Floral Avenue, a review of Tables 15-10 and 15-13 indicates that this intersection currently operates with a satisfactory level-of-service and could be expected to continue operating with a satisfactory level-of service in the near future without the projected traffic from this proposed development. A review of Table 15-14 indicates that the addition of the first phase of this proposed development would result in this intersection operating at an unsatisfactory level-of-service at opening-day. In order to mitigate for this significant opening-day impact, the traffic study recommends the addition of through lanes along Floral Avenue; however, the length of the SR 99 structures crossing over Floral Avenue constrains the total number of lanes along this segment of Floral Avenue to the number that

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exists today. It is understood that there have been various ideas as to how to maximize the number of lanes that could be accommodated under the structures; however, thus far none of the ideas presented have proven feasible. Therefore, Caltrans concludes that the proposed project would result in stop-and-go operation with severe delays and heavy congestion. Traffic volume will be limited by the maximum discharge rate of each phase. Continuous backup in varying degrees will occur on all approaches. Where downstream capacity is restrictive, congestion will impede the orderly discharge of traffic through the intersection.

At the intersection of Highland Avenue and Floral Avenue, a review of Table 15-10 indicates that this intersection currently operates with a satisfactory level-of-service. A review of Table 10-13 indicates that this intersection could be expected to operate with a level-of service bordering between satisfactory and unsatisfactory in the near future without the projected traffic from this proposed development. A review of Table 15-14 indicates that the addition of the first phase of this proposed development would result in this intersection operating at an unsatisfactory level-of-service at opening-day. In order to mitigate for this significant opening-day impact, the traffic study recommends the addition of through lanes and left-turn lanes along Floral Avenue; however, as previously indicated the length of the SR 99 structures crossing over Floral Avenue constrains the total number of lanes along this segment of Floral Avenue to the number that exists today. It is understood that there have been various ideas as to how to maximize the number of lanes that could be accommodated under the structures; however, none of the ideas presented thus far have proven feasible. Therefore, Caltrans concludes that the proposed project would result in stop-and-go operation with severe delays and heavy congestion. Traffic volume will be limited by the maximum discharge rate of each phase. Continuous backup in varying degrees will occur on all approaches. Where downstream capacity is restrictive, congestion will impede the orderly discharge of traffic through the intersection.

At the SR 99 northbound exit-ramp to Floral Avenue, a review of Tables 15-10 and 15-13 indicates that this intersection currently operates with a satisfactory level-of-service and could be expected to continue operating with a satisfactory level-of service in the near future without the projected traffic from this proposed development. A review of Table 15-14 indicates that the addition of the first phase of this proposed development would result in this intersection operating at an unsatisfactory level-of-service at opening-day. In order to mitigate for this significant opening-day impact, the traffic study recommends the addition of through lanes along Floral Avenue; however, the length of the SR 99 structures crossing over Floral Avenue constrains the total number of lanes along this segment of Floral Avenue to the number that exists today. It is understood that there have been various ideas as to how to maximize the number of lanes that could be accommodated under the structures; however, none of the ideas presented appear to be realistic. In order to mitigate for this significant opening-day impact, the traffic study also recommends additional lanes on the exit-ramp. Therefore, the proposed development should be 100 percent responsible for the additional lanes to this exit-ramp. It is further recommended that these additional lanes should be fully functional by opening-day. However, even with the additional lanes to this exit-ramp, Caltrans concludes that the proposed project would still result in stop-and-go operation with severe delays and heavy congestion. Traffic volume will be limited by the maximum discharge rate of each phase. Continuous





3/30/2016 31  
County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING  
BERNARD JIMENEZ, INTERIM DIRECTOR

March 28, 2016

Community Development Department  
Attn: Bryant Hemby, Planner  
City of Selma  
17 10 Tucker Street  
Selma, CA 93662

Dear Mr. Hemby:

SUBJECT: The Selma Grove Commercial Project, Mitigated Negative Declaration

The County of Fresno appreciates the opportunity to comment on the subject application and has no comments to offer at this time.

If you have any questions you may send an e-mail to me at [cmonfette@co.fresno.ca.us](mailto:cmonfette@co.fresno.ca.us) or contact me at (559) 600-4245.

Sincerely,

Christina Monfette, Planner  
Development Services Division

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backup in varying degrees will occur on all approaches. Where downstream capacity is restrictive, congestion will impede the orderly discharge of traffic through the intersection.

At the SR 99 southbound ramps at Highland Avenue, a review of Tables 15-10 and 15-13 indicates that this intersection currently operates with a satisfactory level-of-service and could be expected to continue operating with a satisfactory level-of service in the near future without the projected traffic from this proposed development. A review of Table 10-14 indicates that this intersection could be expected to operate with a level-of service bordering between satisfactory and unsatisfactory in the near future with the addition of the projected traffic from this proposed development. A review of Tables 15-17 and 15-18 (without development, with development respectively) indicates that this intersection would be expected to operate with an unsatisfactory level-of-service in the 20-year future scenario. In order to mitigate for this significant future deficiency, the traffic study recommends the addition of through lanes and left-turn lanes along Highland Avenue; however, the length of the SR 99 structures crossing over Highland Avenue constrains the total number of lanes along this segment of Highland Avenue to the number that exists today. Although there have been various ideas as to how to maximize the number of lanes that could be accommodated under the structures, none of the ideas presented appear to be feasible. Therefore, Caltrans concludes that the proposed project would result in stop-and-go operation with severe delays and heavy congestion. Traffic volume will be limited by the maximum discharge rate of each phase. Continuous backup in varying degrees will occur on all approaches. Where downstream capacity is restrictive, congestion will impede the orderly discharge of traffic through the intersection.

The traffic study failed to analyze the proposed development's impact to the SR 43 intersection at Rose Avenue. As previously indicated, previous traffic studies have already identified the need for improvements to this intersection in order to accommodate future demand. These improvements include the placement of signal controls and a southbound to westbound right-turn lane. The estimated cost for this improvement is \$433,000 (\$260/trip). Based on the traffic volumes generated from the proposed project taken from Intersection 9 of Figure 15-15 of the traffic study, it is projected that the proposed project would generate 195 trips that would impact this intersection during the evening peak travel periods. Therefore, this proposed development's proportional fair share is calculated to be \$50,700 for the projected future improvements to this intersection. Upon this amount being made a mitigation measure for this project, the applicant will need to enter into a "Traffic Mitigation Agreement" with Caltrans.

Caltrans has long indicated our concerns at the SR 99/Floral Avenue interchange. The interchange is at capacity and can no longer accommodate additional development, especially of the magnitude of this project, along the west side of the freeway. The intersections on which Caltrans commented would likely operate at a somewhat acceptable service for the next several years; however this project alone causes these same intersections to fail at opening day. It is understood that the City of Selma is bisected by SR 99 and there are minimal opportunities for crossing the freeway from east to west. Land use decisions such as this, as well as previous land use decisions resulting in much of the residential traffic east of SR 99 attempting to reach commercial destination west of the freeway, will cause significant congestion. Caltrans is



Mr. Greg Martin  
October 28, 2009  
Page 4

concerned that continuance of this land use planning pattern will not only result in significant congestion and delay, but potentially have a negative impact on safety and emergency response time.

In our comments dated July 14, 2009, Caltrans indicated that it was recognized that improving the SR 99/Floral Avenue interchange may not be initially feasible due to cost. However, we also pointed out that there needs to be some sort of strategy in place for the interchange to be addressed in the future. It was further recommended that the traffic study analyze improvements to the local road system as alternatives to alleviate operational and potential safety concerns at the interchange. To date, it does not seem that this concept has been thoroughly analyzed. Caltrans sees this as a potentially viable alternative since we recognize that both ultimate and interim improvements to the interchange will be extremely difficult and expensive due to geometric constraints.

It is Caltrans' desire for the City to be successful in its future planning and economic endeavors. However, we have significant concerns on how land use decisions such as this will impact both the State and City's circulation systems. Therefore, we wish to continue to work cooperatively with the City in attempting to address these issues. If you have any questions, please contact me at (559) 445-5868.

Sincerely,

***SIGNATURE ON FILE***

MICHAEL NAVARRO  
Office of Transportation Planning  
District 06

Enclosures

**DEPARTMENT OF TRANSPORTATION****DISTRICT 6**

1352 WEST OLIVE AVENUE

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July 14, 2009

2131-IGR/CEQA  
6-FRE-99-6.512+/-  
ROCKWELL POND SPECIFIC PLAN  
DRAFT TIS

Mr. DB Heusser, City Manager  
City of Selma  
1710 Tucker Street  
Selma, CA 93662

Dear Mr. Heusser:

We have completed our review of the draft Traffic Impact Study (TIS) that would be developed in two phases. The project would ultimately consist of 993,439 square feet of commercial/retail plus a hotel and gas station. The project is located along the north side of Floral Avenue, west of State Route (SR) 99. Caltrans has the following comments:

Caltrans previous comments dated August 6<sup>th</sup> 2007 continue to be valid. A copy of those comments are enclosed.

A review of Tables 1, 2, 3, 4, 5, and 6 indicates that the calculated project trips are considered satisfactory.

A comparison of the traffic volumes from Figures 21, 22, 23 and 24 (intersections 3, 4, 5 and 9) indicate that the study is projecting little or no increase in several of the movements between the years 2015 and 2030. It appears that the volumes from both of these figures include traffic volumes from Phases 1 and 2. It seems unreasonable to project that there would be little or no increase in volume over a period of 15 years. Therefore these projections should be confirmed and/or justified.

It appears that the intersections were analyzed as isolated intersections. The Synchro Reports in the appendix indicates that the control type used was "Actuated-Uncoordinated". This would be misleading in it would result in a more favorable LOS outcome then if it was analyzed correctly as a coordinated system.

The City is well aware of the concerns Caltrans has expressed in regard to the SR 99/Floral Avenue interchange. We have long indicated that this interchange is at capacity and can not

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handle additional development, especially a project of this magnitude. Short of reconstructing the interchange, operational improvements to the interchange are difficult due to the geometric constraints resulting from the configuration of the three SR 99 freeway structures crossing over Floral Avenue. Much of the congestion resulting at the SR 99/Floral Avenue interchange can be attributed to previous land use decisions resulting in much of the residential traffic east of SR 99 attempting to reach commercial destinations west of the freeway. This is further compounded by the City's circulation system which has inadequate east-west access across SR 99.

Caltrans recognizes that improving the SR 99/Floral interchange may not be initially feasible due to cost. However, it is also recognized that there needs to be some strategy in place as to how this interchange will be addressed in the future. Over the past years, we have had discussions with the City and traffic consultants in terms of interim improvements to help address operations at this location. However, these interim solutions would be difficult and expensive as well. One alternative that has been touched upon, yet not thoroughly analyzed, are improvements to the local road system to help alleviate operational concerns at the interchange. This may be a viable alternative that Caltrans feels is deserving of further discussion with the City and traffic consultant. This would require additional analysis to take place in a revised version of the TIS. The TIS should take a broader look at some of the planning issues we have discussed to insure it becomes a sustainable document as part of the forthcoming EIR.

Caltrans understands the importance of projects such as this to the City of Selma and it is Caltrans desire for the City to be successful. Therefore, it is recommended that further discussion with the City and the project's traffic consultant take place. Caltrans values the cooperative working relationship that has been established with the City and looks forward to it continuing. If you have any questions, please contact me at (559) 445-5868.

Sincerely,

***SIGNATURE ON FILE***

MICHAEL NAVARRO  
Office of Transportation Planning  
District 06

Enclosure



## DEPARTMENT OF TRANSPORTATION

## DISTRICT 6

1352 WEST OLIVE AVENUE

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August 6, 2007

2131-IGR/CEQA  
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NOP/DEIR  
ROCKWELL POND SPECIFIC PLAN  
SCH 2007061098

Mr. Michael Gaston  
City of Selma  
Community Development Department  
1710 Tucker Street  
Selma, CA 93662

Dear Mr. Gaston:

We have completed our review of the Notice of Preparation to prepare a Draft Environmental Impact Report (DEIR) for the proposed development of a 229-acre site located along the western side of State Route (SR) 99 and bounded by Floral Avenue on the south and Dewolf Avenue on the west. The site is currently designated and zoned for agricultural and open space uses under the Fresno County General Plan. The site would need to be annexed and rezoned by the City of Selma in order to accommodate 1,053,853 sq.ft. of regional commercial uses, 430,000 sq.ft. of light industrial and business-park uses, and 60 to 120 units of residential housing. Caltrans has the following comments:

Previous traffic studies have already identified the need for improvements to the SR 99 northbound off-ramp to Floral/SR43 (add 2 lanes), the SR 99 southbound on-ramp from Floral/SR43 (left-turn from SB 43 to SB on-ramp), and the SR 43 intersection at Rose Avenue (signals and SB right-turn lane). Therefore, it is recommended that the traffic study should confirm the need for these and other improvements. The study should also identify the site's impacts to these facilities.

