



Kingsburg Planning Commission

1401 Draper Street, Kingsburg, CA 93631

Telephone: 559-897-5328 Fax: 559-897-6558

Chairperson
THOMAS HENSLEE

Vice Chairperson
ROBERT JOHNSON

Commission Members
DR. PAUL KRUPER
DR. JASON ROUNTREE
JEREMY KINNEY
JASON POYNOR
TROY COZBEY

Planning & Development
Director
HOLLY OWEN

Secretary
MARY COLBY

AGENDA
KINGSBURG PLANNING COMMISSION
APRIL 14, 2016
600 P.M.
KINGSBURG CITY COUNCIL CHAMBER
1401 DRAPER STREET

1. **Call to order - Reminder for all Commissioners and Staff to speak clearly and loudly into the microphones to ensure that a quality recording is made of tonight's meeting. We ask that all those attending this meeting please turn off pagers and wireless phones.**

NEXT RESOLUTION 2016-04

2. **APPROVAL** of the March 10, 2016 minutes as mailed or corrected.
3. **PUBLIC COMMENTS** - Any person may directly address the Commission at this time on any item on the agenda, or on any item that is within the subject matter jurisdiction of the Commission. A maximum of five minutes is allowed for each speaker.
4. **CONTINUED PUBLIC HEARING, TENTATIVE PARCEL MAP TPM-73 LOCATED AT 2321 18TH AVENUE, APPLICANT RICK SCHUIL**
 - A. Open Continued Public Hearing scheduled for 6:00 P.M.
 - B. Presentation by Consulting Planning Director Holly Owen.
 - C. Commission Discussion
 - D. Open for Public Comment
 - E. Close Public Comment
 - F. Continued Commission Discussion
 - G. Close Public Hearing
 - H. Possible Actions:
 1. Decisions regarding Environmental Document
 2. Adopt/Deny/Modify Resolution
5. **PUBLIC HEARING - CONDITIONAL USE PERMIT – CUP-2016-01- FOR THE CONSTRUCTION OF A WORSHIP CENTER AND MULTI PURPOSE BUILDING FOR GRACE CHURCH OF THE VALLEY LOCATED AT 1101 MARION STREET, APPLICANT GRACE CHURCH.**
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- G. Close Public Hearing
- H. Possible Actions:
 - 1. Decisions regarding Environmental Document
 - 2. Adopt/Deny/Modify Resolution

6. FUTURE ITEMS

7. ADJOURN

**KINGSBURG PLANNING COMMISSION
REGULAR MEETING
MARCH 10, 2016**

Call to order – At 6:01PM the Kingsburg Planning Commission meeting was called to order.

Commissioners present – Kinney, Rountree, Poyner, Kruper, Cozeby and Henslee

Commissioners Absent – Johnson

Staff Present – Planning Consultant Holly Owen, City Engineer Dave Peters and Planning Secretary Mary Colby.

Others Present – Bruce Blayney and Rick Schuil.

APPROVAL – Commissioner Cozeby made a motion, seconded by Commissioner Kruper to approve the minutes of the February 11, 2016 meeting as mailed. The motion carried by unanimous vote of those Commissioners present.

PUBLIC COMMENTS – There were no citizens present who wished to comment at this time.

PUBLIC HEARING, TENTATIVE PARCEL MAP TPM-73 LOCATED AT 2321 18TH AVENUE, APPLICANT RICK SCHUIL

Open Public Hearing at 6:03PM

Planning Director Holly Owen introduced the location and gave a brief background and description of the project. She stated that this item was continued from the last meeting at the applicant's request upon questioning one of the conditions. City Engineer Dave Peters stated that the conditions of approval are all pretty straight forward but did want to touch on condition #8 which requires the applicant to grant an irrevocable offer of dedication for future street purposes. He presented background stating that this dedication does not have to be developed as a street now but if the City at some point in the future continues the street through to 18th we can go to the current property owner with this dedication. The plan is from the original subdivision was laid out in 1952 when it was county property. The design is for walkability, connectivity and circulation of vehicles in this neighborhood. Construction of the street would be in the future and would give us the option to facilitate the extension when the time came for development. We are not asking for dedication of the street now but just an irrevocable offer of dedication for future development.

Commission Discussion – The commissioners discussed with the City Engineer the possibilities for future development.

The possibility of requiring a smaller area for a walking path instead of a full size street was discussed.

Open for Public Comment at 6:15PM

The applicant Rick Schuil, who lives at 3299 Avenue 396 stated that he has been a resident of Kingsburg for close to 30 years and has lived in the county for the last 16. Mr. Schuil purchased the property 4 years ago as an investment for his family and utilizes the shop building for his personal use. He stated that the request for dedication would force him to take down the shop building and for the neighboring property which belongs to Mr. Erickson to lose his driveway access. This is a concern since he would be denied the use of a portion

**KINGSBURG PLANNING COMMISSION
REGULAR MEETING
MARCH 10, 2016**

of his property and feels that the street will never be constructed. Mr. Schuil does not have a clear plan set for the future use of these parcels.

The commissioners and the applicant discussed a compromise for the construction of a walking/bike path. This would require only a 12 foot easement and improvements could be deferred until the property develops.

After further discussion Mr. Schuil asked that this item be continued to a future meeting in order to explore the feasibility of a walking path instead of a full width street.

Close Public Comment - At 6:41PM

Commissioner Kruper made a motion, seconded by Commissioner Cozeby to continue discussion on Parcel Map 73 to the next meeting to give the City Engineer time to explore the reduction of the dedication for a walking path instead of a full size street. The motion carried by unanimous vote of those commissioners present.

PRESENTATION BY COMMISSIONER PAUL KRUPER ON LANDSCAPING AND PEDESTRIAN CORRIDOR REQUIREMENTS FOR NORTH KINGSBURG SPECIFIC PLAN.

Commissioner Kruper stated that there is more interest in developing in the north Kingsburg area. This is a presentation describing a pedestrian corridor according to the North Kingsburg Specific Plan (NKSP). The NKSP requires that sidewalks be five foot wide and set back from the street, have a substantial green strip, pedestrian style lighting and plenty of trees. He stated that the correct trees according to the tree planting guide must be put in to keep the sidewalks in good condition and free of root damage. Landscape corridors can be located on any street as long as they follow the requirements stated. We need to be sure that walls are not constructed right next to sidewalks since this reduces the effective usable width of a sidewalk.

Commissioner Kruper discussed various other points in the NKSP such as:

- ✚ East west streets are required to have a 5 foot meandering sidewalk with 12' landscape strips. North south streets were not designated.
- ✚ Should be allowance for irrigation lines to water the trees planted in the landscape strips.
- ✚ All streets north, south, east or west must have a pedestrian corridor on one side of the street and include all the requirements such as green strips, trees, five foot sidewalk, fence away from the sidewalk and pedestrian style lighting.

Planning Director Owen stated that this is a very timely presentation as we are in meetings with potential developers every week and staff is tasked with interpreting this document that has been adopted.

FUTURE ITEMS -

ADJOURN – At 7:27 PM the Kingsburg Planning Commission meeting was adjourned.

Submitted by

Mary Colby
Planning Secretary

STAFF REPORT

TO: Kingsburg Planning Commission
FROM: Holly R. Owen, AICP, Planning Director
DATE: April 14, 2016
SUBJECT: PUBLIC HEARING, TENTATIVE PARCEL MAP (TPM) 2321 18th AVENUE, KINGSBURG/SCHUIL

Recommendation:

Following a public hearing, take the following separate actions:

1. Determine that the project is categorically exempt from the California Environmental Quality Act (CEQA). Under Section 15315 of the CEQA Guidelines (California Code of Regulations, Title 14, Division 6), minor land divisions are exempt activities. The project meets the conditions listed in the Guidelines because it is in an urbanizing area where farming has ceased, involves four or fewer parcels, conforms to the General Plan and zoning (or in this case, pre-zoning), requires no variances or exceptions, has access to all utilities and public streets, has not been involved in another land division in the past two years, and does not involve a slope of greater than 20 percent.
2. Adopt Resolution 2016-___ approving Tentative Parcel Map (TPM) 73 subject to the listed conditions of approval identified during the Site Plan Review Meeting held on November 3, 2015.

The Planning Commission has final authority over a tentative parcel map unless its decision is appealed to the City Council. If the tentative map is approved a final map can proceed to action by the City Council. The Council's review would be limited to a determination whether the final map conforms to the tentative map. The Council would also authorize execution of a parcel map agreement that formalizes the tentative map conditions of approval.

Description:

The proposal is to divide one parcel (APN 394-133-04) of .87 acres into two parcels. The property is located on the northwest corner of 18th and Winter Streets. The proposed lot split would create two parcels, Parcel 1, to the northeast, would be 13,786 square feet and Parcel 2 would be 23,990 square feet. The purpose of the request is to facilitate future development.

The infrastructure surrounding the proposed parcels is developed, but requires improvements to comply with current standards. Utilities have been stubbed into the undivided parcel.

The Kingsburg General Plan land use designation is low-density residential, and the property is zoned R-1-7 (single-family residential use, minimum lot size of 7,000 square feet).

This item was originally heard at the Planning Commission meeting of March 10, 2016 and was continued until the current meeting of April 14, 2016.

Discussion

Standard conditions of approval were recommended by City Staff, made up of representatives of various City departments and the Selma-Kingsburg-Fowler County Sanitation District. The following are recommended conditions of approval for the parcel map:

General:

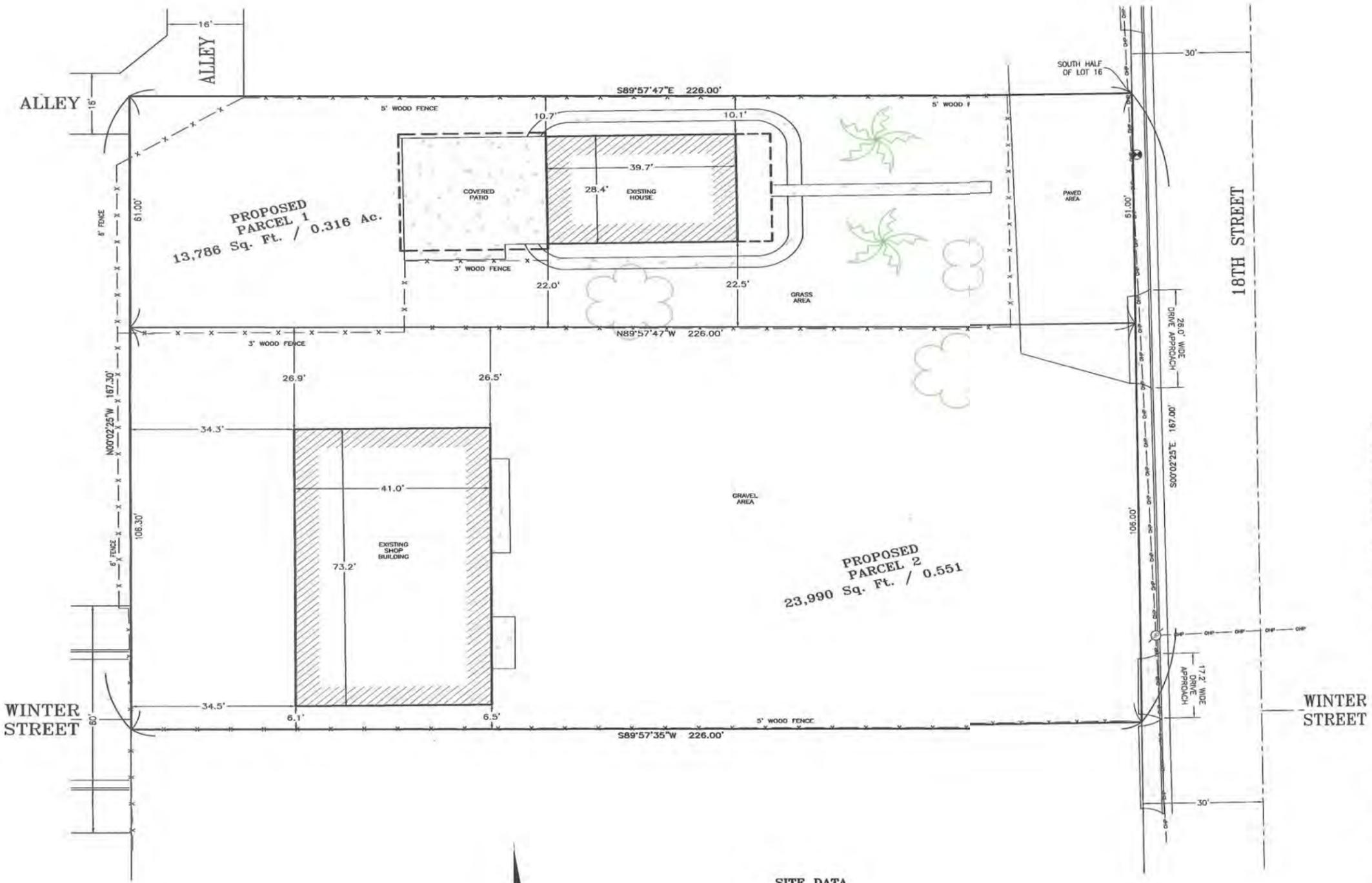
1. All conditions of the applicant shall be conditions of approval, except as further modified below, and subject to modifications to conform to applicable City Standards.
2. The applicant shall pay all fees as required by existing ordinances and schedules.
3. A right to farm covenant shall be recorded prior to recordation of the final map.
4. Both lots shall be provided with a 1” water service and City-standard water meter.
5. Both lots shall be provided with 4” sewer services subject to SKF standards and approval.
6. Applicant shall construct a City standard driveway approach into each parcel. Driveway approaches shall meet current City and ADA standards which may require reconstruction of existing improvements. Shared driveway serving more than one parcel shall be eliminated.

Final Map:

1. All existing easements shall be shown on the Final Map.
2. Applicant shall provide the City of Kingsburg with an irrevocable offer of dedication for 30 feet along the south side of Parcel 2 for the purposes of future street right-of-way.
3. The final map shall be submitted to the City Engineer for review and approval.
4. All City and County requirements pertaining to acceptance and recordation of the Final Map shall be met by the Applicant.

Attachments

- A. Tentative Parcel Map, submitted November 3, 2015
- B. Aerial Map, 2321 18th Street
- C. Resolution 2016-___, Approval of TPM 73



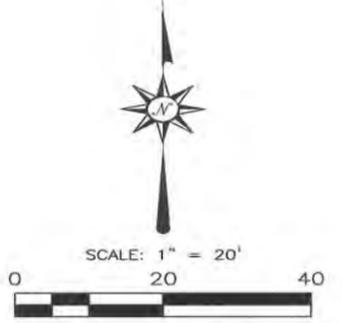
LEGAL DESCRIPTION

PER DOCUMENT NO. 2005-01051193 RECORDED JULY 7, 2005, OFFICIAL RECORDS OF FRESNO COUNTY.
 REAL PROPERTY SITUATE IN THE CITY OF KINGSBURG, COUNTY OF FRESNO, STATE OF CALIFORNIA, DESCRIBED AS:
 THE EAST 266 FEET OF THE SOUTH HALF OF LOT 16 OF KINGSBURG COLONY, IN THE CITY OF KINGSBURG, COUNTY OF FRESNO, STATE OF CALIFORNIA, AS PER MAP RECORDED IN PLAT BOOK 4, PAGE 33, FRESNO COUNTY RECORDS.
 EXCEPT THE SOUTH 160 FEET THEREOF, THE EAST LINE OF SAID LOT 16, BEING CONSIDERED A LINE PARALLEL WITH AND 30 FEET WEST OF THE ONE-HALF SECTION LINE DRAWN NORTH AND SOUTH THROUGH SECTION 23, TOWNSHIP 16 SOUTH, RANGE 22 EAST, MOUNT DIABLO BASE AND MERIDIAN.
 ALSO EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND: COMMENCING AT A POINT 167 FEET SOUTH OF THE NORTHEAST CORNER OF THE SOUTH HALF OF LOT 16 OF KINGSBURG COLONY, ACCORDING TO THE MAP THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY OF FRESNO, STATE OF CALIFORNIA, IN BOOK 4 OF PLATS AT PAGE 33, THE EAST LINE OF SAID LOT 16 BEING CONSIDERED A LINE PARALLEL WITH THE END 30 FEET WEST OF THE ONE-HALF SECTION LINE DRAWN NORTH AND SOUTH THROUGH SECTION 23, TOWNSHIP 16 SOUTH, RANGE 22 EAST, MOUNT DIABLO BASE AND MERIDIAN; THENCE AT RIGHT ANGLES WEST A DISTANCE OF 226 FEET TO A POINT; THENCE AT RIGHT ANGLES SOUTH A DISTANCE OF 3 FEET; THENCE AT RIGHT ANGLES EAST A DISTANCE OF 226 FEET; THENCE AT RIGHT ANGLE NORTH A DISTANCE OF 3 FEET TO THE POINT OF COMMENCEMENT.
 COMMONLY KNOWN AS: 2321 EIGHTEENTH, KINGSBURG, CA 93631
 FRESNO COUNTY APN: 394-133-04

TENTATIVE PARCEL MAP

BEING IN THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 23, TOWNSHIP 16 SOUTH, RANGE 22 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE COUNTY OF FRESNO, STATE OF CALIFORNIA

CONSISTING OF ONE SHEET



SITE DATA
 APN: 394-133-04
 OWNER: RICHARD & NECIA SCHUIL
 SUBDIVIDER: RICHARD & NECIA SCHUIL
 ADDRESS: 2321 18TH STREET
 KINGSBURG, CA 93631
 AREA: 37,776 Sq. Ft. / 0.867 Ac.
 USE: SINGLE FAMILY RESIDENTIAL
 ZONING: R-1
 SOURCE OF:
 WATER FACILITIES: CITY OF KIC
 SEWER FACILITIES: CITY OF KIC
 STORM DRAIN FACILITIES: CITY OF KIC
 ELECTRICITY: PG&E
 GAS: PG&E



DIXON & ASSOCIATES, INC.
 LAND SURVEYING

620 DEWITT, #101
 CLOVIS, CALIFORNIA, 93612
 PH: (559)297-4200 FAX: (559)297-4272



Looks like this street was intended to go through to 18th. I'm asking for an irrevocable offer of dedication to accommodate this in the future.

Google Earth Pro

feet
meters



Recording Requested by:
And When Recorded Mail to:

City of Kingsburg
1401 Draper Street
Kingsburg, CA 93631

RESOLUTION NO. 2016-__
A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF KINGSBURG APPROVING
TENTATIVE PARCEL MAP 73

WHEREAS, the applicants, Richard and Nacia Schuil, have requested the City of Kingsburg consider land division as presented in Tentative Parcel Map 73; and

WHEREAS, the reconfiguration of said parcels will not create a substandard parcel within the zoning district to which the affected property is pre-zoned; and

WHEREAS, the proposed land division is in compliance with the City's General Plan; and The Kingsburg Planning Commission finds that the Tentative Parcel Map, as conditioned, to be in accordance with Chapter 16.28 of the Kingsburg Municipal Code based on evidence provided in the staff report and testimony presented at the public hearing; and

WHEREAS, the Kingsburg Planning Commission has determined that the project is categorically exempt consistent with the California Environmental Quality Act.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission of the City of Kingsburg hereby approves Tentative Parcel Map 73 with the following conditions:

1. That all conditions of the applicants be conditions of approval, except as further modified below, and subject to modifications to conform to applicable City Standards.
2. That the applicants pay all fees as required by existing ordinances and schedules.
3. A right to farm covenant shall be recorded prior to recordation of the final map.
4. Both lots shall be provided with a 1" water service and City-standard water meter.
5. Both lots shall be provided with 4" sewer services subject to SKF standards and approval.
6. Applicant shall construct a City standard driveway approach into each parcel. Driveway approaches shall meet current City and ADA standards which may require reconstruction of existing improvements. Shared driveways serving more than one parcel shall be eliminated.

Final Map:

1. All existing easements shall be shown on the Final Map.
2. Applicant shall provide the City of Kingsburg with an irrevocable offer of dedication for 30 feet along the south side of Parcel 2 for the purposes of future street right-of-way.
3. The final map shall be submitted to the City Engineer for review and approval.
4. All City and County requirements pertaining to acceptance and recordation of the Final Map shall be met by the Applicant.

* * * * *

I, Mary Colby, Secretary to the Kingsburg Planning Commission, do hereby certify that the foregoing resolution was duly passed and adopted at a regular meeting of the Kingsburg Planning Commission held on the 14th day of April, 2016, by the following vote:

Ayes:

Noes:

Absent:

Abstain:

Mary Colby, Secretary
Kingsburg Planning Commission

STAFF REPORT

TO: Kingsburg Planning Commission

FROM: Holly R. Owen, AICP, Planning Director

DATE: April 14, 2016

SUBJECT: CONDITIONAL USE PERMIT 2016-01, TO CONSTRUCT A WORSHIP CENTER AND SUNDAY SCHOOL BUILDING LOCATED AT MARION STREET AND GILROY STREET IN THE CITY OF KINGSBURG; APPLICANT, GRACE CHURCH OF THE VALLEY.

Recommendation:

Following a public hearing, it is recommended that the Planning Commission take the following actions with respect to the application for Conditional Use Permit CUP 2016-01:

- 1) Approve the attached Resolution 2016-___ determining that the approval of Conditional Use Permit 2016-01 and the project will have no significant effect on the environment, subject to mitigation measures, and adopt the Mitigated Negative Declaration for the project, and
- 2) Approve the attached Resolution 2016-__ as presented or as modified by the Planning Commission, recommending approval of Conditional Use Permit 2016-01 subject to conditions of approval attached to the resolution, including the findings required by Kingsburg Municipal Code Section 17.68.070.

Background and Discussion:

The applicant is seeking approval of a project to construct a worship center of approximately 25,625 square feet and a two story Sunday School classroom, approximately 20,250 square feet, to serve an anticipated congregation of 1,500 people on a 14.8 acre site located at Marion Street and Gilroy Street in the City of Kingsburg, APN Assessor Parcel Numbers 396-144-12, 13 and 24 (Exhibit 1) located at Marion Street and Gilroy Street in Kingsburg ("Project Property"). Formerly the site of the Del Monte processing facility, the proposed project, in addition to the worship center and Sunday School classrooms, (Exhibit 2) will include associated parking lots and a 5.52 acre foot drainage basin. Operational aspects of the project include:

- Plans for two separate buildings, for a total of 45,875 square feet.
- The church grounds would operate 7 days a week, with the facilities open from 6:00 AM-10:00 PM.
- Peak use for a single Sunday Church service would be from 10:30 AM until early afternoon. Sunday school would be held at 9:00 AM.
- There would be a Wednesday Church service from 7-9 PM

- There would be approximately 30 full time employees on site
- There would be a 396 stall parking lot

Roughly half of the church attendees are anticipated to originate from Kingsburg, with the balance from surrounding nearby cities. A traffic study was submitted in September 2014 to the City, and a revised study in February 2015. The results of the traffic studies and required mitigation are included in the proposed Mitigated Negative Declaration.

The original plan, submitted to the City in 2014, consisted of the conversion of the 109,000 square foot former Del Monte Plant warehouse building into the primary church facility. This plan was considered and ultimately approved by the Planning Commission (May 21, 2015) and City Council (June 17, 2015). Due to the high cost estimates of the conversion of the warehouse building, the applicant is now proposing to leave the warehouse building vacant at the present time. The applicant, in consultation with City Staff, agrees that any future proposed construction, expansion or change of use on the project property will require a determination on the future use of the warehouse building. Any future use of the warehouse building or the remainder of the project property will require the necessary entitlements and environmental review as determined by the City.

Pursuant to the Applicant's original plan for the property, the Planning Commission and City Council approved. General Plan Amendment 2014-01 and, Rezone 2014-01 which allow the proposed use on the project property. Church uses are allowed in the Central Commercial zoning district with a Conditional Use Permit (Kingsburg Municipal Code 17.40.020-D).

Kingsburg Municipal Code Section 17.68.070 requires that the following findings be made to approve the proposed Conditional Use Permit:

- A. *That there are circumstances or conditions applicable to the land, structure or use which makes the granting of a use permit necessary for the preservation and enjoyment of a substantial property right.*
- B. *That the proposed location of the conditional use is in accordance with the objectives of the Zoning Ordinance and the purposes of the district in which the site is located.*
- C. *That the proposed use will comply with each of the applicable provisions of this title (Title 17 of the Municipal Code).*

The purpose and intent of the conditional use permit process is to ensure that the proposed use and its location does not have an adverse impact on the public health, safety and welfare. Should there be characteristics associated with the operation of the use that present a potential impact on the public health, safety and welfare, the City shall develop conditions of approval to mitigate these impacts.