A recent operational analysis of the SR 99 ramp intersections at Floral/SR43 concluded that all of these intersections currently operate with a satisfactory level-of-service. It also concluded that all of these intersections would continue to operate with a satisfactory level-of-service given the projected future traffic volumes. However, the operational analysis did not appear to have adequately analyzed the queues. Due to this lack of a queue analysis, the traffic study did not identify the congestion that is commonly understood to exist at this interchange. The westbound to southbound left-turn lane at the intersection of the SR 99 southbound off-ramp to Floral appears to have inadequate storage and deceleration length to accommodate current and projected

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future left-turning volumes. The eastbound to northbound left-turn lane at the intersection of Floral and Highland Avenues also appears to have inadequate storage and deceleration length to accommodate current and projected future left-turning volumes. Due to the inadequate lengths of these left-turn lanes, the left-turn queues at these locations will bleed over and block the through movements and thus result in congestion. Nevertheless, it is currently not possible to lengthen these left-turn lanes due to the geometric constraints resulting from the configuration of the three SR 99 freeway structures crossing over Floral Avenue. In order to accommodate the lengthening of these left-turn lanes and other possible widening of this segment of Floral, the three freeway-structures would need to be completely reconstructed. An extreme alternative that would eliminate the congestion caused by the left-turn queue backup would be to eliminate and prohibit these two left-turn movements. However, the elimination of these two left-turn lanes could obviously have a negative impact to some private developments. The City may be able to mitigate some of the impact by reconfiguring some of the local roadway network to create alternate pathways to serve those developments that were negatively impacted. Additionally, a review of the projected future traffic volumes at the intersection of the SR 99 northbound off-ramp to Floral confirms the need for a northbound to eastbound right-turn lane. Therefore, it is recommended that the traffic study should analyze these queues and project the resulting effects on the off-ramps and the freeway mainline.

The southbound to eastbound left-turn lane from southbound Highland Avenue to the SR 99 southbound on-ramp appears to have inadequate storage and deceleration length to accommodate current and projected future left-turning volumes. Due to the inadequate length of this left-turn lane, the left-turn queues at this location will bleed over and block the southbound through movements and thus result in congestion. Nevertheless, it is currently not possible to lengthen this left-turn lane due to the geometric constraint resulting from the configuration of the southbound SR 99 freeway structure crossing over Highland Avenue. In order to accommodate the lengthening of this left-turn lane, the freeway structure would need to be completely reconstructed. Therefore, it is recommended that the traffic study should analyze this queue and project the resulting effects onto the off-ramps and the freeway mainline.

Please send a response to our comments prior to staff's recommendations to the Planning Commission and the City Council. If you have any questions, please contact me at (559) 445-5868.

Sincerely,

***SIGNATURE ON FILE***

MICHAEL NAVARRO  
Office of Transportation Planning  
District 06

C: SCH





# County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING  
BERNARD JIMENEZ, INTERIM DIRECTOR

March 15, 2016

Bryant Hemby, Planner  
City of Selma  
1710 Tucker Street  
Selma, CA 93662

**Subject:** Notice Intent to File Annexation Proposal DeWolf-Floral-Fahrney Reorganization

Dear Bryant,

We have received the City of Selma's DeWolf-Floral-Fahrney Notice of Intent (NOI) dated February 26, 2016 to file an annexation application to annex approximately 32.99 acres to the City of Selma. The NOI is requesting a determination of consistency pursuant to Article II, Section 2.4 of the Amended and Re-stated Memorandum of Understanding (MOU) between the City of Selma and the County of Fresno.

The subject territory is within the City of Selma's Sphere of Influence (SOI) and is immediately adjacent to the existing Selma City limit to the south. Therefore, the proposed annexation creates a logical boundary.

County staff requested and received electronic copies of the City's approval of the project from 2010. However, in order to determine the consistency of the proposed annexation with Article II, Section 2.4 of the MOU between the City and the County, the NOI to annex the subject territory must include a conceptual development plan consisting of the economic objectives to be achieved, the service and financing strategy and its schedule and a map of the rezoning. The conceptual development plan's schedule shall include milestones for major project components to measure the progress of the project. Additionally, the City is required to provide an update on the project's progress toward the milestones.

Per our telephone conversation, due to the reduced size of the project versus the proposed 2010 annexation territory and the requirements mentioned above, County staff suggested the City approve a site plan for the revised project within the proposed annexation territory and seek annexation per Section 3 (b) of the Standards for Annexation. Section 3 (b) states that an annexation is acceptable if no development requiring urban services exists and at least 50 percent of the area proposed for annexation has an approved site plan for uses besides single-family residential.

DeWolf-Floral-Fahrney NOI  
March 15, 2016  
Page 2

The City should decide which method to use to process the proposed DeWolf-Floral-Fahrney Reorganization and provide the appropriate documentation to the County in order for staff to pursue the city's request for determination of consistency.

Staff will hold the DeWolf-Floral-Fahrney Reorganization in abeyance until all of the requested documents are provided to the Policy Planning Unit.

If you have any questions, you may contact me at (559) 600-4239 or Mohammad Khorsand at (559) 600-4022.

Sincerely,



John Adams, Planner  
Policy Planning Unit  
Development Services Division

c: Mohammad Khorsand, Department of Public Works and Planning  
Kenneth Grey, City Manager, City of Selma

JA

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# County of Fresno

**DEPARTMENT OF PUBLIC HEALTH**  
**DAVID POMAVILLE, DIRECTOR**  
**DR. KEN BIRD, HEALTH OFFICER**

March 1, 2016

LU0018403  
2600

Bryant Hemby, Planner  
City of Selma  
Community Development Department  
1710 Tucker Street  
Selma, CA 93662

Dear Mr. Hemby:

PROJECT: IS & MND The Selma Grove Commercial Project

**Annexation Reorganization approximately 35.88 acres, into City of Selma and Selma-Kingsburg-Fowler (SKF) County Sanitation District.**

**Site Plan is required to develop the site into Car Dealership, Motel and a Commercial Center.**

**APN: 348-191-06s**

**ADDRESS: Floral Avenue, east of DeWolf Avenue and west of SB Off-ramp of State Route 99**

Recommended Conditions of Approval Phase One, Two & Three:

- Facilities proposing to use and/or store hazardous materials and/or hazardous wastes shall meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. Any business that handles a hazardous material or hazardous waste may be required to submit a Hazardous Materials Business Plan pursuant to the HSC, Division 20, Chapter 6.95 (<https://www.fresnocupa.com/> or <http://cers.calepa.ca.gov/>). The default State reporting thresholds that apply are: >55 gallons (liquids), >500 pounds (solids), >200 cubic feet (gases), or at the threshold planning quantity for extremely hazardous substances.
- Prior to the issuance of building permits, the applicant shall submit three (3) sets of complete plans and specifications regarding the installation of any petroleum underground storage tanks to the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency (CUPA), at (559) 600-3271 for more information.
- If proposed, a spill prevention control and countermeasure plan (SPCC) is required for aboveground petroleum storage tanks with greater than or equal to 1320-gallons of storage capacity. (Storage capacity means the aggregate capacity of all aboveground tanks and containers at a tank facility.) The applicant should contact their local Fire Authority concerning construction and installation requirements for aboveground storage tanks.

***Promotion, preservation and protection of the community's health***

1221 Fulton Mall / P.O. Box 11867 / Fresno, California 93775 / Phone (559) 600-3271 / FAX (559) 455-4646

Email: [EnvironmentalHealth@co.fresno.ca.us](mailto:EnvironmentalHealth@co.fresno.ca.us) ♦ [www.co.fresno.ca.us](http://www.co.fresno.ca.us) ♦ [www.fcdph.org](http://www.fcdph.org)

Equal Employment Opportunity ♦ Affirmative Action ♦ Disabled Employer

- Construction permits for the proposed motel development should be subject to assurance of sewer capacity of the SKF Wastewater Treatment Facility. Concurrence should be obtained from the California Regional Water Quality Control Board (RWQCB). For more information, contact staff at (559) 445-5116.
- Construction permits for the proposed motel development should be subject to assurance that the City of Selma community water system has the capacity and quality to serve this project. Concurrence should be obtained from the State Water Resources Control Board, Division of Drinking Water-Southern Branch. For more information call (559) 447-3300.
- Prior to issuance of building permits, future food facility applicant(s) will be required to submit complete food facility plans and specifications to the Fresno County Department of Public Health, Environmental Health Division, for review and approval. Contact the Consumer Food Protection Program at (559) 600-3357 for more information.
- Prior to operation, future applicant(s) may be required to apply for and obtain permits to operate food facilities from the Fresno County Department of Public Health, Environmental Health Division. A permit, once issued, is nontransferable. Contact the Consumer Food Protection Program at (559) 600-3357 for more information.
- As a measure to protect ground water, all water wells and/or septic systems that exist or have been abandoned within the project area should be properly destroyed by an appropriately licensed contractor.

Prior to destruction of agricultural wells, a sample of the upper most fluid in the water well column should be sampled for lubricating oil. The presence of oil staining around the water well may indicate the use of lubricating oil to maintain the well pump. Should lubricating oil be found in the well, the oil should be removed from the well prior to placement of fill material for destruction. The "oily water" removed from the well must be handled in accordance with federal, state and local government requirements.

- Should any underground storage tank(s) be found during the project, the applicant shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division. Contact the Certified Unified Program Agency at (559) 600-3271 for more information.

The following comments pertain to the future demolition of existing structure(s):

- Should the structure(s) have an active rodent or insect infestation, the infestation should be abated prior to demolition of the structure in order to prevent the spread of vectors to adjacent properties.
- In the process of demolishing the existing structure(s), the contractor may encounter asbestos containing construction materials and materials coated with lead based paints.
- If asbestos containing materials are encountered, contact the San Joaquin Valley Air Pollution Control District at (559) 230-6000 for more information.
- If the structure(s) were constructed prior to 1979 or if lead-based paint is suspected to have been used in these structures, then prior to demolition and/or remodel work the contractor should contact the following agencies for current regulations and requirements:



- California Department of Public Health, Childhood Lead Poisoning Prevention Branch, at (510) 620-5600.
  - United States Environmental Protection Agency, Region 9, at (415) 947-8000.
  - State of California, Industrial Relations Department, Division of Occupational Safety and Health, Consultation Service (CAL-OSHA) at (559) 454-5302.
- Any construction materials deemed hazardous as identified in the demolition process must be characterized and disposed of in accordance with current federal, state, and local requirements.

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REVIEWED BY:

**Kevin  
Tsuda**

Digitally signed by Kevin Tsuda  
DN: cn=Kevin Tsuda, o=Fresno County  
Department of Public Health,  
ou=Environmental Health Division,  
email=Ktsuda@co.fresno.ca.us, c=US  
Date: 2016.03.01 10:40:38 -08'00'

Kevin Tsuda, R.E.H.S.  
Environmental Health Specialist II

(559) 600-3271

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cc: Glenn Allen- Environmental Health Division (CT 71.00)



**Appendix A: Air Quality Modeling Data.....**

**SELMA TOYOTA DEALERSHIP  
DEVELOPMENT**

**Air Quality Report**

**SELMA GROVE PHASE I COMMERCIAL  
CENTER**

**Selma Grove Phase 1**  
**Fresno County, Annual**

### 1.0 Project Characteristics

#### 1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	102.00	Room	2.85	148,104.00	0
Office Park	44.00	1000sqft	1.01	44,000.00	0
Free-Standing Discount Superstore	197.00	1000sqft	4.52	197,000.00	0
Regional Shopping Center	121.00	1000sqft	2.78	121,000.00	0
Parking Lot	24.72	Acre	24.72	1,076,803.20	0

#### 1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	45
Climate Zone	3			Operational Year	2016
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

#### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - The Hotel will be on 2.85 acres. Office park was used for the Auto Dealership land use.

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	3.40	2.85
tblProjectCharacteristics	OperationalYear	2014	2016

## **2.0 Emissions Summary**

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## 2.1 Overall Construction

### Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.3654	7.1892	7.4328	0.0118	0.9608	0.3343	1.2949	0.3825	0.3099	0.6924	0.0000	1,005.9531	1,005.9531	0.1526	0.0000	1,009.1575
2018	2.0453	6.0337	9.5240	0.0192	0.8780	0.2450	1.1230	0.2379	0.2293	0.4672	0.0000	1,545.6453	1,545.6453	0.1070	0.0000	1,547.8918
2019	1.8653	5.4526	8.9362	0.0192	0.8780	0.2139	1.0919	0.2379	0.2002	0.4381	0.0000	1,511.1547	1,511.1547	0.1037	0.0000	1,513.3321
2020	4.6241	2.5182	4.1939	9.3600e-003	0.4111	0.1042	0.5153	0.1112	0.0974	0.2087	0.0000	720.7008	720.7008	0.0628	0.0000	722.0189
Total	9.9001	21.1937	30.0870	0.0595	3.1276	0.8974	4.0250	0.9695	0.8369	1.8064	0.0000	4,783.4538	4,783.4538	0.4260	0.0000	4,792.4003

### Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	1.3647	7.1823	7.4279	0.0118	0.9608	0.3339	1.2945	0.3825	0.3096	0.6921	0.0000	1,005.3743	1,005.3743	0.1524	0.0000	1,008.5753
2018	2.0449	6.0301	9.5213	0.0192	0.8780	0.2448	1.1227	0.2379	0.2291	0.4670	0.0000	1,545.2777	1,545.2777	0.1069	0.0000	1,547.5224
2019	1.8649	5.4493	8.9336	0.0192	0.8780	0.2137	1.0917	0.2379	0.2000	0.4379	0.0000	1,510.7912	1,510.7912	0.1036	0.0000	1,512.9668
2020	4.6239	2.5184	4.1923	9.3600e-003	0.4111	0.1041	0.5152	0.1112	0.0973	0.2085	0.0000	720.4733	720.4733	0.0627	0.0000	721.7902
Total	9.8985	21.1781	30.0750	0.0595	3.1276	0.8965	4.0241	0.9695	0.8361	1.8056	0.0000	4,781.9165	4,781.9165	0.4256	0.0000	4,790.8546

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.0166	0.0736	0.0398	0.0504	0.0000	0.1014	0.0226	0.0000	0.1016	0.0471	0.0000	0.0321	0.0321	0.0939	0.0000	0.0323