The City has submitted conditions of approval to address various issues, including certain health, safety and welfare issues. These conditions are attached to this report (Attachment

“B”). The Mitigation Measures attached as Attachment “A” to this staff report and the Circulation Section of the conditions of approval attached as Attachment “B” to this staff report address circulation and traffic issues identified with the September 2014 traffic study for the Applicant’s Original Church project. As set forth in the conditions of approval and the Mitigation Measures, the fees and fair share calculations shown in the Circulation portion of the conditions of approval and the Mitigation Measures may be adjusted should the Applicant timely provide the City with updated trip generation and trip distribution calculations.

Planning Staff has concluded that the proposed use of the project property is consistent with the applicable provisions of Title 17 of the Kingsburg Municipal Code. The staff also finds that the proposed project complies with other applicable provisions of Title 17 of the Kingsburg Municipal Code including parking, setback and height requirements, and that the proposed project complies with other local and State regulations including Uniform Building Code, Fire Code and American with Disabilities Act (ADA).

Environmental Review:

An Initial Study was prepared for the project, circulated and made available for public review. A Mitigated Negative Declaration has been prepared, and the accompanying Mitigation Measures have been proposed. Any comments received after the close of the review period concerning the project will be included for consideration at the scheduled public hearing.

Conclusion:

Staff recommends that the Kingsburg Planning Commission;

Approve Resolution No. 2016-____, determining that approval of Conditional Use Permit 2016-01 and the project will have no significant effect on the environment and adopt the Mitigated Negative Declaration subject to Mitigation Measures as attached in the resolution (Attachment “A”), and

Approve Resolution No. 2016 - ____ approving Conditional Use Permit 2016-01 for Grace Church of the Valley, subject to the conditions of approval attached as Attachment “B”.

ATTACHMENTS:

Exhibit 1, Location Map

Exhibit 2, Site Plan, Grace Church of the Valley

Attachment “A,” Proposed Mitigation Measures

Attachment “B,” Conditions of Approval, Grace Church of the Valley

Resolution 2016-__, adopting the environmental determination of a Mitigated Negative Declaration for Conditional Use Permit 2016-01 and the project

Resolution 2016-__, approving Conditional Use Permit 2016-01

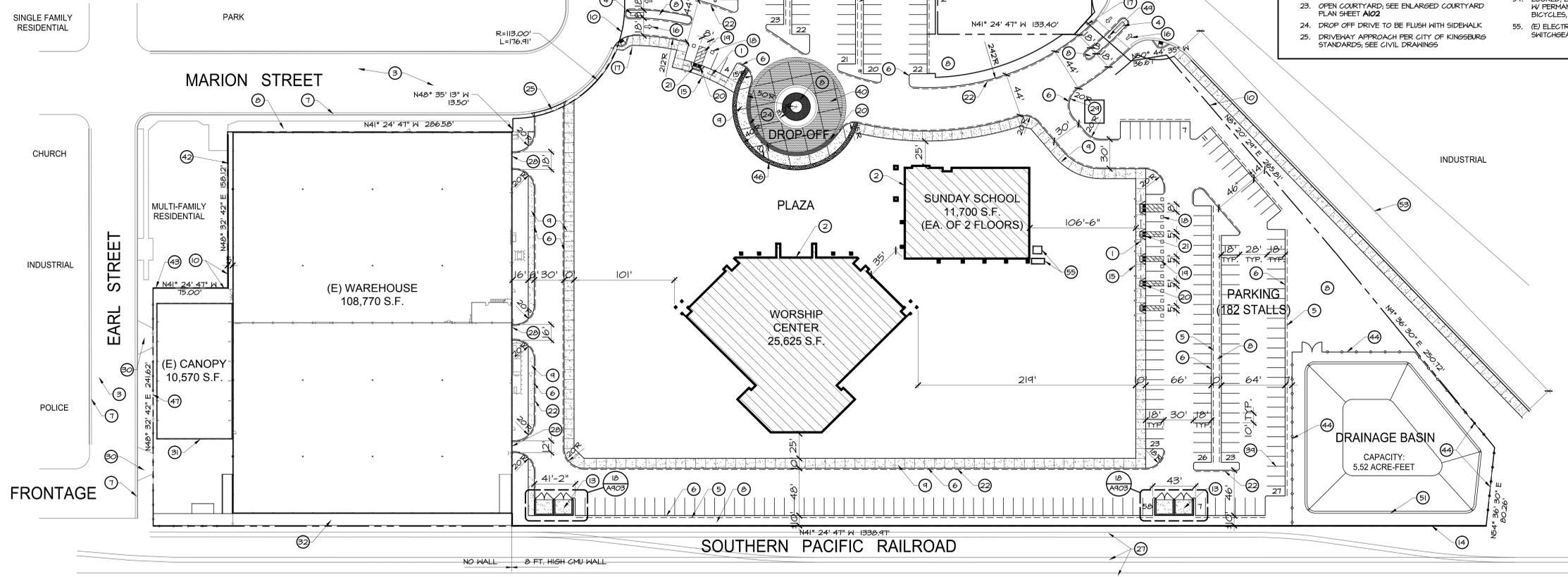
EXHIBIT 1



Proposed
New Church
Location

PROJECT ARCHITECT THE TAYLOR GROUP ARCHITECTS 10 RIVER PARK PLACE EAST SUITE 208 FRESNO, CA 93720 (554) 708-4046 CONTACT: PHILIP METTLER OR BRIAN RICHMOND EMAIL: philm@tgrouparchitects.com brianr@tgrouparchitects.com	PROJECT INFORMATION PROJECT DATA: SITE ADDRESS: 1101 MARION STREET (GILROY & MARION STREETS) KINGSBURG, CA, 93631 APN: 396-144-12, 13, & 24 EXISTING USE: VACANT (FORMER DEL MONTE PLANT) PROPOSED USE: MASTER PLAN FOR CHURCH CAMPUS + (E) COMMERCIAL WAREHOUSE ZONING: HEAVY INDUSTRIAL LAND USE DESIGNATION: HEAVY INDUSTRIAL SITE AREA: 643,103 SQ. FT. (14.8 ACRES)
OWNER GRACE CHURCH OF THE VALLEY 1600 CALIFORNIA STREET KINGSBURG, CA, 93631 (554) 707-3406 CONTACT: CHARLIE FERNANDEZ EMAIL: charlie@graceofthevalley.org	BUILDING AREA: NEW CONSTRUCTION: WORSHIP CENTER = 25,625 S.F. SUNDAY SCHOOL CLASSROOMS = 23,400 S.F. (EA. OF 2 FLOORS) (E) WAREHOUSE AND CANOPY = 119,340 S.F. TOTAL PROPOSED BUILDING AREA = 168,365 S.F. SITE COVERAGE: 168,365 S.F. / 643,103 S.F. = 26.2%
VICINITY MAP 	PARKING: ACCESSIBLE PARKING = 12 STALLS STANDARD PARKING = 352 STALLS STD. GREEN PARKING = 32 STALLS (8% OF TOTAL, PER CALGREEN TABLE 5.106.5.2) (CLEAN AIR / VAN POOL / EV) TOTAL PARKING = 396 STALLS SHORT-TERM BICYCLE PARKING PROVIDED = 20 SPACES (5% OF TOTAL STALLS, PER CALGREEN 5.106.5.1.1) LONG-TERM BICYCLE PARKING PROVIDED = 2 SPACES (5% OF TOTAL EMPLOYEES INDICATED ON APPROVED OPERATIONAL STATEMENT, PER CALGREEN 5.106.5.1.2) TOTAL BICYCLE PARKING = 22 SPACES PARKING RATIO BASED ON 1,200 SEATS AT WORSHIP CENTER (4 SEATS/CAR MAX. REQ'D), 3.03 SEATS/CAR NOTE: UNO, STD. STALL SIZE AS SHOWN IS 10'11" X 10'0" W/ 2' FRONT BUMPER OVERHANG (20'-0" TOTAL DEPTH) NOTE: AT DESIGNATED CLEAN-AIR VEHICLE PARKING STALLS, PAINT, IN THE PAINT USED FOR STALL STRIPING, THE FOLLOWING CHARACTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE: CLEAN AIR / VAN POOL / EV; REQ'D NO. OF DESIGNATED STALLS ARE TO BE EVENLY DISTRIBUTED THROUGHOUT PARKING LOT