## 2.2 Overall Operational

### Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.5752	4.0000e-005	4.6100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7300e-003	8.7300e-003	2.0000e-005	0.0000	9.2500e-003
Energy	0.0456	0.4148	0.3485	2.4900e-003		0.0315	0.0315		0.0315	0.0315	0.0000	2,131.8687	2,131.8687	0.0846	0.0240	2,141.0856
Mobile	26.2640	33.2175	129.2239	0.1806	10.6884	0.4259	11.1144	2.8676	0.3911	3.2586	0.0000	14,608.2226	14,608.2226	0.5585	0.0000	14,619.9514
Waste						0.0000	0.0000		0.0000	0.0000	217.4135	0.0000	217.4135	12.8488	0.0000	487.2376
Water						0.0000	0.0000		0.0000	0.0000	10.7748	73.3341	84.1089	1.1100	0.0268	115.7321
Total	32.8848	33.6324	129.5770	0.1830	10.6884	0.4575	11.1459	2.8676	0.4226	3.2902	228.1883	16,813.4343	17,041.6226	14.6019	0.0508	17,364.0158

## 2.2 Overall Operational

### Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.5752	4.0000e-005	4.6100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7300e-003	8.7300e-003	2.0000e-005	0.0000	9.2500e-003
Energy	0.0456	0.4148	0.3485	2.4900e-003		0.0315	0.0315		0.0315	0.0315	0.0000	2,131.8687	2,131.8687	0.0846	0.0240	2,141.0856
Mobile	26.2640	33.2175	129.2239	0.1806	10.6884	0.4259	11.1144	2.8676	0.3911	3.2586	0.0000	14,608.2228	14,608.2228	0.5585	0.0000	14,619.9514
Waste						0.0000	0.0000		0.0000	0.0000	217.4135	0.0000	217.4135	12.8488	0.0000	487.2376
Water						0.0000	0.0000		0.0000	0.0000	10.7748	73.3341	84.1089	1.1098	0.0268	115.7149
<b>Total</b>	<b>32.8848</b>	<b>33.6324</b>	<b>129.5770</b>	<b>0.1830</b>	<b>10.6884</b>	<b>0.4575</b>	<b>11.1459</b>	<b>2.8676</b>	<b>0.4226</b>	<b>3.2902</b>	<b>228.1883</b>	<b>16,613.4343</b>	<b>17,041.6226</b>	<b>14.6017</b>	<b>0.0508</b>	<b>17,363.9986</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>1.3697e-003</b>	<b>0.0787</b>	<b>9.8998e-005</b>

## 3.0 Construction Detail

### Construction Phase



Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	3/10/2017	5	50	
2	Site Preparation	Site Preparation	3/11/2017	4/21/2017	5	30	
3	Grading	Grading	4/22/2017	8/4/2017	5	75	
4	Building Construction	Building Construction	8/5/2017	6/5/2020	5	740	
5	Paving	Paving	6/6/2020	8/21/2020	5	55	
6	Architectural Coating	Architectural Coating	8/22/2020	11/6/2020	5	55	

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Building Construction	Welders	1	8.00	46	0.45

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	630.00	260.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	126.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

### 3.1 Mitigation Measures Construction

### 3.2 Demolition - 2017

#### Unmitigated Construction On-Site

Acres of Grading: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1012	1.0674	0.8473	1.0000e-003		0.0531	0.0531		0.0495	0.0495	0.0000	91.5455	91.5455	0.0251	0.0000	92.0729
<b>Total</b>	<b>0.1012</b>	<b>1.0674</b>	<b>0.8473</b>	<b>1.0000e-003</b>		<b>0.0531</b>	<b>0.0531</b>		<b>0.0495</b>	<b>0.0495</b>	<b>0.0000</b>	<b>91.5455</b>	<b>91.5455</b>	<b>0.0251</b>	<b>0.0000</b>	<b>92.0729</b>

**3.2 Demolition - 2017****Unmitigated Construction Off-Site****Acres of Grading: 0**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3800e-003	1.5800e-003	0.0154	3.0000e-005	3.0000e-003	2.0000e-005	3.0200e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.4989	2.4989	1.3000e-004	0.0000	2.5015
<b>Total</b>	<b>5.3800e-003</b>	<b>1.5800e-003</b>	<b>0.0154</b>	<b>3.0000e-005</b>	<b>3.0000e-003</b>	<b>2.0000e-005</b>	<b>3.0200e-003</b>	<b>8.0000e-004</b>	<b>2.0000e-005</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>2.4989</b>	<b>2.4989</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>2.5015</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1011	1.0662	0.8463	1.0000e-003		0.0531	0.0531		0.0494	0.0494	0.0000	91.4366	91.4366	0.0251	0.0000	91.9634
<b>Total</b>	<b>0.1011</b>	<b>1.0662</b>	<b>0.8463</b>	<b>1.0000e-003</b>		<b>0.0531</b>	<b>0.0531</b>		<b>0.0494</b>	<b>0.0494</b>	<b>0.0000</b>	<b>91.4366</b>	<b>91.4366</b>	<b>0.0251</b>	<b>0.0000</b>	<b>91.9634</b>

**3.2 Demolition - 2017****Mitigated Construction Off-Site****Acres of Grading: 0**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3800e-003	1.5800e-003	0.0154	3.0000e-005	3.0000e-003	2.0000e-005	3.0200e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.4989	2.4989	1.3000e-004	0.0000	2.5015
<b>Total</b>	<b>5.3800e-003</b>	<b>1.5800e-003</b>	<b>0.0154</b>	<b>3.0000e-005</b>	<b>3.0000e-003</b>	<b>2.0000e-005</b>	<b>3.0200e-003</b>	<b>8.0000e-004</b>	<b>2.0000e-005</b>	<b>8.2000e-004</b>	<b>0.0000</b>	<b>2.4989</b>	<b>2.4989</b>	<b>1.3000e-004</b>	<b>0.0000</b>	<b>2.5015</b>

**3.3 Site Preparation - 2017****Unmitigated Construction On-Site****Acres of Grading: 187.5**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2710	0.0000	0.2710	0.1490	0.0000	0.1490	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0726	0.7763	0.5910	5.9000e-004		0.0413	0.0413		0.0380	0.0380	0.0000	54.4731	54.4731	0.0167	0.0000	54.8236
<b>Total</b>	<b>0.0726</b>	<b>0.7763</b>	<b>0.5910</b>	<b>5.9000e-004</b>	<b>0.2710</b>	<b>0.0413</b>	<b>0.3123</b>	<b>0.1490</b>	<b>0.0380</b>	<b>0.1870</b>	<b>0.0000</b>	<b>54.4731</b>	<b>54.4731</b>	<b>0.0167</b>	<b>0.0000</b>	<b>54.8236</b>

**3.3 Site Preparation - 2017****Unmitigated Construction Off-Site****Acres of Grading: 187.5**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8700e-003	1.1400e-003	0.0111	3.0000e-005	2.1600e-003	2.0000e-005	2.1700e-003	5.7000e-004	1.0000e-005	5.9000e-004	0.0000	1.7992	1.7992	9.0000e-005	0.0000	1.8011
<b>Total</b>	<b>3.8700e-003</b>	<b>1.1400e-003</b>	<b>0.0111</b>	<b>3.0000e-005</b>	<b>2.1600e-003</b>	<b>2.0000e-005</b>	<b>2.1700e-003</b>	<b>5.7000e-004</b>	<b>1.0000e-005</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>1.7992</b>	<b>1.7992</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.8011</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2710	0.0000	0.2710	0.1490	0.0000	0.1490	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0725	0.7754	0.5903	5.9000e-004		0.0413	0.0413		0.0380	0.0380	0.0000	54.4083	54.4083	0.0167	0.0000	54.7584
<b>Total</b>	<b>0.0725</b>	<b>0.7754</b>	<b>0.5903</b>	<b>5.9000e-004</b>	<b>0.2710</b>	<b>0.0413</b>	<b>0.3123</b>	<b>0.1490</b>	<b>0.0380</b>	<b>0.1869</b>	<b>0.0000</b>	<b>54.4083</b>	<b>54.4083</b>	<b>0.0167</b>	<b>0.0000</b>	<b>54.7584</b>

**3.3 Site Preparation - 2017****Mitigated Construction Off-Site**

Acres of Grading: 187.5

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	Net Bio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8700e-003	1.1400e-003	0.0111	3.0000e-005	2.1600e-003	2.0000e-005	2.1700e-003	5.7000e-004	1.0000e-005	5.9000e-004	0.0000	1.7992	1.7992	9.0000e-005	0.0000	1.8011
<b>Total</b>	<b>3.8700e-003</b>	<b>1.1400e-003</b>	<b>0.0111</b>	<b>3.0000e-005</b>	<b>2.1600e-003</b>	<b>2.0000e-005</b>	<b>2.1700e-003</b>	<b>5.7000e-004</b>	<b>1.0000e-005</b>	<b>5.9000e-004</b>	<b>0.0000</b>	<b>1.7992</b>	<b>1.7992</b>	<b>9.0000e-005</b>	<b>0.0000</b>	<b>1.8011</b>

**3.4 Grading - 2017****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	Net Bio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3253	0.0000	0.3253	0.1349	0.0000	0.1349	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2287	2.6097	1.7552	2.3100e-003		0.1244	0.1244		0.1144	0.1144	0.0000	214.7772	214.7772	0.0658	0.0000	216.1592
<b>Total</b>	<b>0.2287</b>	<b>2.6097</b>	<b>1.7552</b>	<b>2.3100e-003</b>	<b>0.3253</b>	<b>0.1244</b>	<b>0.4496</b>	<b>0.1349</b>	<b>0.1144</b>	<b>0.2493</b>	<b>0.0000</b>	<b>214.7772</b>	<b>214.7772</b>	<b>0.0658</b>	<b>0.0000</b>	<b>216.1592</b>



**3.4 Grading - 2017****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0108	3.1600e-003	0.0308	7.0000e-005	6.0000e-003	4.0000e-005	6.0400e-003	1.5900e-003	4.0000e-005	1.6300e-003	0.0000	4.9977	4.9977	2.5000e-004	0.0000	5.0031
<b>Total</b>	<b>0.0108</b>	<b>3.1600e-003</b>	<b>0.0308</b>	<b>7.0000e-005</b>	<b>6.0000e-003</b>	<b>4.0000e-005</b>	<b>6.0400e-003</b>	<b>1.5900e-003</b>	<b>4.0000e-005</b>	<b>1.6300e-003</b>	<b>0.0000</b>	<b>4.9977</b>	<b>4.9977</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>5.0031</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3253	0.0000	0.3253	0.1349	0.0000	0.1349	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2285	2.6066	1.7531	2.3100e-003		0.1243	0.1243		0.1143	0.1143	0.0000	214.5217	214.5217	0.0657	0.0000	215.9020
<b>Total</b>	<b>0.2285</b>	<b>2.6066</b>	<b>1.7531</b>	<b>2.3100e-003</b>	<b>0.3253</b>	<b>0.1243</b>	<b>0.4495</b>	<b>0.1349</b>	<b>0.1143</b>	<b>0.2492</b>	<b>0.0000</b>	<b>214.5217</b>	<b>214.5217</b>	<b>0.0657</b>	<b>0.0000</b>	<b>215.9020</b>

**3.4 Grading - 2017****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0108	3.1600e-003	0.0308	7.0000e-005	6.0000e-003	4.0000e-005	6.0400e-003	1.5900e-003	4.0000e-005	1.6300e-003	0.0000	4.9977	4.9977	2.5000e-004	0.0000	5.0031
<b>Total</b>	<b>0.0108</b>	<b>3.1600e-003</b>	<b>0.0308</b>	<b>7.0000e-005</b>	<b>6.0000e-003</b>	<b>4.0000e-005</b>	<b>6.0400e-003</b>	<b>1.5900e-003</b>	<b>4.0000e-005</b>	<b>1.6300e-003</b>	<b>0.0000</b>	<b>4.9977</b>	<b>4.9977</b>	<b>2.5000e-004</b>	<b>0.0000</b>	<b>5.0031</b>

**3.5 Building Construction - 2017****Unmitigated Construction On-Site**

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1629	1.3863	0.9518	1.4100e-003		0.0935	0.0935		0.0878	0.0878	0.0000	125.7265	125.7265	0.0309	0.0000	126.3763
<b>Total</b>	<b>0.1629</b>	<b>1.3863</b>	<b>0.9518</b>	<b>1.4100e-003</b>		<b>0.0935</b>	<b>0.0935</b>		<b>0.0878</b>	<b>0.0878</b>	<b>0.0000</b>	<b>125.7265</b>	<b>125.7265</b>	<b>0.0309</b>	<b>0.0000</b>	<b>126.3763</b>

**3.5 Building Construction - 2017****Unmitigated Construction Off-Site****Acres of Paving: 0**

	CO <sub>2</sub>	NO <sub>x</sub>	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3056	1.2041	1.8703	3.2400e-003	0.0888	0.0200	0.1088	0.0254	0.0184	0.0438	0.0000	289.7349	289.7349	2.3900e-003	0.0000	289.7851
Worker	0.4744	0.1398	1.3599	3.0800e-003	0.2644	1.8600e-003	0.2663	0.0703	1.7100e-003	0.0720	0.0000	220.4001	220.4001	0.0112	0.0000	220.6347
<b>Total</b>	<b>0.7800</b>	<b>1.3436</b>	<b>3.2302</b>	<b>6.3200e-003</b>	<b>0.3532</b>	<b>0.0219</b>	<b>0.3751</b>	<b>0.0957</b>	<b>0.0201</b>	<b>0.1158</b>	<b>0.0000</b>	<b>510.1350</b>	<b>510.1350</b>	<b>0.0136</b>	<b>0.0000</b>	<b>510.4198</b>