<p>KEYNOTES</p> <ol style="list-style-type: none"> ACCESSIBLE PATH OF TRAVEL (1.5% MAX. CROSS SLOPE; 5% MAX. IN DIRECTION OF TRAVEL) FROM PUBLIC RIGHT-OF-WAY & ACCESSIBLE PARKING; TYP. SEE CIVIL DRAWINGS. ACCESSIBLE MAIN BUILDING ENTRANCE (TYPE WA-1) FOR SIGNAGE (E) AC STREET PAVEMENT; SEE CIVIL PLANS FOR ANY REQUIRED MODIFICATION MONUMENT SIGN UNDER SEPARATE PERMIT INDICATES 2'-0" BUMPER OVERHANG, TYP. 6" RAISED CONCRETE CURB, TYP.; SEE DETAILS 4/A903 & 4/A903 (E) CONCRETE CURB & GUTTER LANDSCAPING; SEE LANDSCAPE PLANS CONCRETE SLAB/SIDEWALK; SEE CIVIL DRAWINGS & DETAILS 4 & 7/A903, LIGHT BROOM FINISH, TYP. INDICATES (E) PROPERTY LINE INDICATES ROOF OVERHANG ABOVE, TYP. FREESTANDING BUILDING COLUMN, TYP. TRASH ENCLOSURE PER CITY OF KINGSBURG STDS. MIN. 6-8 FT. HIGH CONCRETE MASONRY FENCE AS MEASURED FROM HIGHEST ADJOINING FINISH GRADE. SEE SITE PLAN FOR LOCATIONS; SPLIT-FACE ON CHURCH SIDE AND ENDS. INTERNATIONAL SYMBOL AND ACCESSIBLE STALL SIGN, TYP. NOT TO BE WITHIN 2' BUMPER OVERHANG; SEE DETAIL 5/A903 PAINTED WHITE DIRECTIONAL ARROW, TYP.; SEE DETAIL 1/A903 PARKING ENTRANCE SIGN; SEE DETAIL 4/A903 ACCESSIBLE PARKING AISLE, TYP.; SEE DETAIL 2/A903 ACCESSIBLE ACCESS AISLE WITH 4" PAINTED WHITE STRIPES, TYP.; SEE DETAIL 2/A903 INDICATES ACCESSIBLE WARNING, TYP.; MIN. 3'-0" WIDE IN DIRECTION OF TRAVEL, TYP.; SEE DETAIL 2/A903 ACCESSIBLE CURB RAMP, TYP.; SEE DETAIL 15/A903 DASHED LINE INDICATES PAINTED RED CURB W/ "NO PARKING - FIRE LANE", TYP. OPEN COURTYARD; SEE ENLARGED COURTYARD PLAN SHEET A102 DROP OFF DRIVE TO BE FLUSH WITH SIDEWALK DRIVEWAY APPROACH PER CITY OF KINGSBURG STANDARDS; SEE CIVIL DRAWINGS 3'-6" HIGH ORNAMENTAL IRON FENCE; SEE DETAIL 24/A904 (E) RAILROAD TRACK & SIDE SPURS ALIGN SERVICE DRIVE WITH (E) ROLL-UP DOOR (E) HELL AND PUMP ENCLOSURE (E) DRIVEWAY, TYP. (E) METAL SHADE STRUCTURE (E) LOADING DOCK AT RAILROAD SPUR HARDSCAPE; SEE LANDSCAPE PLANS SEPARATE TODDLER & K-6 PLAYGROUND STRUCTURES; W/ SYNTHETIC TURF & PADDED BASE. TRELLIS STRUCTURE; SEE DETAIL 5/A904 TREE WELL, TYP.; SEE LANDSCAPE PLANS CONCRETE MOW STRIP; SEE LANDSCAPING FINISH, TYP. WATER FOUNTAIN; SEE LANDSCAPING 4" WHITE PAINTED STRIPING, TYP. COLORLED CONCRETE, TYP.; SEE LANDSCAPE PLANS NOT USED (E) 6 FT. FENCE W/ GALV. PIPE SUPPORTS (E) CMU FENCE 6 FT. HIGH ORNAMENTAL IRON FENCE; SEE DETAIL 24/A904 INDICATES (E) 6 FT. WIDE CONC. SIDEWALK TO BE REMOVED LIGHT BOLLARD, TYP.; SEE LANDSCAPING & ELEC. PLANS (E) CHAINLINK FENCE W/ VINYL SLATS NOT USED POLE LIGHT, TYP.; SEE ELECTRICAL PLANS RIBBON BIKE RACK; 4 BICYCLES, TYP AT 3 LOCATIONS INDICATES BOUNDARY AND GRADING OF DRAINAGE BASIN, SEE CIVIL REIMBURSABLE FRONTAGE CURB, GUTTER AND SIDEWALK IMPROVEMENTS DEFERRED FRONTAGE CURB, GUTTER AND SIDEWALK IMPROVEMENTS. LOCKED, LONG-TERM BICYCLE PARKING RACK W/ PERMANENTLY ANCHORED RACKS FOR 2 BICYCLES, MIN. (E) ELECTRICAL TRANSFORMER AND SWITCHGEAR
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<p>GENERAL SITE NOTES</p> <ol style="list-style-type: none"> CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS AND DEPTHS AS INDICATED HEREON AND SHALL BE RESPONSIBLE FOR REPORTING ANY DISCREPANCY BETWEEN THESE PLANS AND EXISTING CONDITIONS PRIOR TO SUBMITTAL OF BID. THE CONTRACTOR SHALL VISIT THE SITE AND VERIFY ALL DIMENSIONS OF SITE, AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE SUBMITTING BIDS. PROVIDE MINIMUM OF 2% SLOPE AWAY FROM BUILDING FOR A DISTANCE OF 5'-0" AT LANDSCAPE AREAS; 1% MINIMUM AT PAVING AREAS. NO DRAINAGE TO BE TAKEN TO ADJACENT PROPERTY PROVIDE 1/2" MAX. STEP FROM EXTERIOR DOOR THRESHOLDS TO EXTERIOR SURFACE. CHANGES IN ELEVATIONS MORE THAN 6" ALONG EXIT WAYS SHALL BE BY MEANS OF AN APPROVED RAMP. LAYOUT FORMS FOR WALKWAYS AND EXTERIOR SLABS IN FIELD FOR ARCHITECT'S APPROVAL BEFORE POURING. CONTRACTOR TO PROVIDE THE BUILDING DEPARTMENT WITH SOIL COMPACTION REPORTS PREPARED BY AN APPROVED TESTING AGENCY. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA. ANY UTILITIES REQUIRING RELOCATION SHALL BE THE RESPONSIBILITY AND AT THE EXPENSE OF THE CONTRACTOR. CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE CITY OF KINGSBURG TO ARRANGE AND COORDINATE WORK. THE APPLICANT SHALL INSTALL AN APPROVED BACKFLOW PREVENTION ASSEMBLY ADJACENT TO THE EXISTING WATER METER AND SHALL BE TESTED BY AN APPROVED ANNA CERTIFIED TESTER WITHIN 5 DAYS OF INSTALLATION WITH THE RESULTS SENT TO THE CITY UTILITIES DIVISION. CONTRACTOR SHALL BE REQUIRED TO BRING ALL UTILITY LINES (WATER, SEWER, GAS AND ELECTRICAL) INTO THE BUILDING FROM TERMINATION POINTS AS INDICATED ON THE PLANS, READY FOR SERVICE. THE SOILS REPORT SHALL BE A PART OF THESE PLANS. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCY BETWEEN THIS REPORT AND THE PLANS PRIOR TO BEGINNING WORK. PROVIDE ILLUMINATED ADDRESS SIGN, VISIBLE FROM THE STREET PRIOR TO FINAL INSPECTION, PER FIRE DEPT. STANDARD. THE SANITARY SEWER SERVICES, WATER, GAS AND OTHER UNDERGROUND SERVICE CONNECTIONS SHALL BE COMPLETED IN ALL AREAS TO BE PAVED PRIOR TO PLACEMENT OF PAVING ON SITE. PROVIDE ACCESSIBLE ACCESS SIGNS AT DRIVE APPROACHES PER CITY ORDINANCE, CBC # 2010 ADAS LIGHTING, WHERE PROVIDED TO ILLUMINATE PARKING, SHALL BE HOODED AND SO ARRANGED AND CONTROLLED AS TO NOT CAUSE A NUISANCE EITHER TO THE STREET TRAFFIC OR TO THE LIVING ENVIRONMENT. THE AMOUNT OF LIGHT SHALL BE PROVIDED ACCORDING TO THE STANDARDS OF THE CITY OF KINGSBURG. ROOF MOUNTED AND DETACHED MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW AND ACOUSTICALLY BAFLEED. ALL TRANSFORMERS, ETC. SHALL BE SHOWN ON THE SITE PLAN. THE BACKFLOW DEVICE SHALL BE SCREENED BY LANDSCAPING OR SUCH OTHER MEANS AS MAY BE APPROVED. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE CITY PRIOR TO OCCUPANCY. ALL EXISTING SIDEWALKS IN EXCESS OF 2% MAXIMUM GROSS SLOPE MUST BE BROUGHT INTO COMPLIANCE PRIOR TO ACCEPTANCE BY PUBLIC WORKS. INSTALL ALL OFF-SITE IMPROVEMENTS WITHIN THE PUBLIC RIGHT OF WAYS AND EASEMENTS IN ACCORDANCE WITH THE CITY OF KINGSBURG STANDARDS AND SPECIFICATIONS IN EFFECT AT THE TIME OF IMPROVEMENT APPROVAL. IF FIRE SPRINKLERS ARE TO BE INSTALLED, THE APPLICANT SHALL INSTALL A BLOWOFF ASSEMBLY FOR ALL FIRE PROTECTION LINES ADJACENT TO THE FIRE SPRINKLER DETECTION CHECK VALVE IN PUBLIC RIGHT-OF-WAY OR EASEMENT. THE SIZE OF THE BLOWOFF ASSEMBLY SHALL BE DETERMINED BY THE CITY UTILITIES DIVISION. CONTACT THE CITY OF KINGSBURG PUBLIC WORKS TEN WORKING DAYS PRIOR TO ANY OFF-SITE CONCRETE CONSTRUCTION. TWO WORKING DAYS PRIOR TO COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND UTILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA) (800) 642-2444. SUBMIT ENGINEERED STREET CONSTRUCTION PLANS TO PUBLIC WORKS DEPARTMENT. LANDSCAPING MUST BE IN PLACE BEFORE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY. A HOLD ON OCCUPANCY SHALL BE PLACED ON THE PROPOSED DEVELOPMENT UNTIL SUCH TIME THAT LANDSCAPING HAS BEEN APPROVED AND VERIFIED FOR PROPER INSTALLATION BY THE PLANNING & DEVELOPMENT SERVICES DEPARTMENT. TREES SHALL BE MAINTAINED IN GOOD HEALTH. HOWEVER, TREES MAY NOT BE TRIMMED OR PRUNED TO REDUCE THE NATURAL HEIGHT OR OVERALL CROWN OF THE TREE, EXCEPT AS NECESSARY FOR THE HEALTH OF THE TREE AND PUBLIC SAFETY; OR AS MAY BE OTHERWISE APPROVED BY THE BUILDING DEPARTMENT. IF ARCHAEOLOGICAL AND/OR ANIMAL FOSSIL MATERIAL IS ENCOUNTERED OR UNCOVERED DURING PROJECT SURVEYING, GRADING, EXCAVATING OR CONSTRUCTION, WORK SHALL STOP IMMEDIATELY AND CONTACT THE MUSEUM OF PALEONTOLOGY, U.C. BERKELEY TO OBTAIN A REFERRAL LIST OF RECOGNIZED PALEONTOLOGISTS. AN ASSESSMENT SHALL BE CONDUCTED BY A PALEONTOLOGIST AND, IF THE PALEONTOLOGIST DETERMINES THE MATERIAL TO BE SIGNIFICANT, IT SHALL BE PRESERVED. IF THERE ARE SUSPECTED HUMAN REMAINS, THE FRESNO COUNTY CORONER SHALL BE IMMEDIATELY CONTACTED. IF THE REMAINS OR OTHER ARCHAEOLOGICAL MATERIAL IS POSSIBLY NATIVE AMERICAN IN ORIGIN, THE NATIVE AMERICAN HERITAGE COMMISSION (PHONE (916) 693-4082) SHALL BE IMMEDIATELY CONTACTED AND THE CALIFORNIA ARCHAEOLOGICAL INVENTORY/SOUTHERN SAN JOAQUIN VALLEY INFORMATION CENTER (PHONE (805) 644-2294) SHALL BE CONTACTED TO OBTAIN A REFERRAL LIST OF RECOGNIZED ARCHAEOLOGISTS. AN ARCHAEOLOGICAL ASSESSMENT SHALL BE CONDUCTED FOR THE PROJECT. THE SITE SHALL BE FORWALLY RECORDED AND RECOMMENDATIONS MADE TO THE CITY AS TO ANY FURTHER SITE INVESTIGATION OR SITE AVOIDANCE/PRESERVATION. APPROVAL OF THE PERMIT MAY BECOME NULL AND VOID IN THE EVENT THAT DEVELOPMENT IS NOT COMPLETED IN ACCORDANCE WITH ALL THE CONDITIONS AND REQUIREMENTS IMPOSED ON THIS SPECIAL PERMIT, THE ZONING ORDINANCE AND ALL PUBLIC WORKS STANDARDS AND SPECIFICATIONS. THE PLANNING DEPARTMENT SHALL NOT ASSUME RESPONSIBILITY FOR ANY DELETIONS OR OMISSIONS RESULTING FROM THE SPECIAL PERMIT REVIEW PROCESS OR FOR ADDITIONS OR ALTERATIONS TO CONSTRUCTION PLAN, NOT SPECIFICALLY SUBMITTED AND REVIEWED AND APPROVED PURSUANT TO THIS SPECIAL PERMIT OR SUBSEQUENT AMENDMENTS OR REVISIONS. NO USES OF LAND, BUILDINGS OR STRUCTURES OTHER THAN THOSE SPECIFICALLY APPROVED PURSUANT TO THIS SPECIAL PERMIT SHALL BE PERMITTED. ALL CONSTRUCTION WORK ON THIS PROJECT IS SUBJECT TO INTERRUPTION IF THE ROAD SYSTEM BECOMES IMPASSABLE FOR FIRE APPARATUS DUE TO RAIN OR OTHER OBSTACLES. ALL PREVIOUSLY IMPOSED CONDITIONS OF POLICE FOR SPECIAL PERMITS PERTAINING TO THE SUBJECT PROPERTY SHALL REMAIN IN EFFECT AND ARE INCORPORATED HEREIN BY REFERENCE EXCEPT AS MAY BE SPECIFICALLY MODIFIED BY THIS SPECIAL PERMIT. PRIOR TO INSPECTION, A WRITTEN CERTIFICATION, SIGNED BY THE LANDSCAPE PROFESSIONAL APPROVED BY THE DIRECTOR, SHALL BE SUBMITTED STATING THAT THE REQUIRED LANDSCAPING AND IRRIGATION SYSTEM HAS BEEN INSTALLED IN ACCORDANCE WITH THE LANDSCAPING AND IRRIGATION PLANS APPROVED BY THE PLANNING DEPARTMENT. ALL ACCESSIBLE PARKING STALLS SHALL BE LOCATED ADJACENT TO FACILITY ACCESS RAMPS OR IN STRATEGIC AREAS WHERE THE DISABLED SHALL NOT HAVE TO WHEEL OR WALK BEHIND PARKED VEHICLES WHILE TRAVELING TO OR FROM THE ACCESSIBLE PARKING STALL PER CBC # 2010 ADAS SIGNS OTHER THAN DIRECTIONAL SIGNS, IF APPLICABLE, ARE NOT APPROVED FOR INSTALLATION AS PART OF THIS PERMIT. PROVIDE SIGN (11'X22" MIN) AT ALL PUBLIC ENTRANCE DRIVES TO THE PROPERTY WHICH STATE "WARNING - VEHICLES STOPPED, PARKED OR LEFT STANDING IN FIRE LANES WILL BE IMMEDIATELY REMOVED AT OWNERS EXPENSE - 22655(a) CALIFORNIA VEHICLE CODE - KINGSBURG POLICE DEPARTMENT PER CBC # 2010 ADAS. DESIGN AND CONSTRUCT PARKING LOT GEOMETRICS IN COMPLIANCE WITH THE CITY OF KINGSBURG PARKING STANDARDS. ADDITIONAL TRAFFIC STUDIES MAY BE REQUIRED AS DETERMINED BY THE CITY. ADDITIONAL DEDICATION AND IMPROVEMENTS MAY BE REQUIRED DEPENDING ON STUDY. PROVIDE SEWER AND WATER SERVICES TO ALL BUILDINGS AND CONNECT TO CITY LINES. ABANDON SEPTIC SYSTEMS AND WATER WELLS (IF ANY) TO CITY STANDARDS. FLOOD CONTROL SYSTEM ON SITE APPLICANT SHALL HAVE A COVENANT RECORDED FOR THE PERPETUAL MAINTENANCE OF THE LANDSCAPE AND IRRIGATION TO BE INSTALLED IN PUBLIC RIGHT OF WAY. 	
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THE TAYLOR GROUP ARCHITECTS
10 RIVER PARK PLACE EAST SUITE 208 • FRESNO, CA 93720 • P. 559.708.4046