**Mitigated Construction On-Site**

	CO <sub>2</sub>	NO <sub>x</sub>	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio- CO <sub>2</sub>	NBio- CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Off-Road	0.1627	1.3847	0.9507	1.4100e-003		0.0934	0.0934		0.0877	0.0877	0.0000	125.5770	125.5770	0.0309	0.0000	126.2260
<b>Total</b>	<b>0.1627</b>	<b>1.3847</b>	<b>0.9507</b>	<b>1.4100e-003</b>		<b>0.0934</b>	<b>0.0934</b>		<b>0.0877</b>	<b>0.0877</b>	<b>0.0000</b>	<b>125.5770</b>	<b>125.5770</b>	<b>0.0309</b>	<b>0.0000</b>	<b>126.2260</b>

**3.5 Building Construction - 2017****Mitigated Construction Off-Site**

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.3056	1.2041	1.8703	3.2400e-003	0.0888	0.0200	0.1088	0.0254	0.0184	0.0438	0.0000	289.7349	289.7349	2.3900e-003	0.0000	289.7851
Worker	0.4744	0.1398	1.3599	3.0800e-003	0.2644	1.8600e-003	0.2663	0.0703	1.7100e-003	0.0720	0.0000	220.4001	220.4001	0.0112	0.0000	220.6347
<b>Total</b>	<b>0.7800</b>	<b>1.3436</b>	<b>3.2302</b>	<b>6.3200e-003</b>	<b>0.3532</b>	<b>0.0219</b>	<b>0.3751</b>	<b>0.0957</b>	<b>0.0201</b>	<b>0.1158</b>	<b>0.0000</b>	<b>510.1350</b>	<b>510.1350</b>	<b>0.0136</b>	<b>0.0000</b>	<b>510.4198</b>

**3.5 Building Construction - 2018****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9844	308.9844	0.0756	0.0000	310.5723
<b>Total</b>	<b>0.3483</b>	<b>3.0355</b>	<b>2.2880</b>	<b>3.5000e-003</b>		<b>0.1950</b>	<b>0.1950</b>		<b>0.1833</b>	<b>0.1833</b>	<b>0.0000</b>	<b>308.9844</b>	<b>308.9844</b>	<b>0.0756</b>	<b>0.0000</b>	<b>310.5723</b>

**3.5 Building Construction - 2018****Unmitigated Construction Off-Site****Acres of Paving: 0**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.6194	2.6871	4.2261	8.0300e-003	0.2207	0.0455	0.2662	0.0632	0.0419	0.1050	0.0000	707.4737	707.4737	5.7700e-003	0.0000	707.5950
Worker	1.0777	0.3111	3.0099	7.6800e-003	0.8573	4.5000e-003	0.8618	0.1747	4.1600e-003	0.1789	0.0000	529.1871	529.1871	0.0256	0.0000	529.7245
<b>Total</b>	<b>1.6971</b>	<b>2.9982</b>	<b>7.2360</b>	<b>0.0157</b>	<b>0.8780</b>	<b>0.0500</b>	<b>0.9280</b>	<b>0.2379</b>	<b>0.0460</b>	<b>0.2839</b>	<b>0.0000</b>	<b>1,236.6608</b>	<b>1,236.6608</b>	<b>0.0314</b>	<b>0.0000</b>	<b>1,237.3195</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3479	3.0319	2.2853	3.4900e-003		0.1948	0.1948		0.1831	0.1831	0.0000	308.6169	308.6169	0.0755	0.0000	310.2029
<b>Total</b>	<b>0.3479</b>	<b>3.0319</b>	<b>2.2853</b>	<b>3.4900e-003</b>		<b>0.1948</b>	<b>0.1948</b>		<b>0.1831</b>	<b>0.1831</b>	<b>0.0000</b>	<b>308.6169</b>	<b>308.6169</b>	<b>0.0755</b>	<b>0.0000</b>	<b>310.2029</b>

**3.5 Building Construction - 2018****Mitigated Construction Off-Site**

Acres of Paving: 0

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.6194	2.6871	4.2261	8.0300e-003	0.2207	0.0455	0.2662	0.0632	0.0419	0.1050	0.0000	707.4737	707.4737	5.7700e-003	0.0000	707.5950
Worker	1.0777	0.3111	3.0099	7.6800e-003	0.6573	4.5000e-003	0.6618	0.1747	4.1600e-003	0.1789	0.0000	529.1871	529.1871	0.0256	0.0000	529.7245
<b>Total</b>	<b>1.6971</b>	<b>2.9982</b>	<b>7.2360</b>	<b>0.0157</b>	<b>0.8780</b>	<b>0.0500</b>	<b>0.9280</b>	<b>0.2379</b>	<b>0.0460</b>	<b>0.2839</b>	<b>0.0000</b>	<b>1,236.6608</b>	<b>1,236.6608</b>	<b>0.0314</b>	<b>0.0000</b>	<b>1,237.3195</b>

**3.5 Building Construction - 2019****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3069	2.7359	2.2342	3.5000e-003		0.1677	0.1677		0.1577	0.1577	0.0000	305.5302	305.5302	0.0743	0.0000	307.0913
<b>Total</b>	<b>0.3069</b>	<b>2.7359</b>	<b>2.2342</b>	<b>3.5000e-003</b>		<b>0.1677</b>	<b>0.1677</b>		<b>0.1577</b>	<b>0.1577</b>	<b>0.0000</b>	<b>305.5302</b>	<b>305.5302</b>	<b>0.0743</b>	<b>0.0000</b>	<b>307.0913</b>

**3.5 Building Construction - 2019****Unmitigated Construction Off-Site****Acres of Paving: 0**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5516	2.4340	3.9785	6.0200e-003	0.2207	0.0418	0.2625	0.0632	0.0384	0.1016	0.0000	695.1895	695.1895	5.5700e-003	0.0000	695.3066
Worker	1.0089	0.2826	2.7235	7.6800e-003	0.6573	4.4200e-003	0.6617	0.1747	4.1000e-003	0.1788	0.0000	510.4349	510.4349	0.0238	0.0000	510.9342
<b>Total</b>	<b>1.5584</b>	<b>2.7166</b>	<b>6.7020</b>	<b>0.0157</b>	<b>0.8780</b>	<b>0.0462</b>	<b>0.9242</b>	<b>0.2379</b>	<b>0.0425</b>	<b>0.2804</b>	<b>0.0000</b>	<b>1,205.6244</b>	<b>1,205.6244</b>	<b>0.0294</b>	<b>0.0000</b>	<b>1,206.2408</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3065	2.7327	2.2316	3.4900e-003		0.1675	0.1675		0.1575	0.1575	0.0000	305.1668	305.1668	0.0743	0.0000	306.7260
<b>Total</b>	<b>0.3065</b>	<b>2.7327</b>	<b>2.2316</b>	<b>3.4900e-003</b>		<b>0.1675</b>	<b>0.1675</b>		<b>0.1575</b>	<b>0.1575</b>	<b>0.0000</b>	<b>305.1668</b>	<b>305.1668</b>	<b>0.0743</b>	<b>0.0000</b>	<b>306.7260</b>



**3.5 Building Construction - 2019****Mitigated Construction Off-Site****Acres of Paving: 0**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.5516	2.4340	3.9785	8.0200e-003	0.2207	0.0418	0.2625	0.0632	0.0384	0.1016	0.0000	695.1895	695.1895	5.5700e-003	0.0000	695.3066
Worker	1.0069	0.2826	2.7235	7.6800e-003	0.6573	4.4200e-003	0.6617	0.1747	4.1000e-003	0.1788	0.0000	510.4349	510.4349	0.0238	0.0000	510.9342
<b>Total</b>	<b>1.5584</b>	<b>2.7166</b>	<b>6.7020</b>	<b>0.0157</b>	<b>0.8780</b>	<b>0.0462</b>	<b>0.9242</b>	<b>0.2379</b>	<b>0.0425</b>	<b>0.2804</b>	<b>0.0000</b>	<b>1,205.6244</b>	<b>1,205.6244</b>	<b>0.0294</b>	<b>0.0000</b>	<b>1,206.2408</b>

**3.5 Building Construction - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1193	1.0782	0.9497	1.5100e-003		0.0629	0.0629		0.0591	0.0591	0.0000	130.3172	130.3172	0.0318	0.0000	130.9839
<b>Total</b>	<b>0.1193</b>	<b>1.0782</b>	<b>0.9497</b>	<b>1.5100e-003</b>		<b>0.0629</b>	<b>0.0629</b>		<b>0.0591</b>	<b>0.0591</b>	<b>0.0000</b>	<b>130.3172</b>	<b>130.3172</b>	<b>0.0318</b>	<b>0.0000</b>	<b>130.9839</b>

**3.5 Building Construction - 2020****Unmitigated Construction Off-Site****Acres of Paving: 0**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2013	0.8898	1.5963	3.4600e-003	0.0956	0.0159	0.1114	0.0274	0.0146	0.0420	0.0000	294.0354	294.0354	2.3000e-003	0.0000	294.0836
Worker	0.4119	0.1125	1.0847	3.3200e-003	0.2846	1.9000e-003	0.2865	0.0756	1.7600e-003	0.0774	0.0000	212.2950	212.2950	9.6900e-003	0.0000	212.4984
<b>Total</b>	<b>0.6132</b>	<b>1.0023</b>	<b>2.6811</b>	<b>6.7800e-003</b>	<b>0.3801</b>	<b>0.0178</b>	<b>0.3979</b>	<b>0.1030</b>	<b>0.0164</b>	<b>0.1194</b>	<b>0.0000</b>	<b>506.3304</b>	<b>506.3304</b>	<b>0.0120</b>	<b>0.0000</b>	<b>506.5821</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO <sub>2</sub>	Fugitive PM <sub>10</sub>	Exhaust PM <sub>10</sub>	PM <sub>10</sub> Total	Fugitive PM <sub>2.5</sub>	Exhaust PM <sub>2.5</sub>	PM <sub>2.5</sub> Total	Bio-CO <sub>2</sub>	NBio-CO <sub>2</sub>	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Category	tons/yr										MT/yr					
Off-Road	0.1191	1.0770	0.9486	1.5100e-003		0.0628	0.0628		0.0591	0.0591	0.0000	130.1622	130.1622	0.0317	0.0000	130.8281
<b>Total</b>	<b>0.1191</b>	<b>1.0770</b>	<b>0.9486</b>	<b>1.5100e-003</b>		<b>0.0628</b>	<b>0.0628</b>		<b>0.0591</b>	<b>0.0591</b>	<b>0.0000</b>	<b>130.1622</b>	<b>130.1622</b>	<b>0.0317</b>	<b>0.0000</b>	<b>130.8281</b>

**3.5 Building Construction - 2020****Mitigated Construction Off-Site****Acres of Paving: 0**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.2013	0.8898	1.5963	3.4600e-003	0.0956	0.0159	0.1114	0.0274	0.0146	0.0420	0.0000	294.0354	294.0354	2.3000e-003	0.0000	294.0836
Worker	0.4119	0.1125	1.0847	3.3200e-003	0.2846	1.9000e-003	0.2865	0.0756	1.7600e-003	0.0774	0.0000	212.2950	212.2950	9.6900e-003	0.0000	212.4984
<b>Total</b>	<b>0.6132</b>	<b>1.0023</b>	<b>2.6811</b>	<b>6.7800e-003</b>	<b>0.3801</b>	<b>0.0178</b>	<b>0.3979</b>	<b>0.1030</b>	<b>0.0164</b>	<b>0.1194</b>	<b>0.0000</b>	<b>506.3304</b>	<b>506.3304</b>	<b>0.0120</b>	<b>0.0000</b>	<b>506.5821</b>

**3.6 Paving - 2020****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0366	0.3791	0.3947	6.1000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	53.9057	53.9057	0.0174	0.0000	54.2718
Paving	0.0324					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0690</b>	<b>0.3791</b>	<b>0.3947</b>	<b>6.1000e-004</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0187</b>	<b>0.0187</b>	<b>0.0000</b>	<b>53.9057</b>	<b>53.9057</b>	<b>0.0174</b>	<b>0.0000</b>	<b>54.2718</b>

**3.6 Paving - 2020****Unmitigated Construction Off-Site**

	CO	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7700e-003	1.3000e-003	0.0126	4.0000e-005	3.3000e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.4602	2.4602	1.1000e-004	0.0000	2.4626
<b>Total</b>	<b>4.7700e-003</b>	<b>1.3000e-003</b>	<b>0.0126</b>	<b>4.0000e-005</b>	<b>3.3000e-003</b>	<b>2.0000e-005</b>	<b>3.3200e-003</b>	<b>8.8000e-004</b>	<b>2.0000e-005</b>	<b>9.0000e-004</b>	<b>0.0000</b>	<b>2.4602</b>	<b>2.4602</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>2.4626</b>

**Mitigated Construction On-Site**

	CO	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0365	0.3786	0.3942	6.1000e-004		0.0203	0.0203		0.0187	0.0187	0.0000	53.8415	53.8415	0.0174	0.0000	54.2072
Paving	0.0324					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0689</b>	<b>0.3786</b>	<b>0.3942</b>	<b>6.1000e-004</b>		<b>0.0203</b>	<b>0.0203</b>		<b>0.0187</b>	<b>0.0187</b>	<b>0.0000</b>	<b>53.8415</b>	<b>53.8415</b>	<b>0.0174</b>	<b>0.0000</b>	<b>54.2072</b>