PROPOSED CHURCH CAMPUS:
GRACE CHURCH OF THE VALLEY
HIGHWAY 99 & 18TH AVENUE
KINGSBURG, CA

SITE PLAN

DATE: 1/25/2016
CUP SUBMITTAL

PROJECT NO. 13-012.00
DRAWING A101
SCALE: 1" = 50'-0"

www.tgrouparchitects.com

Attachment A

Mitigation Measures Grace Church of the Valley April 14, 2016

Transportation/Traffic

1. Prior to commencement of construction of the project applicant shall pay a fair share contribution in the amount of \$94,000 towards improvements to the State Route 99/ Mendocino Avenue interchange.
2. Prior to commencement of construction of the project applicant shall pay the City of Kingsburg Traffic Impact Fee of \$100,540.49.
3. Prior to commencement of construction of the project, applicant shall pay a fair share contribution in the amount of \$18,000 (12% x \$150,000) towards intersection improvements to the 18th Avenue/Kern Street intersection to mitigate future year impacts.
4. Prior to commencement of construction of the project applicant shall pay to the Fresno Council of Governments the Regional Traffic Mitigation Fee (estimated at \$48,968.76).
5. On or before April 22, 2016, Applicant shall deliver to the City of Kingsburg ("City") and the City Engineer updated trip generation and trip distribution calculations prepared by C2 Consultant Corp (collective "Updated Trip Data") for the proposed project ("Project"). Should the City Engineer confirm the Updated Trip Data is valid, properly calculated and correct, the City Engineer will calculate the fees and fair share contributions for the proposed project. If the fees and fair share calculations prepared by the City Engineer are different from the above-identified fees and fair share calculations, the above-identified fees and fair share calculations will be adjusted to conform to the fees and fair share calculations prepared by the City Engineer. Building permits for the proposed project will not be issued until the Applicant pays all fees and share calculations prepared by the City Engineer. Should the Applicant fail to provide the Updated Trip Data to the City on or before April 22, 2016, no adjustment to the above-identified fees and fair share calculations will occur and the Applicant shall pay the above-identified fees and fair share calculations.

Mitigation Monitoring Program: The mitigation measures have been included as conditions of approval of the required Conditional Use Permit.

Attachment B
CUP 2016-01 Conditions of Approval
Grace Church of the Valley

Following are conditions of approval for the proposed project:

General:

1. That all proposals of the applicant be conditions of approval, except as further modified below, and subject to modifications to conform to applicable provisions of the City Municipal Code and City Standards and Specifications.
2. That the applicant pays all fees as required by existing ordinances and schedules. The fees to be paid shall be those in effect at the time of payment.
3. The applicant shall dedicate necessary right-of-way along the frontages to construct the street improvements described herein.
4. Sewer, water and public utility easements shall be recorded in favor of the City, as deemed appropriate by the City Engineer, to serve new utilities.
5. Building permits will be issued upon receipt of all identified fees, including, without limitation, impact fees and traffic mitigation fees.

Water:

6. Applicant shall construct a new 8-inch water main within Marion between Earl Street and Gilroy Street to provide adequate fire flows to the project. Applicant shall also construct an on-site water system to provide hydrants at locations approved by the Fire Chief. Improvement plans for this work are to be prepared by a registered civil engineer and approved by the City Engineer.
7. Separate domestic, fire and landscape services shall be developed into the site. Each service shall include a City approved water meter and reduced pressure backflow preventer and approved by Public Works prior to occupancy.

Sewer:

8. Applicant shall install sewer service per direction of Selma-Kingsburg-Fowler Sanitation District. Improvement plans for this work are to be prepared by a registered civil engineer and approved by SKF and the City Engineer.
9. An oil-water separator shall be installed per SKF requirements.
10. Any septic systems that served the property shall be abandoned pursuant to SKF, City, county, and state standards.

SKF

11. Applicant shall submit floor and plumbing plans for sewer evaluation and pay any capacity charges prior to the issuance of City of Kingsburg Building permits.
12. Applicant shall submit a commercial sewer connection application to SKF.
13. Applicant shall raise existing sewer manholes onsite.
14. The planned commercial kitchen shall require a grease interceptor.
15. Applicant shall provide a utility easement between City and Applicant for onsite sewer prior to occupancy.
16. Applicant shall install a 6-inch sewer service lateral.
17. Applicant shall abandon existing sewers and laterals no longer in service.

Fire Department

18. Fire sprinkler system will be required based on current CA Fire Code requirements.
19. Hydrant placement may or may not need modifications based on city water connections.

Building Department

20. A building commissioning plan must be submitted with plans done by a qualified third party.
21. A building commissioning report must be submitted with plans done by a qualified third party.
22. Include ADA accommodations on submitted plans.

Grading and Drainage:

23. A Grading and Site Improvement Plan for proposed on-site improvements be submitted for review and approval by the City Engineer. Applicant shall obtain a Grading and Site Improvement Permit once plans are approved.
24. Drainage shall generally be retained in an on-site drainage basin. Applicant shall submit engineering drainage calculations for approval of pipe sizes and basin capacity. Applicant shall enter into an agreement with the City of Kingsburg regarding maintenance of said basin. Any improvements to the existing storm drainage system will be the responsibility of the Applicant. Drainage basin will be fenced per City Standards.
25. Proposed parking lot shall conform to the Parking Manual of the City of Kingsburg.

26. Applicant shall prepare and provide a geotechnical report for the project.
27. That the developer obtain an NPDES permit from the Regional Water Quality Control Board for construction sites in excess of one acre. The plan shall provide for the mitigation of soil erosion from the project site during the construction and warranty periods.

Utilities:

28. Developer shall work with PG&E and other utilities for the preparation of a utility plan, subject to the review and approval by the City Engineer. All work shall be underground (including transformers) and be completed such that no street surface need be reopened for service.
29. Utilities along the project's street frontage shall be undergrounded. All utilities serving the project shall be undergrounded.

Circulation:

30. Applicant shall pay a fair share contribution in the amount of \$94,000 towards improvements to the State Route 99 / Mendocino Avenue interchange.
31. Applicant shall pay the City of Kingsburg Traffic Impact Fee of \$100,540.49.
32. Applicant shall pay to the Fresno Council of Governments the Regional Traffic Mitigation Fee (estimated at \$48,968.76).
33. Applicant shall pay a fair share contribution in the amount of \$18,000 (12% x \$150,000) towards intersection improvements to the 18th Avenue / Kern Street intersection to mitigate future year impacts.
34. On or before April 22, 2016, Applicant shall deliver to the City of Kingsburg ("City") and the City Engineer updated trip generation and trip distribution calculations prepared by C2 Consultant Corp (collective "Updated Trip Data") for the proposed project ("Project"). Should the City Engineer confirm the Updated Trip Data is valid, properly calculated and correct, the City Engineer will calculate the fees and fair share contributions for the proposed project. If the fees and fair share calculations prepared by the City Engineer are different from the above-identified fees and fair share calculations, the above-identified fees and fair share calculations will be adjusted to conform to the fees and fair share calculations prepared by the City Engineer. Building permits for the proposed project will not be issued until the Applicant pays all fees and share calculations prepared by the City Engineer. Should the Applicant fail to provide the Updated Trip Data to the City on or before April 22, 2016, no adjustment to the above-identified fees and fair share calculations will occur and the Applicant shall pay the above-identified fees and fair share calculations.
35. The applicant shall construct frontage improvements (including, but not limited to, curb, gutter, sidewalk, pave-out, landscaping, and street lighting) along 18th Avenue, Marion

Street and Gilroy Street. Improvements shall include, but not be limited to, curb, gutter, sidewalk, paving and street lights. Sidewalks shall be 10' wide per City Improvement Standards. Improvement plans for this work are to be prepared by a registered civil engineer and approved by the City Engineer. The applicant shall be responsible for dedicating any necessary right-of-way along the frontages necessary for construction of these improvements. Subject to the Applicant entering into a deferment agreement with the City the terms and conditions of which are acceptable to the City, the City will grant Applicant a ten (10) year deferral for construction and installation of frontage improvements along 18th Avenue. Engineering plans for all the improvements identified in this Paragraph 35 shall be included with the entire project improvement plans.

36. The applicant shall obtain an encroachment permit from outside agencies for work outside of the City's right-of-way.
37. Applicant shall provide a traffic control plan for managing traffic during construction. Plan shall be in compliance with the latest edition of the Manual on Uniform Traffic Control Devices.
38. Applicant shall not utilize parking stalls on the east side of Marion Street directly across from the project site. These will likely be converted to permit parking only for adjacent uses. Adequate on-site parking shall be provided for service to the project.

Irrigation / Landscaping:

39. Any water wells that served the property shall be either abandoned pursuant to city, county, and state standards or utilized strictly for landscape purposes only subject to City of Kingsburg requirements. If an existing well is utilized for landscaping, the Applicant shall enter into an agreement with the City of Kingsburg for use of said well including payment of a fee for groundwater recharge.
40. A landscaping and irrigation plan be prepared and submitted for review by the City Engineer, by for proposed on-site and off-site landscaping within the City right-of-way. The landscaping and irrigation plan shall include vertical drought tolerant landscaping and an irrigation system surrounding the concrete warehouse building on the project site. Such landscaping and irrigation system shall materially shield the concrete warehouse building from view from the public streets. Landscape and irrigation shall be low water consumption designs consistent with AB 1881 and City of Kingsburg ordinances. This landscaping requirement is to meet all new State standards.

Miscellaneous/ Planning

41. Any future proposed use on the project site, including but not limited to construction of a worship center, or construction or installation of any new buildings, structures or infrastructure shall require the following:
 - A Master Plan for the project site which shall be inclusive of all future phases for the use, improvement and installation of structures and infrastructure on the project site and shall

include all studies (traffic, drainage etc.) required by the City of Kingsburg to support the master plan;

- An operational statement that supports the Master Plan, and
 - A clearly defined proposal for use or demolition of the concrete warehouse building located on the project site, to be enacted as part of the Master Plan, all subject to review and approval by City.
42. The applicant shall provide two City standard trash enclosures with concrete slab and masonry walls.
 43. Applicant's project and landscaping plans shall conform to the requirements of the Highway 99 Beautification Program.
 44. Applicant shall submit a sign design proposal package that conforms to Kingsburg City Standard (17.56.040), and shall submit the proposal for required permitting.
 45. Applicant shall construct an eight-foot block wall along that portion of the project site that is adjacent to the Union Pacific Railroad tracks.
 46. Applicant shall maintain the exterior of the concrete warehouse building in a satisfactory condition as determined by the City of Kingsburg. This shall include, without limitation, painting when, in the opinion of the City of Kingsburg, it is deemed necessary to maintain an attractive appearance.
 47. Bicycle racks shall be installed at the proposed Classroom Building to encourage alternative transportation to and from the site.