**3.6 Paving - 2020****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7700e-003	1.3000e-003	0.0126	4.0000e-005	3.3000e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.4602	2.4602	1.1000e-004	0.0000	2.4626
<b>Total</b>	<b>4.7700e-003</b>	<b>1.3000e-003</b>	<b>0.0126</b>	<b>4.0000e-005</b>	<b>3.3000e-003</b>	<b>2.0000e-005</b>	<b>3.3200e-003</b>	<b>8.8000e-004</b>	<b>2.0000e-005</b>	<b>9.0000e-004</b>	<b>0.0000</b>	<b>2.4602</b>	<b>2.4602</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>2.4626</b>

**3.7 Architectural Coating - 2020****Unmitigated Construction On-Site****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 813,612; Non-Residential Outdoor: 271,204**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.7711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6600e-003	0.0463	0.0504	8.0000e-005		3.0500e-003	3.0500e-003		3.0500e-003	3.0500e-003	0.0000	7.0215	7.0215	5.4000e-004	0.0000	7.0329
<b>Total</b>	<b>3.7778</b>	<b>0.0463</b>	<b>0.0504</b>	<b>8.0000e-005</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>7.0215</b>	<b>7.0215</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>7.0329</b>

**3.7 Architectural Coating - 2020****Unmitigated Construction Off-Site****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 813,612; Non-Residential Outdoor: 271,204**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0401	0.0110	0.1056	3.2000e-004	0.0277	1.9000e-004	0.0279	7.3600e-003	1.7000e-004	7.5300e-003	0.0000	20.6659	20.6659	9.4000e-004	0.0000	20.6857
<b>Total</b>	<b>0.0401</b>	<b>0.0110</b>	<b>0.1056</b>	<b>3.2000e-004</b>	<b>0.0277</b>	<b>1.9000e-004</b>	<b>0.0279</b>	<b>7.3600e-003</b>	<b>1.7000e-004</b>	<b>7.5300e-003</b>	<b>0.0000</b>	<b>20.6659</b>	<b>20.6659</b>	<b>9.4000e-004</b>	<b>0.0000</b>	<b>20.6857</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.7711					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0463	0.0503	8.0000e-005		3.0500e-003	3.0500e-003		3.0500e-003	3.0500e-003	0.0000	7.0131	7.0131	5.4000e-004	0.0000	7.0245
<b>Total</b>	<b>3.7777</b>	<b>0.0463</b>	<b>0.0503</b>	<b>8.0000e-005</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>		<b>3.0500e-003</b>	<b>3.0500e-003</b>	<b>0.0000</b>	<b>7.0131</b>	<b>7.0131</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>7.0245</b>

**3.7 Architectural Coating - 2020****Mitigated Construction Off-Site****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 813,612; Non-Residential Outdoor: 271,204**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0401	0.0110	0.1056	3.2000e-004	0.0277	1.9000e-004	0.0279	7.3600e-003	1.7000e-004	7.5300e-003	0.0000	20.6659	20.6659	9.4000e-004	0.0000	20.6857
Total	0.0401	0.0110	0.1056	3.2000e-004	0.0277	1.9000e-004	0.0279	7.3600e-003	1.7000e-004	7.5300e-003	0.0000	20.6659	20.6659	9.4000e-004	0.0000	20.6857

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	26.2640	33.2175	129.2239	0.1806	10.6884	0.4259	11.1144	2.8676	0.3911	3.2586	0.0000	14,608.2228	14,608.2228	0.5585	0.0000	14,619.9514
Unmitigated	26.2640	33.2175	129.2239	0.1806	10.6884	0.4259	11.1144	2.8676	0.3911	3.2586	0.0000	14,608.2228	14,608.2228	0.5585	0.0000	14,619.9514

**4.2 Trip Summary Information**



Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Free-Standing Discount Superstore	10,466.61	12,621.79	11,055.64	16,980,481	16,980,481
Hotel	833.34	835.38	606.90	1,522,382	1,522,382
Office Park	502.48	72.18	33.44	937,337	937,337
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	5,195.74	6,046.37	3,054.04	8,786,339	8,786,339
Total	16,998.17	19,575.70	14,750.02	28,226,538	28,226,538

#### 4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Free-Standing Discount	9.50	7.30	7.30	13.20	67.80	19.00	47.5	35.5	17
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Office Park	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	54	35	11

#### 4.4 Fleet Mix

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.440734	0.064177	0.163340	0.171044	0.043309	0.007147	0.018445	0.078827	0.002062	0.001765	0.006503	0.000787	0.001863

#### 5.0 Energy Detail

Historical Energy Use: N

#### 5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,680.2693	1,680.2693	0.0760	0.0157	1,686.7378
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,680.2693	1,680.2693	0.0760	0.0157	1,686.7378
NaturalGas Mitigated	0.0456	0.4148	0.3485	2.4900e-003		0.0315	0.0315		0.0315	0.0315	0.0000	451.5994	451.5994	8.6600e-003	8.2800e-003	454.3478
NaturalGas Unmitigated	0.0456	0.4148	0.3485	2.4900e-003		0.0315	0.0315		0.0315	0.0315	0.0000	451.5994	451.5994	8.6600e-003	8.2800e-003	454.3478

## 5.2 Energy by Land Use - NaturalGas

### Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	3.86403e+006	0.0208	0.1894	0.1591	1.1400e-003		0.0144	0.0144		0.0144	0.0144	0.0000	206.1995	206.1995	3.9500e-003	3.7800e-003	207.4544
Office Park	1.05292e+006	5.6800e-003	0.0516	0.0434	3.1000e-004		3.9200e-003	3.9200e-003		3.9200e-003	3.9200e-003	0.0000	56.1878	56.1878	1.0800e-003	1.0300e-003	56.5298
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.34915e+006	7.2700e-003	0.0661	0.0556	4.0000e-004		5.0300e-003	5.0300e-003		5.0300e-003	5.0300e-003	0.0000	71.9958	71.9958	1.3800e-003	1.3200e-003	72.4339
Free-Standing Discount Store	2.19655e+006	0.0118	0.1077	0.0905	6.5000e-004		8.1800e-003	8.1800e-003		8.1800e-003	8.1800e-003	0.0000	117.2163	117.2163	2.2500e-003	2.1500e-003	117.9296
<b>Total</b>		<b>0.0456</b>	<b>0.4148</b>	<b>0.3485</b>	<b>2.5000e-003</b>		<b>0.0315</b>	<b>0.0315</b>		<b>0.0315</b>	<b>0.0315</b>	<b>0.0000</b>	<b>451.5994</b>	<b>451.5994</b>	<b>8.6600e-003</b>	<b>8.2800e-003</b>	<b>454.3478</b>

**5.2 Energy by Land Use - NaturalGas****Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Office Park	1.05292e+006	5.6800e-003	0.0518	0.0434	3.1000e-004		3.9200e-003	3.9200e-003		3.9200e-003	3.9200e-003	0.0000	56.1878	56.1878	1.0800e-003	1.0300e-003	56.5298
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	1.34915e+006	7.2700e-003	0.0661	0.0556	4.0000e-004		5.0300e-003	5.0300e-003		5.0300e-003	5.0300e-003	0.0000	71.9958	71.9958	1.3800e-003	1.3200e-003	72.4339
Free-Standing Discount Store	2.19655e+006	0.0118	0.1077	0.0905	6.5000e-004		8.1800e-003	8.1800e-003		8.1800e-003	8.1800e-003	0.0000	117.2163	117.2163	2.2500e-003	2.1500e-003	117.9296
Hotel	3.86403e+006	0.0208	0.1894	0.1591	1.1400e-003		0.0144	0.0144		0.0144	0.0144	0.0000	206.1995	206.1995	3.9500e-003	3.7800e-003	207.4544
<b>Total</b>		<b>0.0456</b>	<b>0.4148</b>	<b>0.3485</b>	<b>2.5000e-003</b>		<b>0.0315</b>	<b>0.0315</b>		<b>0.0315</b>	<b>0.0315</b>	<b>0.0000</b>	<b>451.5994</b>	<b>451.5994</b>	<b>8.6600e-003</b>	<b>8.2800e-003</b>	<b>454.3478</b>

**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount	1.79881e+006	523.2363	0.0237	4.9000e-003	525.2506
Hotel	1.35515e+006	394.2291	0.0178	3.6900e-003	395.7468
Office Park	569800	165.7614	7.5000e-003	1.5500e-003	166.3995
Parking Lot	947587	275.6639	0.0125	2.5800e-003	276.7251
Regional Shopping Center	1.10473e+006	321.3786	0.0145	3.0100e-003	322.6158
<b>Total</b>		<b>1,680.2693</b>	<b>0.0760</b>	<b>0.0157</b>	<b>1,686.7378</b>

### 5.3 Energy by Land Use - Electricity

#### Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Free-Standing Discount Structures	1,79861e+006	523.2363	0.0237	4.9000e-003	525.2506
Hotel	1,35515e+006	394.2291	0.0178	3.6900e-003	395.7468
Office Park	569800	165.7614	7.5000e-003	1.5500e-003	168.3995
Parking Lot	947587	275.6639	0.0125	2.5800e-003	278.7251
Regional Shopping Center	1,10473e+006	321.3786	0.0145	3.0100e-003	322.8158
<b>Total</b>		<b>1,680.2693</b>	<b>0.0760</b>	<b>0.0157</b>	<b>1,686.7378</b>

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.5752	4.0000e-005	4.6100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7300e-003	8.7300e-003	2.0000e-005	0.0000	9.2500e-003
Unmitigated	6.5752	4.0000e-005	4.6100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7300e-003	8.7300e-003	2.0000e-005	0.0000	9.2500e-003

## 6.2 Area by SubCategory

### Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3771					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.1977					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.5000e-004	4.0000e-005	4.6100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7300e-003	8.7300e-003	2.0000e-005	0.0000	9.2500e-003
<b>Total</b>	<b>6.5752</b>	<b>4.0000e-005</b>	<b>4.6100e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>8.7300e-003</b>	<b>8.7300e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>9.2500e-003</b>

### Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.3771					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.1977					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.5000e-004	4.0000e-005	4.6100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005	0.0000	8.7300e-003	8.7300e-003	2.0000e-005	0.0000	9.2500e-003
<b>Total</b>	<b>6.5752</b>	<b>4.0000e-005</b>	<b>4.6100e-003</b>	<b>0.0000</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>		<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>8.7300e-003</b>	<b>8.7300e-003</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>9.2500e-003</b>

## 7.0 Water Detail

### 7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	84.1089	1.1098	0.0268	115.7149
Unmitigated	84.1089	1.1100	0.0268	115.7321

## 7.2 Water by Land Use

### Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Free-Standing Discount	14.5923 / 8.94366	36.7058	0.4769	0.0115	50.2951
Hotel	2.58741 / 0.28749	5.1865	0.0845	2.0300e-003	7.5910
Office Park	7.82028 / 4.79308	19.8714	0.2556	6.1800e-003	26.9541
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8.96278 / 5.49331	22.5452	0.2929	7.0800e-003	30.8919
<b>Total</b>		<b>84.1089</b>	<b>1.1100</b>	<b>0.0268</b>	<b>115.7321</b>



## 7.2 Water by Land Use

### Mitigated

	Indoor/Outdoor Use	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Land Use	Mgal	MT/yr			
Free-Standing Discount Structures	14.5923 / 8.94366	36.7058	0.4769	0.0115	50.2877
Hotel	2.58741 / 0.28749	5.1865	0.0845	2.0300e-003	7.5896
Office Park	7.82028 / 4.79308	19.6714	0.2558	6.1700e-003	26.9501
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	8.96278 / 5.49331	22.5452	0.2929	7.0700e-003	30.8874
<b>Total</b>		<b>84.1089</b>	<b>1.1098</b>	<b>0.0268</b>	<b>115.7149</b>

## 8.0 Waste Detail

### 8.1 Mitigation Measures Waste

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	217.4135	12.8488	0.0000	487.2376
Unmitigated	217.4135	12.8488	0.0000	487.2376

**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Free-Standing Discount Shopping Hotel	847.24	171.9821	10.1639	0.0000	385.4229
Hotel	55.84	11.3360	0.6699	0.0000	25.4025
Office Park	40.92	8.3064	0.4909	0.0000	18.6152
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	127.05	25.7900	1.5242	0.0000	57.7971
<b>Total</b>		<b>217.4135</b>	<b>12.8488</b>	<b>0.0000</b>	<b>487.2376</b>

**8.2 Waste by Land Use****Mitigated**

	Waste Disposed	Total CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
Land Use	tons	MT/yr			
Free-Standing Discount Supercenters Hotel	847.24	171.9821	10.1639	0.0000	385.4229
Hotel	65.84	11.3350	0.6699	0.0000	25.4026
Office Park	40.92	8.3064	0.4909	0.0000	18.6152
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	127.05	25.7900	1.5242	0.0000	57.7971
<b>Total</b>		<b>217.4135</b>	<b>12.8488</b>	<b>0.0000</b>	<b>487.2376</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Vegetation**

**Appendix B: Biological Pre Construction Survey .....**

**SELMA TOYOTA DEALERSHIP  
DEVELOPMENT**

**Pre-Construction Survey Report**

**SELMA GROVE PHASE I COMMERCIAL  
CENTER**

# **SELMA TOYOTA DEALERSHIP DEVELOPMENT PRE-CONSTRUCTION SURVEY REPORT**

**PART OF A LARGER DEVELOPMENT:  
Rockwell Pond Commercial Project**

**Selma, Fresno County  
California**

**February 3, 2016**

**Prepared for  
Fahrney Land Management, LLC**

**Prepared By  
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### **Project Description**

Fahrney Land Management, LLC is developing a Toyota Dealership ("Project") within the larger planned development known as Rockwell Pond Commercial Project. The Project is located in the city of Selma, Fresno County, California (Attachment A-1: Project Location Map). The Rockwell Pond Commercial Project consists of approximately 35 acres of phased development and is located on the north side of Floral Avenue between State Route 99 and DeWolf Avenue. The Toyota Dealership will mass grade and develop approximately 6.5 acres within the larger development. The construction area is mapped in Attachment A-2.

### **Description of Natural Environment**

The Biological Study Area ("BSA") includes the 35-acre parcel and a 200-foot buffer. Due to homeless encampments along the proposed access road at the eastern boundary, transect walks were not conducted; the area is highly disturbed and was surveyed using the naked eye and binoculars. The Area of Potential Effect ("APE") includes the Project and an access road along the eastern block wall where the homeless encampments are currently located.

The BSA is at approximately 300 feet elevation and consists of fallow fields. This site has historically been used for agriculture and was planted to vineyards; the vines have been pulled throughout most of the BSA but are still present within the southeast portion of the BSA. There are a few single-family residences within the BSA that have been abandoned, burned down, or demolished. The abandoned homes still standing appear to be occupied by the homeless. Remaining lands include vineyards, orchards, fallow fields, commercial development, and Rockwell Ponding basin.

Animal species expected to occur in this type of environmental setting include mammals such as red fox (*Vulpes vulpes*), coyote (*Canis latrans*), raccoon (*Procyon lotor*), skunk (*Spilogale sp.*) and opossum (*Didelphis virginiana*). Small mammals expected include house mouse (*Mus musculus*), deer mouse (*Peromyscus maniculatus*), ground squirrel (*Tamias sp.*), pocket gopher (*Thomomys sp.*), rabbit (*Sylvilagus sp.*) and California vole

(*Clethrionomys sp.*). Reptiles expected to occur would include western fence lizard (*Sceloporus occidentalis*) and Pacific gopher snake (*Pituophis melanoleucus catenifer*). Birds that could utilize this type of habitat would include large raptors such as red-tailed hawk (*Buteo jamaicensis*) and turkey vulture (*Cathartes aura*), songbirds, and owls such as great horned owl (*Bubo virginianus*) and barn owl (*Tyto alba*).

## Methods

The California Department of Fish and Wildlife's ("CDFW") California Natural Diversity Database ("CNDDDB"), the United States Fish and Wildlife Service's ("USFWS") Environmental Conservation Online System ("ECOS"), and the California Native Plant Society's ("CNPS") Rare and Endangered Plant Inventory were searched prior to conducting field surveys.

CNDDDB results were produced using Rarefind 5 in conjunction with BIOS 5 (Biogeographic Information and Observation System) using a 10-mile radius surrounding the project site (Attachment B). A project map was created using BIOS 5 with data from the CNDDDB to depict the species' data surrounding the project on a smaller scale (Attachment C).

USFWS trust resources were researched through ECOS using the Information for Planning and Conservation Tool ("IPAC"). A trust resources report was generated for the project impact area and a 200-foot buffer using IPAC (Attachment D).

The Online CNPS Inventory of Rare and Endangered Plants (8<sup>th</sup> Edition) was queried using an advanced data search for the Conejo U.S. Geological Survey (USGS) quadrangle and its surrounding eight quads (Attachment E).

All fieldwork was conducted by biologists Jenny Kirk and Kirsten Bates on 27 January 2016 and focused on the APE. The APE was walked in transects to ensure 100% visual coverage of the site, following survey protocols specified in the Mitigation Monitoring Checklist. The remaining acres within the BSA planned for future development were covered using windshield-surveys and focused on raptors and special-status species

and habitat.

### ***Special-Status Species***

Migratory birds, their nests and eggs are protected under the federal Migratory Bird Treaty Act (15 USC 703-711, 50 CFR Part 21, and 50 CFR part 10) during the Migratory Bird Nesting Season from February 15<sup>th</sup> to September 1<sup>st</sup>. Migratory Birds include large raptors such as red-tailed hawks (*Buteo jamaicensis*) and the state listed Swainson's hawk (*Buteo swainsoni*), as well as swallows and other bird species. Trees large enough to support raptor nests or any other nesting birds were surveyed for sign of raptors by scanning the canopy with the bare eye and binoculars. The bases of the trees were searched for sign of bird droppings or owl pellets. None of the trees located within the BSA were found to support active or abandoned raptor nests.

San Joaquin kit fox (*Vulpes macrotis mutica*) and burrowing owl (*Athene cunicularia*) are two listed species that could potentially utilize the habitat found within the BSA. San Joaquin kit fox is a federally endangered and state-threatened species that has had two historical sightings within 10 miles of the project site. Burrowing owl is a CDFW Species of Special Concern and USFWS Bird of Conservation Concern. These species were listed within the Rockwell Pond Commercial Project EIR as requiring avoidance measures and were surveyed for using the protocol described as the timing allotted. All the burrows found within the BSA were closely examined for signs of San Joaquin kit fox and burrowing owl.

## **Findings**

### ***Observed Species***

Vegetation communities within the Biological Study Area (BSA) consist of non-native grassland, ruderal vegetation, and vineyards. Plant species identified include common fiddleneck (*Amsinckia intermedia*), Russian thistle (*Salsola tragus*), tall fescue (*Festuca arundinacea*), filaree (*Erodium sp.*), puncturevine (*Tribulus terrestris*), Shepherd's purse (*Capsella bursa-pastoris*), red maids (*Calandrinia menziesii*), cocklebur (*Xanthium strumarium*), wild carrot (*Daucus carota*) and elderberry (*Sambucus sp.*) The observed

animal species are listed in Table 1. Two small abandoned nests were found outside the APE within the ornamental trees of the Wall Mart parking lot. Nests are from last year's nesting season and are inactive. If active nest building is observed prior to project start, it is recommended to have a qualified biologist knock down nests prior to eggs being present. Should active nesting occur, a qualified biologist shall determine species and appropriate Environmentally Sensitive Area ("ESA") buffers.

**Table 1. Animal Species observed during Pre-Construction Field Survey**

Common Name	Scientific Name
American crow	<i>Corvus brachyrhynchos</i>
California ground squirrel	<i>Spermophilus beecheyi</i>
California toad	<i>Anaxyrus boreas halophilus</i>
cottontail rabbit	<i>Sylvilagus audubonii</i>
domestic dog	<i>Canis lupus familiaris</i>
Eurasian collared-dove	<i>Streptopelia decaocto</i>
killdeer	<i>Charadrius vociferus</i>
Northern harrier	<i>Circus cyaneus</i>
Northern mockingbird	<i>Mimus polyglottos</i>
rock pigeon	<i>Columba livia</i>
song sparrow	<i>Melospiza melodia</i>
unidentified mouse	<i>Peromyscus sp.</i>
western fence lizard	<i>Sceloporus occidentalis</i>
Western meadowlark	<i>Sturnella neglecta</i>
Western Scrubjaya	<i>Aphelocoma californica</i>
yellow-rumped warbler	<i>Setophaga coronata</i>

## **Conclusions**

The BSA is highly disturbed by previous agricultural activity, homeless encampments, and transient dogs. No special status animal species or their sign were found within the BSA. No San Joaquin kit fox or burrowing owl were observed within the BSA. It is highly unlikely these species utilize the habitat within the BSA due to human disturbances and feral dogs hunting and digging within the site as observed during surveys. The majority of burrows found within the BSA are California ground squirrel

(*Spermophilus beecheyi*) burrows. A majority of the burrows were dug out by canids and active digging by feral dogs was observed during the survey as well as numerous dog tracks throughout the BSA. There were a number of homeless encampments along the eastern boundary of the commercial property, where the access road will be located. These encampments are a source of disturbance that would most likely discourage San Joaquin kit fox and burrowing owl from denning nearby.

One Elderberry shrub was found within 30 feet of the proposed access road. Elderberry shrubs are the host plant of the federally threatened valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*).

### **Recommendations**

Pre-Construction surveys for the Selma Toyota Dealership found that the project would not result in any impacts to San Joaquin kit fox, burrowing owl, listed species, or other sensitive environmental resources. A pre-construction survey shall be conducted if the project delays more than 30 days from the 27 January 2016 survey date to ensure no changes to resources or scope of project have occurred. No nesting birds were found in the BSA. No observations of sensitive species were located within the BSA.

It is recommended to install ESA fencing between the APE and the Rockwell Pond to maintain a 50-foot buffer. This will help to avoid any impacts to the wetland area of Rockwell Pond adjacent to the APE. The one elderberry shrub located 30-feet from the proposed access road shall be avoided unless previous environmental documentation has determined that the shrub can be removed. If no documentation exists, an ESA fence shall be placed around the shrub including a minimum 15 foot drip line buffer to protect roots from compaction of the road. Future work in this area that may impact the shrub shall be responsible for assessing this shrub. It is recommended that each phase of future development conduct San Joaquin kit fox, burrowing owl, and nesting surveys prior to the start of construction to ensure no species have begun to utilize the area.

## **List of Attachments**

Attachment A: Project Maps  
Attachment B: CNDDDB List  
Attachment C: CNDDDB Map  
Attachment D: USFWS Species List  
Attachment E: CNPS Species List  
Attachment F: Site Photographs







## Legend

### Toyota Dealership PIA



Dealership Construction Area



Storm Drain Utilities



Access Road



Commercial Project Border





# Attachment B: CNDDB Occurrences Summary Table Report

California Department of Fish and Wildlife

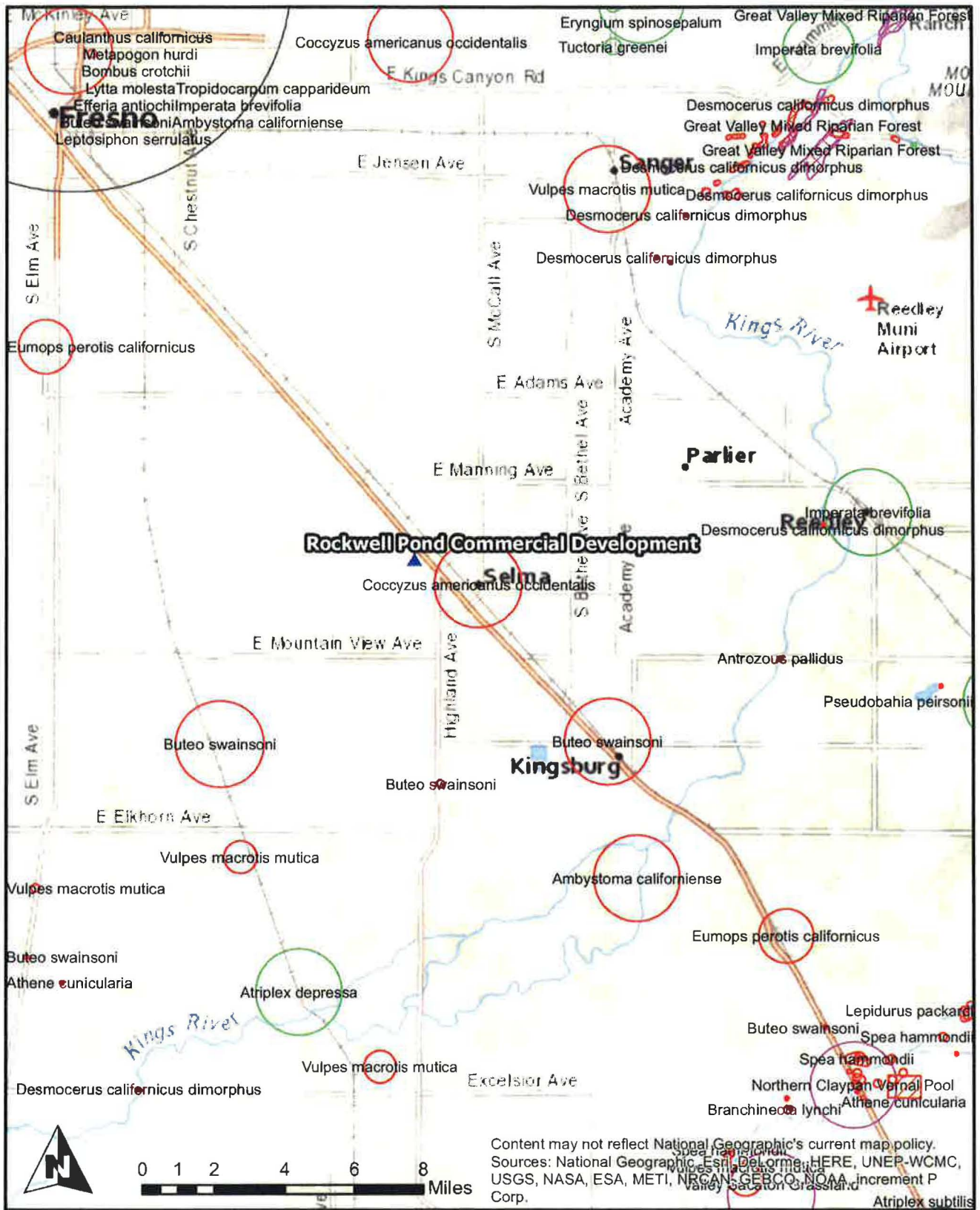
California Natural Diversity Database



Query Criteria: BIOS selection- 10 mile buffer

Name (Scientific/Common)	CNDDB Ranks	Listing Status (Fed/State)	Other Lists	Elev. Range (ft.)	Total EO's	Element Occ. Ranks						Population Status		Presence		
						A	B	C	D	X	U	Historic > 20 yr	Recent <= 20 yr	Extant	Poss. Extirp.	Extirp.
<i>Ambystoma californiense</i> California tiger salamander	G2G3 S2S3	Threatened Threatened	CDFW_SSC-Species of Special Concern IUCN_VU-Vulnerable	275 275	1133 S:1	0	0	0	0	1	0	1	0	0	0	1
<i>Antrozous pallidus</i> pallid bat	G5 S3	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern IUCN_LC-Least Concern USFS_S-Sensitive WBWG_H-High Priority	300 300	402 S:1	0	1	0	0	0	0	0	1	1	0	0
<i>Atriplex depressa</i> brittlescale	G2 S2	None None	Rare Plant Rank - 1B.2		61 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Buteo swainsoni</i> Swainson's hawk	G5 S3	None Threatened	BLM_S-Sensitive IUCN_LC-Least Concern USFWS_BCC-Birds of Conservation Concern	250 300	2394 S:3	0	0	0	1	0	2	2	1	3	0	0
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	G5T2T3 S1	Threatened Endangered	BLM_S-Sensitive NABCI_RWL-Red Watch List USFS_S-Sensitive USFWS_BCC-Birds of Conservation Concern	300 300	155 S:1	0	0	0	0	1	0	1	0	0	1	0
<i>Desmocerus californicus dimorphus</i> valley elderberry longhorn beetle	G3T2 S2	Threatened None		330 340	271 S:4	1	1	0	0	0	2	3	1	4	0	0
<i>Eumops perotis californicus</i> western mastiff bat	G5T4 S3S4	None None	BLM_S-Sensitive CDFW_SSC-Species of Special Concern WBWG_H-High Priority		293 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Imperata brevifolia</i> California satintail	G3 S3	None None	Rare Plant Rank - 2B.1 SB_SBBG-Santa Barbara Botanic Garden USFS_S-Sensitive	300 300	31 S:1	0	0	0	0	0	1	1	0	1	0	0
<i>Vulpes macrotis mutica</i> San Joaquin kit fox	G4T2 S2	Endangered Threatened		260 365	976 S:2	0	0	0	0	0	2	2	0	2	0	0