Indemnity Agreement

48. Within ten (10) days after approval of the project and prior to commencement of construction of the project Applicant shall execute an the City's standard Indemnity Agreement wherein Applicant agrees to and shall indemnify, defend and hold harmless the City and the City's officials, officers, agents, employees, contractors and legal counsel (collectively "**City Parties**") from and against any and all expenses, demands, liabilities, judgments, claims, and costs (including, but not limited to, court costs and attorney's fees), and damages of any nature whatsoever made against or incurred by the City Parties, including, but not limited to, an award of attorney's fees and costs to the person, organization, or entity bringing the cause of action, or their officers, agents, employees, and legal counsel arising from, resulting from, or in any way connected with or related to the approval of Conditional Use Permit 2016-01 and the Mitigated Negative Declaration related thereto.

RESOLUTION NO. 2016-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF KINGSBURG APPROVING A MITIGATED NEGATIVE DECLARATION FOR CONDITIONAL USE PERMIT 2016-01 FOR A WORSHIP CENTER AND SUNDAY SCHOOL BUILDING LOCATED AT MARION STREET AND GILROY STREET IN THE CITY OF KINGSBURG.

WHEREAS, the Kingsburg Planning Commission did consider during a duly noticed public hearing conducted during its regular meeting on April 14, 2016, the application of Grace Church of the Valley for a proposed project (“project”) to construct a Worship Center and Sunday School Building on a 14.8 acre parcel of real property located at Marion and Gilroy Streets, Kingsburg, California, Assessor Parcel Numbers 396-144-12, 13 and 24; and

WHEREAS, the applicant is requesting approval of a Conditional Use Permit 2016-01 for the project; and

WHEREAS, the City of Kingsburg caused to be prepared an Initial Study for the project to evaluate potentially significant adverse environmental impacts; and

WHEREAS, based upon the results of the Initial Study, the City caused to be prepared a Mitigated Negative Declaration for the project; and

WHEREAS, The Mitigated Negative Declaration has been prepared, circulated and made available for public comment pursuant to the California Environmental Quality Act (“CEQA”), Public Resources Code, sections 21000, et seq., and the Guidelines for implementation of CEQA, 14 California Code of Regulations, sections 15000, et seq., and

WHEREAS, the Planning Commission has evaluated and considered all comments, written and oral, received from persons who reviewed the Mitigated Negative Declaration, or otherwise commented on the project; and

WHEREAS, the Planning Commission has independently reviewed and considered the Mitigation Measures identified in the Mitigated Negative Declaration (Attachment A).

NOW THEREFORE, BE IT RESOLVED that the Kingsburg Planning Commission:

- A. Adopts the forgoing recitals as true and correct.
- B. Finds that the Initial Study and Mitigated Negative Declaration are adequate and have been completed in compliance with CEQA and State CEQA guidelines.

- C. Finds on the basis of the whole record before it, including the Initial Study, Mitigated Negative Declaration, and any comments received, that there is no substantial evidence in the record that the approval of Conditional Use Permit 2016-01 and the project will have a significant effect on the environment.
- D. Approves the Mitigated Negative Declaration, including the Mitigation Measures identified in attachment A to this Resolution and as described in the Mitigated Negative Declaration.

* * * * *

I, Mary Colby, Secretary to the Planning Commission of the City of Kingsburg, do hereby certify that the foregoing resolution was duly passed and adopted at a regular meeting of the Kingsburg Planning Commission held on the 14th day of April 2016, by the following vote:

Ayes: Commissioners:
Noes: Commissioners:
Absent: Commissioners:
Abstain: Commissioners:

Mary E. Colby
Planning Commission
Secretary City of Kingsburg

RESOLUTION NO. 2016-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF KINGSBURG APPROVING CONDITIONAL USE PERMIT 2016-01 FOR A WORSHIP CENTER AND SUNDAY SCHOOL BUILDING LOCATED AT MARION STREET AND GILROY STREET IN THE CITY OF KINGSBURG.

WHEREAS, the Kingsburg Planning Commission did consider during a regular meeting on April 14, 2016, the application of Grace Church of the Valley for a proposed project (“project”) to construct a worship center and Sunday School building on a 14.8 acre parcel of real property (“Project Property”) located at Marion and Gilroy Streets, Assessor Parcel Numbers 396-144-12, 13 and 24; and

WHEREAS, the applicant is requesting approval of the issuance of a Conditional Use Permit to operate a worship center and Sunday School building in the Central Commercial Zone District; and

WHEREAS, on April 14, 2016, the Kingsburg Planning Commission did conduct a duly-noticed public hearing, accepting written and oral testimony regarding the requested Conditional Use Permit; and

WHEREAS, The Kingsburg Planning Commission finds that the proposed Conditional Use Permit 2016-01, subject to the conditions of approval attached thereto, is in accordance with and satisfies the requirements of Chapter 17.68 of the Municipal Code of the City of Kingsburg; and

WHEREAS, the Planning Commission also finds that the conditions of approval for the Conditional Use Permit 2016-01 will protect and preserve the public health, safety and welfare in the surrounding neighborhood and the community as a whole.

NOW THEREFORE, BE IT RESOLVED that the Kingsburg Planning Commission makes the following findings as required by Section 17.68.070 of the Kingsburg Municipal Code:

- A. That there are circumstances or conditions applicable to the Project Property and , the use of the Project Property which makes the granting of Conditional Use Permit 2016-01 necessary for the preservation and enjoyment of a private property right. A Conditional Use Permit is required for a church use in the Central Commercial zoning district pursuant to Kingsburg Municipal Code Section 17.40.020 (D).
- B. That the proposed location of the conditional use is in accordance with the objectives of Title 17 of the Kingsburg Municipal Code and the purposes of the zone district in which the Project Property is located. The Central

Commercial zone district specifically permits the operation of church use with a conditional use permit. By identifying the project as a conditional use in the Central Commercial Zoning District, the proposed conditional use is in accordance with the objectives of the Title 17 of the Kingsburg Municipal Code and the purposes of the Central Commercial zoning district which allows multiple uses in the zone district.

- C. That the proposed use complies with each of the applicable provisions of Title 17 of the Kingsburg Municipal Code. Kingsburg’s Site Plan Review committee has reviewed the proposed project. The Committee has determined that the proposed use complies with applicable provisions of the Title 17 of the Kingsburg Municipal Code including without limitation, setbacks, parking, and landscaping.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Kingsburg Planning Commission approves Conditional Use Permit 2016-01 for the project subject to the Conditions of Approval as identified in Attachment “A” to this Resolution and as attached to Conditional Use Permit 2016-01.

* * * * *

I, Mary Colby, Secretary to the Planning Commission of the City of Kingsburg, do hereby certify that the foregoing resolution was duly passed and adopted at a regular meeting of the Kingsburg Planning Commission held on the 14th day of April 2016, by the following vote:

Ayes: Commissioners:

Noes: Commissioners:

Absent: Commissioners:

Abstain: Commissioners:

Mary E. Colby
Planning Commission
Secretary City of Kingsburg



City of Kingsburg

1401 Draper Street, Kingsburg, CA 93631-1908
(559)897-5821 (559)897-5568

Chet Reilly
Mayor

Bruce Blayney
Mayor Pro-tem

COUNCIL MEMBERS
Michelle Roman
Ben Creighton
Staci Smith

Alexander J. Henderson
City Manager

March 23, 2016

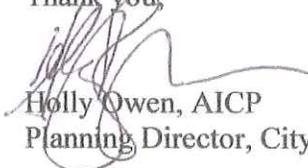
From: Holly Owen, AICP, City of Kingsburg
Re: Initial Study for CUP 2016-01, Grace Church of the Valley

To Whom It May Concern;

Enclosed is an Initial Study and a proposed Mitigated Negative Declaration for a project in Kingsburg. It was submitted as a project last year, and distributed for comment. The project has changed since then, requiring a new submittal.

Please send any comments to the City of Kingsburg by the close of the comment period, April 13, 2016. A hard copy of the Initial Study is on file with the City Clerk.

Thank you,


Holly Owen, AICP
Planning Director, City of Kingsburg

City of Kingsburg

Initial Environmental Study and Proposed Mitigated Negative Declaration

for

**Grace Church of the Valley
CUP 2016-01**



Prepared for

CITY OF KINGSBURG

Prepared by

Holly Owen, AICP

COLLINS & SCHOETTLER PLANNING CONSULTANTS

March, 2016

ENVIRONMENTAL REVIEW GENERAL INFORMATION

What is being proposed?

This document is an analysis of the potential environmental impacts of the project known as "Grace Church of the Valley" (to be referred to in this document as Grace Church). The project involves the construction of two buildings on the eastern side of an existing warehouse lot, consisting of a worship center and a Sunday School classroom building. The worship center is proposed to be 25,625 sq. ft., will be one story, and will seat 1,200 congregants. The two story classroom building (11,700 sq. ft on the ground floor, 8,550 sq. ft. on the second floor) will hold 585 occupants at full capacity.

The existing site is 14.8 acres.

To the south of the existing structure, the congregation envisions a central courtyard that will connect the on-site parking facility and youth play areas. The parking provided is 396 stalls, or 3.03 people per car/seat in the main sanctuary.

The central courtyard will be 90,100 square feet of hardscape. In the southeast corner of the site, the church has reserved a drainage basin of approximately 31,575 s.f. Along the property line between the railroad and church property, a proposed solid masonry 8'0" high fence will be constructed, accompanied by dense landscaping including a closely spaced tree canopy.

What is this document?

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

Why is this document being prepared?

The California Environmental Quality Act of 1970 requires government agencies to analyze how land use "projects" may impact the environment - before considering and approving or denying the project. Once the document is prepared, it must be made available to the public and circulated for review to potentially affected public agencies for a period of 21 days.

Will this study result in any changes to the project?

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

How do I comment on this study?

Send written comments to the City's planning consultant: Holly Owen, Kingsburg Planning Department at 1401 Draper Street, Kingsburg, CA 93631, or you may call at (559) 897-5328.

How does the City review this project?

This particular project was considered for approval by the Kingsburg Site Plan Review Committee. As the project requires a Conditional Use Permit, this application will be publicly noticed and heard before the Kingsburg Planning Commission and City Council.

Who do I contact for more information?

Holly Owen, Planning Director
City of Kingsburg Planning Department, 1401 Draper Street, Kingsburg, CA 93631.

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Notice of Intent to Adopt a Mitigated Negative Declaration

CUP 2016-01: The applicant is seeking approval of a project to construct a church facility consisting of two buildings, one worship center of approximately 25,625 sq ft and a two story Sunday School classroom, approximately 20,250 sq ft to serve a congregation of 1,500 people on a 14.8 acre site located at Marion Street and Gilroy Street in the City of Kingsburg, APN Assessor Parcel Numbers 396-144-12, 13 and 24.

Based in an Initial Study, the City of Kingsburg Planning Department has determined that the project would not have significant adverse effects on the environment following incorporation of mitigation measures; therefore, preparation of an Environmental Impact Report is not required and a Mitigated Negative Declaration has been prepared for the project.

COMMENT PERIOD: March 24, 2016 to April 13, 2016.

JUSTIFICATION FOR MITIGATED NEGATIVE DECLARATION: The City of Kingsburg has completed the preparation of an Initial Study for the project described above. The Initial Study did not identify any potentially significant environmental measures that would result from the proposed activity after incorporation of mitigation measures into the project. Accordingly, approval of a Mitigated Negative Declaration for the project is in compliance with the CEQA Guidelines. The City finds that the proposed project can be adequately served by City public services, including public utilities (sewer and water) and police and fire protection services. It will not have a negative aesthetic effect, will not affect any rare or endangered species of plant or animal or the habitat of such species, or interfere with the movement of any resident or migratory fish or wildlife species. It will not adversely affect water quality, contaminate water supplies, or cause substantial flooding, erosion or siltation. It will not have a significant effect on air quality, noise, light and glare, and land use. It will have a less than significant impact on transportation or circulation systems. No significant cumulative impacts will occur from this project.

PUBLIC COMMENT INVITED: The public is invited to send written comment on the Negative Declaration to the City of Kingsburg, Attention: Holly R. Owen, Planning Department, 1401 Draper Street, Kingsburg, CA 93631. Written comments will be accepted within the comment period shown above. You may review the Mitigated Negative Declaration, Initial Study, mitigation measures, reference material and any comments received on the Mitigated Negative Declaration at the above address.