Content may not reflect National Geographic's current map policy.  
 Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.



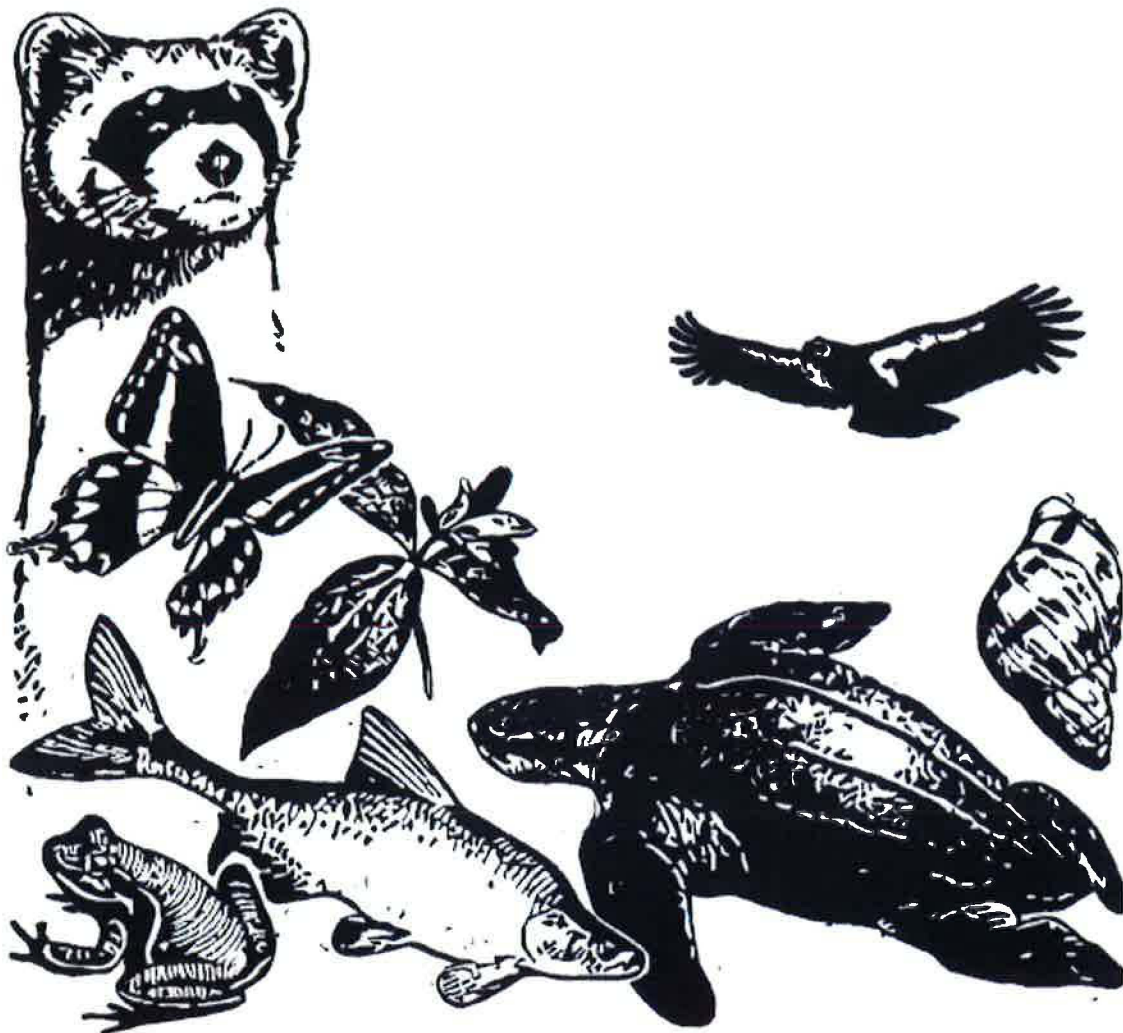
Selma Toyota Dealership  
 Selma, Fresno County  
 Attachment C: CNDDDB Occurences Map

# Selma Toyoa

## *IPaC Trust Resource Report*

Generated January 29, 2016 04:44 PM MST, IPaC v2.3.2

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.



IPaC - Information for Planning and Conservation (<http://ecos.fws.gov/ipac/>): A project planning tool to help streamline the U.S. Fish & Wildlife Service environmental review process.

US Fish & Wildlife Service

# IPaC Trust Resource Report



NAME

Selma Toyota

LOCATION

Fresno County, California

IPAC LINK

<http://ecos.fws.gov/ipac/project/Q26XT-6JBPB-EJVBZ-THLYA-2JSRA4>



## U.S. Fish & Wildlife Contact Information

Trust resources in this location are managed by:

### **Sacramento Fish And Wildlife Office**

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600



## Endangered Species

Proposed, candidate, threatened, and endangered species are managed by the [Endangered Species Program](#) of the U.S. Fish & Wildlife Service.

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[Section 7](#) of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency.

**A letter from the local office and a species list which fulfills this requirement can only be obtained by requesting an official species list from the Regulatory Documents section in IPaC.**

The list of species below are those that may occur or could potentially be affected by activities in this location:

### Amphibians

**California Red-legged Frog** *Rana draytonii* Threatened

**CRITICAL HABITAT**

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=D02D](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D02D)

**California Tiger Salamander** *Ambystoma californiense* Threatened

**CRITICAL HABITAT**

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=D01T](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D01T)

### Crustaceans

**Vernal Pool Fairy Shrimp** *Branchinecta lynchi* Threatened

**CRITICAL HABITAT**

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=K03G](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=K03G)

### Fishes

**Delta Smelt** *Hypomesus transpacificus* Threatened

**CRITICAL HABITAT**

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=E070](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E070)



## Mammals

**Fresno Kangaroo Rat** *Dipodomys nitratoides exilis* Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=A080](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A080)

**San Joaquin Kit Fox** *Vulpes macrotis mutica* Endangered

CRITICAL HABITAT

**No critical habitat** has been designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=A006](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A006)

## Reptiles

**Blunt-nosed Leopard Lizard** *Gambelia silus* Endangered

CRITICAL HABITAT

**No critical habitat** has been designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=C001](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=C001)

**Giant Garter Snake** *Thamnophis gigas* Threatened

CRITICAL HABITAT

**No critical habitat** has been designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=C057](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=C057)

## Critical Habitats

**There are no critical habitats in this location**

# Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the [Bald and Golden Eagle Protection Act](#).

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

Additional information can be found using the following links:

- Birds of Conservation Concern  
<http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Conservation measures for birds  
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Year-round bird occurrence data  
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/akn-histogram-tools.php>

The following species of migratory birds could potentially be affected by activities in this location:

<b>Bald Eagle</b> <i>Haliaeetus leucocephalus</i>	Bird of conservation concern
Season: Wintering <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B008</a>	
<b>Burrowing Owl</b> <i>Athene cunicularia</i>	Bird of conservation concern
Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0NC</a>	
<b>Fox Sparrow</b> <i>Passerella iliaca</i>	Bird of conservation concern
Season: Wintering	
<b>Lewis's Woodpecker</b> <i>Melanerpes lewis</i>	Bird of conservation concern
Season: Wintering <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HQ</a>	
<b>Loggerhead Shrike</b> <i>Lanius ludovicianus</i>	Bird of conservation concern
Year-round <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FY</a>	
<b>Long-billed Curlew</b> <i>Numenius americanus</i>	Bird of conservation concern
Season: Wintering <a href="https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S">https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B06S</a>	

**Marbled Godwit** *Limosa fedoa*

Season: Wintering

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=B0JL](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0JL)

Bird of conservation concern

**Mountain Plover** *Charadrius montanus*

Season: Wintering

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=B078](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B078)

Bird of conservation concern

**Nuttall's Woodpecker** *Picoides nuttallii*

Year-round

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=B0HT](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HT)

Bird of conservation concern

**Peregrine Falcon** *Falco peregrinus*

Season: Wintering

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=B0FU](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0FU)

Bird of conservation concern

**Short-eared Owl** *Asio flammeus*

Season: Wintering

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=B0HD](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0HD)

Bird of conservation concern

**Swainson's Hawk** *Buteo swainsoni*

Season: Breeding

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=B070](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B070)

Bird of conservation concern

**Western Grebe** *aechmophorus occidentalis*

Season: Wintering

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=B0EA](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=B0EA)

Bird of conservation concern

## Refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

**There are no refuges in this location**



# Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

## DATA LIMITATIONS

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The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

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Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

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This location overlaps all or part of the following wetlands:

## Freshwater Emergent Wetland

[PEMFh](#)

5.13 acres

## Freshwater Pond

[PUBFx](#)

1.57 acres

A full description for each wetland code can be found at the National Wetlands Inventory website: <http://107.20.228.18/decoders/wetlands.aspx>

## Attachment E: CNPS Conejo Quadrangle Query Results






## Rare and Endangered Plant Inventory

## Plant List

5 matches found. [Click on scientific name for details](#)

## Search Criteria

Found in 9 Quads around 36119E6

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank	Photo
<a href="#">Atriplex depressa</a>	brittlescale	Chenopodiaceae	annual herb	1B.2	S2	G2	 <p>© 2003 George W. Hartwell</p>
<a href="#">Imperata brevifolia</a>	California satintail	Poaceae	perennial rhizomatous herb	2B.1	S3	G3	 <p>© 2008 Steve Matson</p>
<a href="#">Lepidium jaredii ssp. album</a>	Panoche pepper-grass	Brassicaceae	annual herb	1B.2	S2	G2T2	 <p>© 1988 Dean Wm. Taylor</p>
<a href="#">Mielichhoferia shevockii</a>	Shevock's copper moss	Mielichhoferiaceae	moss	1B.2	S2	G2	no photo available
<a href="#">Puccinellia simplex</a>	California alkali grass	Poaceae	annual herb	1B.2	S2S3	G2G3	no photo available

## Suggested Citation

CNPS, Rare Plant Program. 2016. Inventory of Rare and Endangered Plants (online edition, v8-02). California Native Plant Society, Sacramento, CA. Website <http://www.rareplants.cnps.org> [accessed 29 January 2016].

## Search the Inventory

[Simple Search](#)[Advanced Search](#)[Glossary](#)

## Information

[About the Inventory](#)[About the Rare Plant Program](#)[CNPS Home Page](#)[About CNPS](#)[Join CNPS](#)

## Contributors

[The Calflora Database](#)[The California Lichen Society](#)



Attachment F: Site Photographs



**Photograph 1-** Fallow field recently disked constitutes the majority of the APE; facing south from the northwest corner of the APE.



**Photograph 2-** Facing north towards the BSA; the road shown runs between the BSA to the east (basin) and the BSA to the west (vineyards).



**Photograph 3-** Abandoned house located within the BSA.



**Photograph 4-** Demolished house within the BSA.

Attachment F: Site Photographs



**Photograph 5-** Vineyards and Illegal dumping located within the BSA adjacent to the APE.



**Photograph 6-**At the northeast corner of the APE facing south. APE does not include Basin.



**Photograph 7-** Facing south down the running line of proposed storm drain utilities; APE is to the east and Rockwell Pond is to the west.