For further information, contact the Kingsburg Planning Department at (559) 897-5328 or at 1401 Draper Street, Kingsburg, CA 93631.

KINGSBURG PLANNING DEPARTMENT

Posted Date: March 23, 2016.

1.0 INTRODUCTION

Executive Summary

This document is an analysis of the potential environmental impacts of the project that will require the following entitlement: Conditional Use Permit 2016-01 (Grace Church). : The applicant is seeking approval of a project to construct a church facility consisting of two buildings, one worship center of approximately 25,625 square feet and a two story Sunday School classroom, approximately 20,250 square feet to serve an anticipated congregation of 1,500 people on a 14.8 acre site located at Marion Street and Gilroy Street in the City of Kingsburg, APN Assessor Parcel Numbers 396-144-12, 13 and 24.

This environmental study determined the project would not have a significant impact on the environment, subject to certain mitigation measures. Consistent with the California Environmental Quality Act, the City has elected to prepare a "Mitigated Negative Declaration."

A more thorough discussion of environmental impacts is found in Section 4.0 of this document.

1.1 What is This Document?

The following document is an analysis of potential environmental impacts of the project with the following entitlement:

- Conditional Use Permit 2016-01

The California Environmental Quality Act (CEQA) requires public agencies to evaluate the potential environmental effects of land use projects and actions that may impact the environment. The first step of environmental review is to determine whether a project is exempt from further review. As the new construction of structures over 2,500 square feet eliminates a categorical exemption under CEQA, this entitlement results in the need for an Initial Study. The accompanying change in the environment, including traffic, air quality and construction activities, is considered by CEQA guidelines to be a project, is not exempt from CEQA, and must be evaluated for its environmental impacts.

The next step is to prepare an Initial Environmental Study (IES). The IES is an initial review of the project and its potential effects. The IES includes:

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

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

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

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

Public Review

CEQA requires the environmental analysis to be made available for public review. This allows members of the public, individuals, property owners and potentially affected public agencies to review the findings of the study. The review period for this Initial Environmental Study is 21 days. Individuals and agencies may submit comments on the study during the public review period. The City is responsible for preparing written responses on any comment letters or phone calls received during the review process.

The Site Plan Review Committee (Kingsburg Municipal Code 17.72.020) as well as the Planning Commission must consider the findings of the IES and ensure "that adequate provision is made to reduce adverse or potentially adverse environmental impacts to acceptable levels" (Kingsburg Municipal Code Section 17-72-050(E)). If this reduction, or "mitigation," is considered by the decision-making body to be necessary, then those mitigations will be required by the applicant as part of their conditions of approval for the entitlement. If however, the decision-making body (in this case, the Planning Commission) feels the study does not adequately analyze and document the project, it may require additional study.

What is a "Significant Impact"?

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

- Loss of prime farmland
- Impacts to air quality
- Loss of endangered plant and animal species

- Exceeding capacity of infrastructure systems - local water or sewer systems
- Impacts/overdraft of groundwater
- Traffic/circulation
- Public services
- Growth-inducing impacts
- Cumulative impacts

This list is not all-inclusive - impacts will vary depending on the nature of a specific project, its site and surroundings. It should also be noted that if an impact was acknowledged as significant in a previous environmental document, a subsequent analysis is not typically required.

2.0 PROJECT INFORMATION

2.1 Location

The project site (see *Exhibit 1*, attached) encompasses 14.8 acres, Assessor Parcel Number (APN) 396-144-12, 13 & 24, and is located southeast of Marion and Gilroy Streets in the City limits of Kingsburg. The photo, below, is of the existing site, looking south.



2.2 Project Description

The applicant is seeking approval of a project to construct a church facility consisting of two buildings, one worship center of approximately 25,625 square feet and a two story Sunday School classroom, approximately 20,250 square feet, to serve a congregation of 1,500 people on a 14.8 acre site located at Marion Street and Gilroy Street in the City of Kingsburg, APN Assessor Parcel Numbers 396-144-12, 13 and 24.

Operational aspects of the site include:

- Plans for two separate buildings, for a total of 45,875 square feet. The church grounds would operate 7 days a week, with the facilities open from 6:00 AM-10:00 PM. Peak use for a single Sunday service would be from 10:30 AM until early afternoon. Sunday School would be held at 9:00 AM.
- There would be a Wednesday service from 7-9 PM
- There would be approximately 30 full time employees on site
- There would be a 396 stall parking lot
- Roughly half of the attendees are anticipated to originate from Kingsburg, with the balance from surrounding nearby cities.

The original plan, submitted to the City in 2014, consisted of the conversion of the 109,000 square foot former Del Monte Plant into the primary church facility. Due to the high cost estimates of the conversion, however, the church is now proposing to leave the warehouse vacant for the present time. The church representatives, in consultation with City Staff, acknowledge that any future proposed construction or expansion of use on the property will require action that will lead to reuse of the warehouse, whether it is for active church use, sale, funding of an entitlement of a zoning ordinance text amendment which would allow uses to be expanded from the present allowed uses under the Central Commercial Zone District, or sale of the property.

A traffic study was submitted in September 2014 to the City, and a revised study in February 2015. As both these studies assumed more intensive use of the property than is currently proposed, an update of the existing traffic study is underway.

The applicant will also be required to seek a "Permit to Construct" from the San Joaquin Valley Air Pollution Control District, along with undergoing Indirect Source Review requirements.

2.3 Existing General Plan Map Designations and Zoning Classifications

The 1992 Kingsburg General Plan designated the site "Heavy Industrial". As churches were not allowed in the Heavy Industrial Zone District, a rezone and General Plan Amendment was required for the original proposed plan for the site. The site's current zoning is now Central Commercial.

There are no specific or Regional plans that would conflict with the proposed changes necessary for this project. The proposed project is in the Highway 99 Beautification Area, and does not conflict with any of the requirements for that designation.

Land surrounding the subject property is designated by the Kingsburg General Plan and zoned as follows:

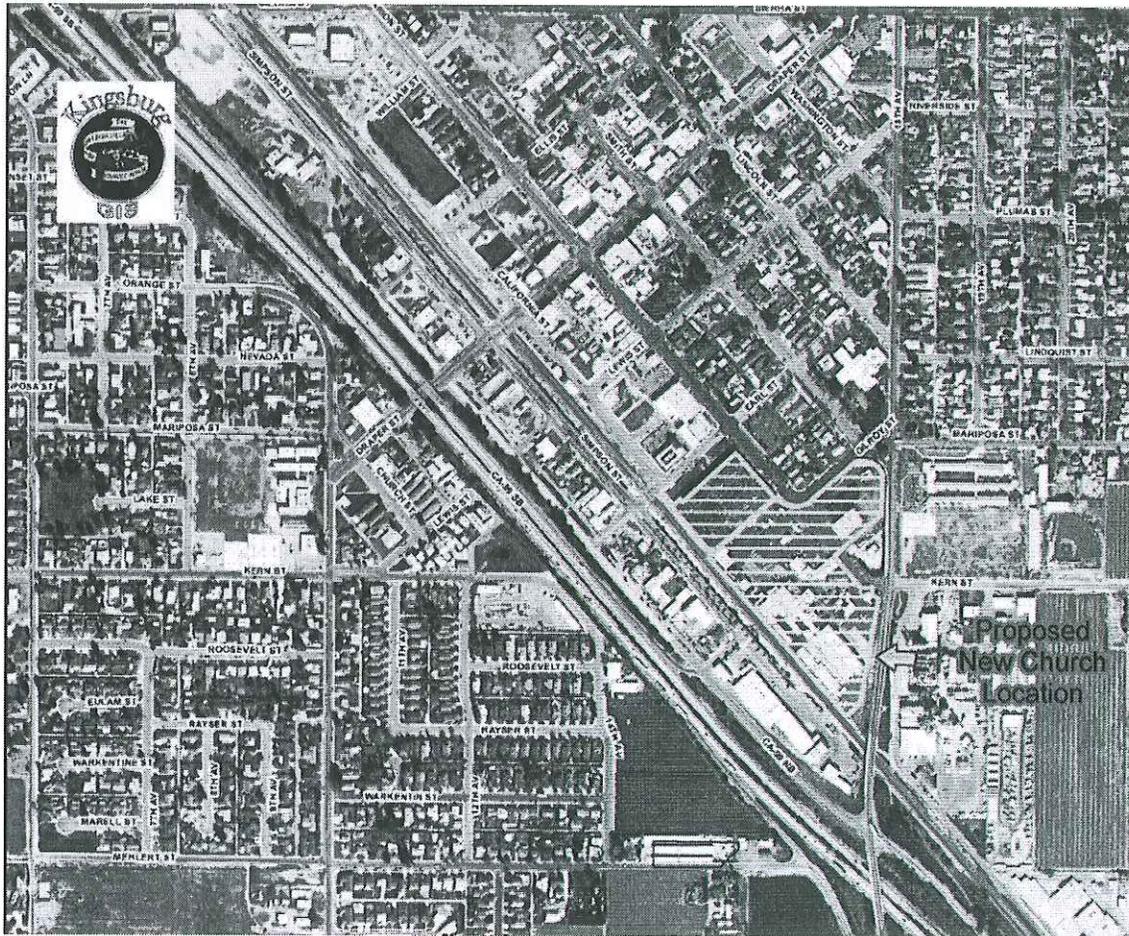
- North: High Density Residential, zoned RM-2
- South: Light Industrial, zoned IL (Light Industrial), Southern Pacific Rail line, Southeast=Heavy Industrial
- West: Light Industrial, zoned IL (Light Industrial)
- East: Heavy Industrial, Holy Family Park (RCO)

The proposed use is generally considered to be compatible with surrounding existing uses.

2.4 Existing Land Use

The subject property was formerly used for many years as an industrial site, and has been abandoned for several years. Land east of the property is occupied by Lincoln Elementary School, and to the northeast is Holy Family Park. An existing church and also a multifamily residential building is situated to the east of the project. The Southern Pacific main line is to the south, and beyond that is State Highway 99. The aerial photo in Map 1 shows existing land uses.

Map 1: Aerial Photo



Proposed Site Plan

Exhibit 2, attached, shows the proposed site plan for the project.

A proposed stormwater drainage basin, to the southeast, is part of the project. The applicant acknowledges that any future construction will have to take into consideration the possible need to resize the drainage basin. The 8' masonry wall between the railroad and the project site will be accompanied by landscaping to screen the wall. All landscaping shall adhere to the current drought-tolerant requirement per City standard.

The description of the project is included in the Project Description Section, above.

Prior to construction, the site will be graded to facilitate drainage, per City Standards. Several improvements will be required, including mitigation of traffic impacts. The Conditional Use Permit will contain specifics regarding conditions of approval for the project. An extension of a water and sewer line will also be required to serve the site, and a 'will serve' letter will be required from Selma-Kingsburg-Fowler (SKF) Sanitation District.

3.0 PROJECT SETTING

3.1 Population

Kingsburg's population has shown a steady pattern of growth, levelling off in recent years. Since 2000 the population has grown approximately 26 percent. The estimated population in 2013 was 11,695 persons, a 0.7% increase from 2012. Recent building activity has been mainly in the commercial sector, with several multifamily projects, including a recently completed senior project in the City. Several proposed subdivisions are now being considered.

3.2 Traffic and Circulation

The subject site will be accessible from two locations. One will be from the eastern side of the site across from Kern Street on 18th Avenue, and the other on the north side of the site at the intersection of Gilroy and Marion Streets. The intersection of Marion and Gilroy Streets is a 90-degree bend that connects the streets, and there is no traffic control at present. The proposed project site has existing sidewalks along most of its property frontage, with the exception along 18th Avenue south of Kern Street. No bicycle lanes or other facilities exist on roadways in the project area.

The applicant commissioned a study that examined seven intersections near the project site. Traffic data was collected and analyzed for impacts using several scenarios, and the results of this analysis was reviewed by the City Engineer. This has resulted in several traffic-related mitigation measures being required for the project.

3.3 Utilities

Sewer

The Selma/Kingsburg/Fowler (SKF) Sanitation District provides wastewater service to most developed properties within city limits. The existing system serves the three cities with 21 lift stations and sewer lines in a network of 6-inch to 42-inch diameter sewers. The District also operates a wastewater treatment plant (WWTP), located on East Conejo Avenue near Kingsburg. Each city owns its own local sewer collection system, which includes sewers, pump stations and appurtenances not owned by the District. The District operates and maintains each city's facilities. Each city is responsible for expanding the facilities that it owns.