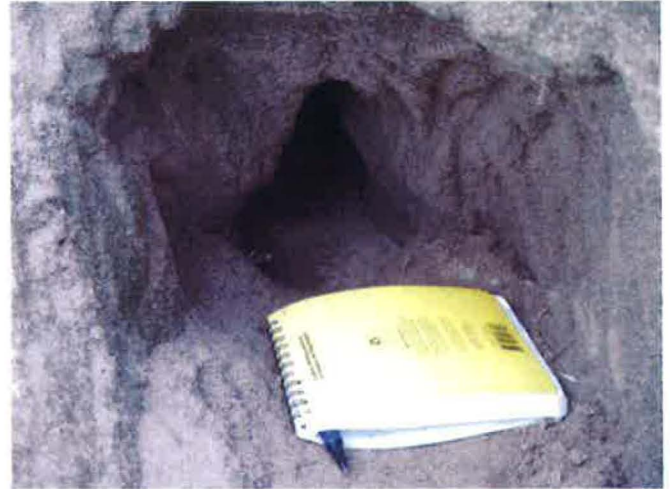
**Photograph 8-** Facing north along running line for storm drain utilities (Utilities follow the road).



Attachment F: Site Photographs



**Photograph 9-** Facing North towards the APE. Project is directly adjacent to State Route 99.



**Photograph 10-** Typical ground squirrel burrow found; majority were dug out by *Canis sp.*, creating a larger entry than usual that tapered to a normal sized burrow.



**Photograph 11-** Facing north from Floral Avenue in the southeast corner of the BSA and within the future access road for the project; homeless encampments were located along the block wall. .



**Photograph 12-** Elderberry located within 30 feet of the proposed access road. Shrub is not within the APE of this project but was within the BSA.

Attachment F: Site Photographs



**Photograph 13-** Illegal dumping within Rockwell Pond, facing west towards proposed storm drain utility.



**Photograph 14-** Facing west at Rockwell Pond.



**Photograph 15-** Within the APE, basin contains numerous ground squirrel burrows but show no sign of burrowing owl or other special status species.



**Photograph 16-** Illegal dumping and homeless encampment within APE of storm drain utility directly adjacent to Rockwell Pond.



Attachment F: Site Photographs



**Photograph 17-** Rodent burrow with recent dog tracks



**Photograph 18-** Burrow within APE



**Photograph 19-** Landscape trees adjacent to APE with abandoned nests. Trees will remain during project.



**Photograph 20**  
Recent digging  
activity from dogs  
observed onsite,  
burrow collapsed.



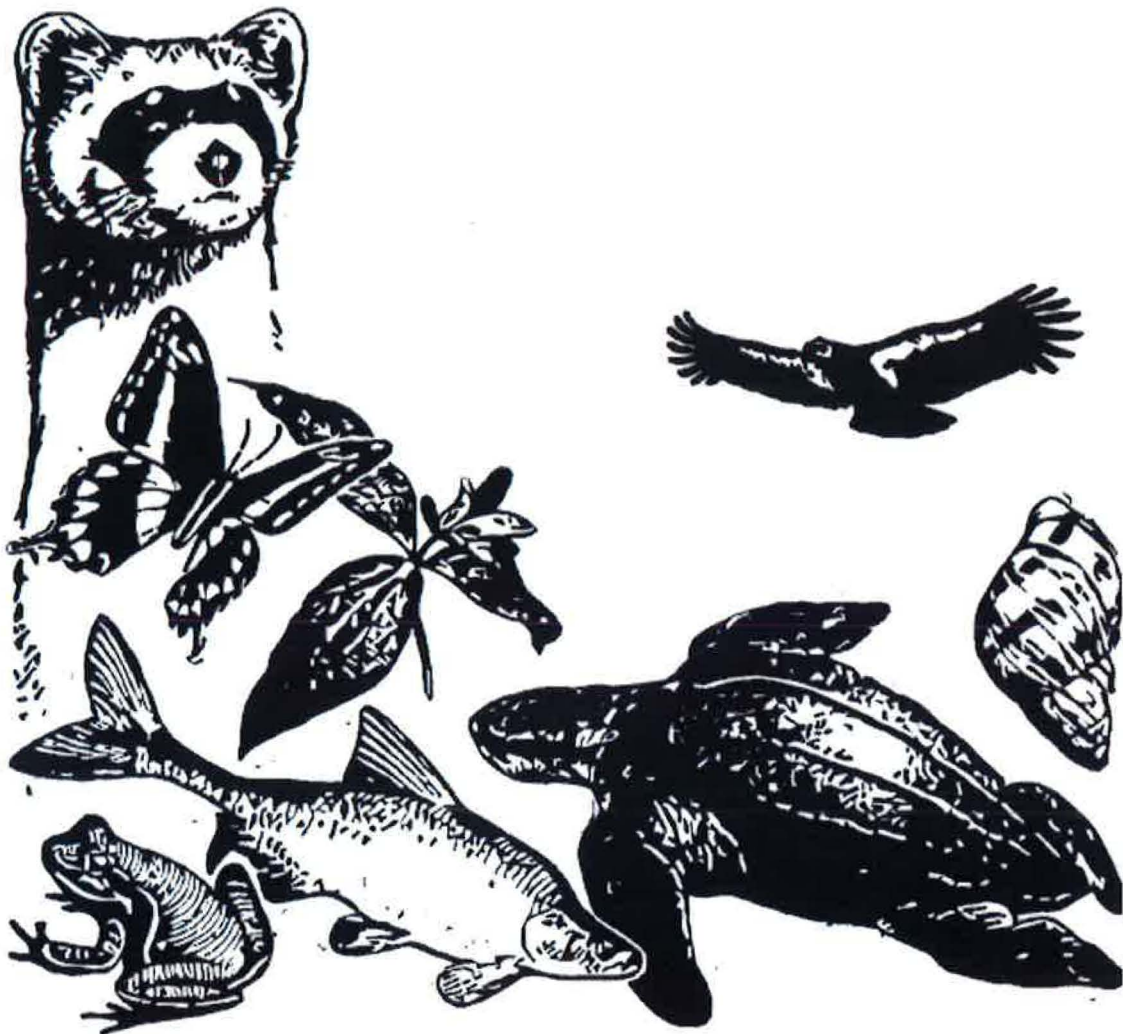
**Photograph 21-**  
Looking east to project  
boundary. Homeless  
encampment is within  
the APE of the project  
and the proposed  
access road.

# Selma Toyoa

## *IPaC Trust Resource Report*

Generated January 29, 2016 04:44 PM MST, IPaC v2.3.2

This report is for informational purposes only and should not be used for planning or analyzing project level impacts. For project reviews that require U.S. Fish & Wildlife Service review or concurrence, please return to the IPaC website and request an official species list from the Regulatory Documents page.





US Fish & Wildlife Service

# IPaC Trust Resource Report



NAME

Selma Toyota

LOCATION

Fresno County, California

IPAC LINK

<http://ecos.fws.gov/ipac/project/O26XT-6JBPB-EJVBZ-THLYA-2JSRA4>



## U.S. Fish & Wildlife Contact Information

Trust resources in this location are managed by:

**Sacramento Fish And Wildlife Office**

Federal Building

2800 Cottage Way, Room W-2605

Sacramento, CA 95825-1846

(916) 414-6600

# Endangered Species

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The list of species below are those that may occur or could potentially be affected by activities in this location:

## Amphibians

**California Red-legged Frog** *Rana draytonii* Threatened

### CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=D02D](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D02D)

**California Tiger Salamander** *Ambystoma californiense* Threatened

### CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=D01T](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=D01T)

## Crustaceans

**Vernal Pool Fairy Shrimp** *Branchinecta lynchi* Threatened

### CRITICAL HABITAT

There is **final** critical habitat designated for this species.

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## Fishes

**Delta Smelt** *Hypomesus transpacificus* Threatened

### CRITICAL HABITAT

There is **final** critical habitat designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=E070](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=E070)

## Mammals

### **Fresno Kangaroo Rat** *Dipodomys nitratoides exilis*

Endangered

#### CRITICAL HABITAT

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[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=A080](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A080)

### **San Joaquin Kit Fox** *Vulpes macrotis mutica*

Endangered

#### CRITICAL HABITAT

**No critical habitat** has been designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=A006](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=A006)

## Reptiles

### **Blunt-nosed Leopard Lizard** *Gambelia silus*

Endangered

#### CRITICAL HABITAT

**No critical habitat** has been designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=C001](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=C001)

### **Giant Garter Snake** *Thamnophis gigas*

Threatened

#### CRITICAL HABITAT

**No critical habitat** has been designated for this species.

[https://ecos.fws.gov/tess\\_public/profile/speciesProfile.action?spcode=C057](https://ecos.fws.gov/tess_public/profile/speciesProfile.action?spcode=C057)

## Critical Habitats

**There are no critical habitats in this location**

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[PEMFh](#)

5.13 acres

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[PUBFx](#)

1.57 acres

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# Attachment E: CNPS Conejo Quadrangle Query Results






Rare and Endangered Plant Inventory

## Plant List

5 matches found. [Click on scientific name for details](#)

### Search Criteria

Found in 9 Quads around 36119E6

Scientific Name	Common Name	Family	Lifeform	Rare Plant Rank	State Rank	Global Rank	Photo
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<a href="#">Imperata brevifolia</a>	California satintail	Poaceae	perennial rhizomatous herb	2B.1	S3	G3	 © 2008 Steve Matson
<a href="#">Lepidium jaredii ssp. album</a>	Panoche pepper-grass	Brassicaceae	annual herb	1B.2	S2	G2T2	 © 1988 Dean Wm. Taylor
<a href="#">Mielichhoferia shevockii</a>	Shevock's copper moss	Mielichhoferiaceae	moss	1B.2	S2	G2	no photo available
<a href="#">Puccinellia simplex</a>	California alkali grass	Poaceae	annual herb	1B.2	S2S3	G2G3	no photo available

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[Advanced Search](#)  
[Glossary](#)

#### Information

[About the Inventory](#)  
[About the Rare Plant Program](#)  
[CNPS Home Page](#)  
[About CNPS](#)  
[Join CNPS](#)

#### Contributors

[The California Database](#)  
[The California Lichen Society](#)

## **Exhibit-1: Regional Location Map**



## A topographic map of California, oriented vertically. The map shows the state's outline with internal county boundaries. Major cities are marked with dots and labeled: San Francisco, Sacramento, San Jose, Fresno, Bakersfield, Los Angeles, and San Diego. The map uses color shading to represent elevation, with green for lower elevations and brown/yellow for higher elevations. A dashed line runs diagonally from the bottom left towards the top right, passing through the central part of the state.



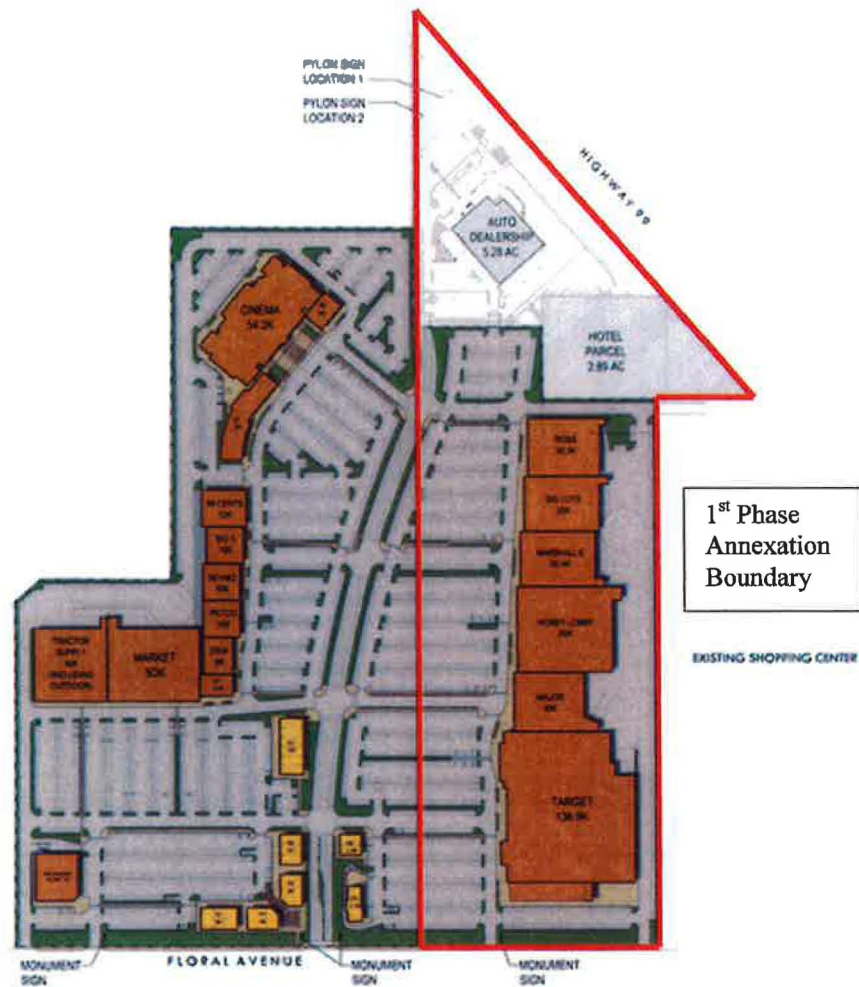
## **Exhibit 2: Local Vicinity Map, Aerial Base**



FIGURE 2 – Annexation Map

Exhibit 3: Site Photograph.....





NORTH 

**FIGURE 3 – REVISED SELMA GROVE SITE PLAN AND PROPOSED FIRST PHASE ANNEXATION**

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DEC 10 2009

## **Final Environmental Impact Report**

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### **CITY OF SELMA "ROCKWELL POND COMMERCIAL PROJECT" SCH No. 2007061098**

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**Prepared for:**

The City of Selma Community Development Department

**Prepared by:**

Land Use Associates  
286 W. Cromwell Avenue  
Fresno, CA 93711

December 2009

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# GENERAL PLAN UPDATE 2035 FINAL ENVIRONMENTAL IMPACT REPORT

CITY OF SELMA  
SCH #2008081082



July 2010



Quad Knopf