Water

The City of Kingsburg provides water service to most developed properties within its city limits. Groundwater is the source of domestic water supply. The City pumps groundwater from seven wells located in the community, which are drilled to depths over 700 feet. The system has a peak production capacity of about 7,390 gallons per minute (gpm), with all wells functioning. The City's average water demand is 3.4 mgd (million gallons per day). Groundwater is recharged primarily through rainfall and infiltration, storm water runoff, seepage from the Kings River bottom and water conservation recharge to natural sloughs. Water supplied by the City historically has been of good quality.

Storm Drainage

Storm drainage within the City is provided by the City of Kingsburg. Storm water generated within the City's existing developed areas is collected and discharged by a combination of the following facilities:

1. Underground storm drains.
2. Detention and percolation basins.
3. Limited discharge into SKF (Selma/Kingsburg/Fowler) sanitary sewer system facilities.
4. Limited discharge into Consolidated Irrigation District (CID) canals and laterals.

There is one storm drainage lift station in the City, near the intersection of 19th and Stroud Avenues.

Gas and Electricity

Pacific Gas and Electric (PG&E) provides electrical power and Southern California Gas Company provides natural gas services in Kingsburg as well as the project area.

3.4 Biological Resources

The California Natural Diversity Database was accessed to determine if any special plant or animal species exist in close proximity to the project. Of those, only several species (Swainson's Hawk and Burrowing Owl) were identified as having a possible habitat within the project area, but no sightings or evidence of species were present on site. The project site has been subject to industrial use with accompanying traffic and industrial activities, which limits the ability of

special status plant species and critical habitats to become established in the area. Animal movement, including bird species, is restricted due to the density of the commercial area to the south, and to the west by railroad tracks, Golden State Boulevard, and State Highway 99, approximately 800 feet away. There are no known wetlands on the site, and no known adopted habitat conservation plans that apply to the site.

3.5 Geological Hazards

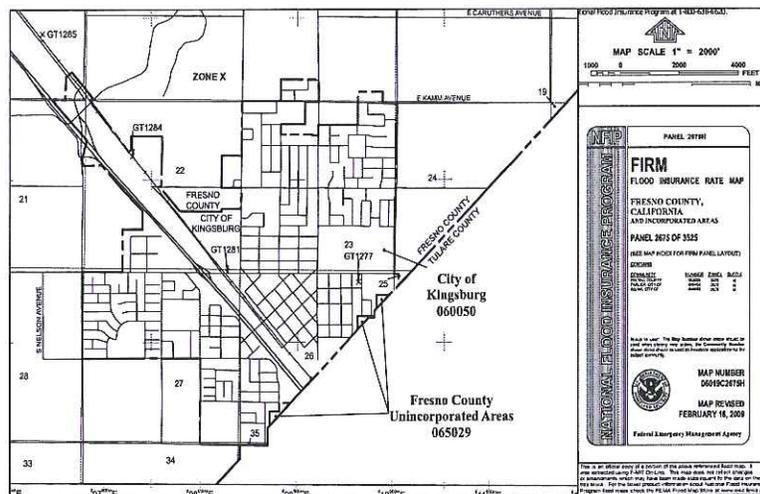
The potential for damage to structures due to geologic/seismic processes in the area is low. Kingsburg is not in an area with known active faults that constitute potential hazards to structures. The most serious recent quake occurred in the spring of 1983 near Coalinga, more than 70 miles to the southwest. No seismic hazard maps have been produced by the Seismic Hazards Mapping Act for the area in and around Kingsburg, and the assessment for the area is for low potential for quake damage.

All construction will be required to comply with current standards of the Uniform Building Code to ensure seismic safety.

3.6 Flooding

Much of the area around Kingsburg is identified as a potential area for dam failure inundation (in this case, Pine Flat Dam on the Kings River). Due to the distance to the nearest dam, however, that is an unlikely scenario. Flooding is also not a probability in the project area, according to the Flood Insurance Rate Map, below. The map shows the project area to be within Zone X – defined as “Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

National Flood Insurance Program Map



3.7 Soils

Soils identified in the project area, are a mixture of Hanford Sandy Loam (Hc), Hanford fine sandy loam (Hm), Hanford Sandy Loam and Hesperia Fine Sandy Loam (Hst). Hesperia Fine Sandy Loam is identified as having a moderate corrosive effect on uncoated steel. This will be taken into consideration during project material selection and construction.

Local Soils Map



4.0 DISCUSSION OF POTENTIAL ENVIRONMENTAL IMPACTS

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

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
---	--	---	----------------------

I. AESTHETICS -- Would the project:

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

Discussion: The Kingsburg General Plan identifies no scenic vistas existing near the project site, and the project is adjacent to a long-used commercial roadway (Golden State Boulevard). The industrial areas, which is historically the area of the project, are generally less visually pleasing than other urban districts as their general operations involve storage, manufacturing and movement of truck traffic.

No aspects of the project will impact the existing visual environment. There are no scenic vistas accessible from the site.

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

Discussion: The proposed project will not have an impact on the scenic resources of the area. The site is situated in an industrial area, and there are no rock outcroppings, trees or historic buildings in the area. There are no scenic resources within the view shed of the subject property. No impact in this regard would occur.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
---	--	---	----------------------

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

Discussion: Development of the site for this use, although adjacent to industrial uses and to a major highway, will be a positive improvement to the existing visual character, currently a vacant lot. It will have a positive impact on surroundings as the site will be landscaped and construction materials will be selected to create an architecturally pleasing project.

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

Discussion: Development of the site will generate a new source of light (operational and security lighting) for the area given that there is no existing use in the structure. The proposed project will add more lighting to the area; however, this additional lighting is consistent with other uses in the area, and lighting shall be chosen to meet architectural design standards in keeping with the overall appearance of the project. In addition, the lighting is required to comply with the City of Kingsburg Zoning Ordinance regulations, which require site plan review to limit lighting effects on neighboring properties. The project will have a less than significant impact on the aesthetics of the area.

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

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
---	--	---	----------------------

and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: The site is currently a former food processing warehouse. The USDA Prime Farmland Map for Fresno County identifies that site as “Urban and Built Up Land.” This designation includes structures with a building density of at least one unit to 1.5 acres, such as residential, industrial, commercial, institutional facilities, and other uses. Accordingly, the project will not have a significant impact on agricultural resources.

- Conflict with existing zoning for agricultural use, or a Williamson Act contract?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: The subject site is not under a Williamson Act contract nor are adjacent properties under contract. The project will not conflict with adjacent lands that are zoned for agriculture.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Discussion: The site is not zoned for forestry and is not forested.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially Significant <u>Impact</u>	Less Than Significant with <u>Mitigation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
--	---	--	-----------------------------

Discussion: The site is not forested and the project will not impact forest land.

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

Discussion: No impact will occur. Development of the subject site, currently unused, will not cause farmland to be converted to a non-agricultural use. There will be no impact.

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

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

Discussion:

The project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD). 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 (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb). The CAAQS also set standards for sulfates, lead, hydrogen sulfide, vinyl chloride and visibility.

Areas are classified under the Federal Clean Air Act as either “attainment” or “non-attainment” 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 (SJV) is designated as a State and Federal non-attainment area for O₃, and

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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PM_{2.5} and a Federal non-attainment area for PM₁₀. It is a State and Federal attainment area for CO, SO₂, NO₂, and Pb (SJVAPCD, 2013¹).

Impacts on air quality are expected during construction and operational phases, primarily including engine emissions and dust-raising activities, among others. The impact on air quality by truck emissions generated by the project are anticipated to be reduced over time as the Air Resources Board's regulations on diesel truck emissions are implemented. Special filters were required on diesel trucks by January 2012, and older diesel trucks must be replaced by January 2015. Over time, these regulations will reduce air emissions caused by diesel trucks to a less than significant level.

The project will not conflict with or obstruct the implementation of air quality management standards. Standards set by the SJVAPCD, CARB, and Federal agencies relating to the project would continue to apply. There will be no impact.

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

Discussion:

The San Joaquin Valley is designated as a Federal and State non-attainment area for Ozone and PM_{2.5}, and a Federal non-attainment area for PM₁₀. The SJVAPCD is the regional agency that regulates air permitting and maintains an extensive air quality-monitoring network to measure criteria pollution concentrations throughout the San Joaquin Valley air basin.

The project includes two phases - (1) construction and (2) operation. When the project is operational, the primary source of pollutants will be primarily automobile vehicles, traveling to and from the site. At build out, using a conservative estimate (allowing for the greatest use possible), the estimated traffic generation used for air quality analysis purposes (CalEEMod, V. 2013.2.2) would be 456 daily weekday automobile trips per day, with 518 trips on Saturday and 1,832 trips on Sunday. According to the analysis provided by the CalEEMod, The total number of vehicle trips per day will not generate enough air emissions to have a significant impact on the air environment. Therefore, the project will have a less than significant impact on the air

¹ <http://www.valleyair.org/aqinfo/attainment.htm>

Potentially Significant Impact Less Than Significant with Mitigation Less Than Significant Impact No Impact

environment. A CalEEMod Air Assessment (Appendix A) was done as part of this study, and a summary of the analysis is in Table 1, below.

Table 1: Proposed Project Construction/Operation Emissions

	VOC (ROG) (tons/year)	NO _x (tons/year)	PM ₁₀ (tons/year)
Total Project Construction/Operation Emissions	1.505	3.98	.6457
Threshold of Significance	10.0	10.0	15.0

Source: CalEEMod, Version 2013.2.2, run February 9, 2016

During the construction phase of the project, a certain amount of dust will be generated as land is graded, buildings are installed and parking lots are constructed. The Air District's Regulation VIII Control Measures will reduce the impact of dust on the air environment to a less than significant level.

Regulation VIII measures are SJVAPCD-mandated dust control requirements for any type of ground moving activity and will be adhered to during the construction and operation of the project, and are listed in Table 2 (Implementation of Regulation VIII Measures) would reduce any construction-related PM₁₀ emission impacts to less than significant.

**Table 2
San Joaquin Valley Air Pollution Control District
Regulation VIII Control Measures for Construction Emissions of PM₁₀**

Regulation VIII Control Measures. The following are required to be implemented at all construction sites.
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-

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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soaking.
When materials are transported off-site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from top of container shall be maintained.
All operations shall limit, or expeditiously remove the accumulation of mud or dirt 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.
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.

The project site will be surfaced with a combination of asphalt, concrete and gravel/decomposed granite. This will minimize dust that will be generated by vehicle traffic during the operation phase of the project.

3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Discussion: The Valley is classified as a non-attainment region for PM₁₀ and ozone. The traffic generated by the project will not be substantial enough to have a significant cumulative impact on the Valley's ozone level. The number of vehicles traveling to and from the site will not exceed the traffic threshold that is determined to be significant for air quality purposes, according to the San Joaquin Valley Air District.

The PM₁₀ level is not considered to be cumulatively considerable because little dust will be generated by the operation other than what is caused by traffic. Finally, the State Air Resources Board has implemented a program to replace older diesel truck engines with newer, cleaner

Potentially Significant Impact	Less Than Significant with <u>Mitigation</u>	Less Than Significant Impact	No <u>Impact</u>
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engines that emit lower levels of PM₁₀. If the construction fleet uses diesel fuel, the PM₁₀ levels will be reduced over time.

4. Expose sensitive receptors to substantial pollutant concentrations?

Discussion: The subject property is adjacent to lands that have a variety of uses: industrial, recreational, commercial and educational. The proposed use will not create substantial pollutant concentrations and therefore will have a less than significant impact on sensitive receptors (schools, hospitals, parks and residential neighborhoods) that are in close proximity to the project site.

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

Discussion: The project is not expected to create odors that will affect sensitive receptors.

IV. BIOLOGICAL RESOURCES -- Would the project:

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

Discussion: The site has been heavily disturbed in the past through both agricultural activities and industrial development, and is unlikely to provide habitat for plant and animal species of concern.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There are no areas of riparian habitat or other sensitive natural communities on or adjacent to the site.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There are no known wetlands on the subject site and this is confirmed by a review of the National Wetlands Map.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There are no known migratory wildlife corridors in the immediate area. As noted previously, no migratory wildlife corridors have been identified in the area, which has been mainly an industrial use in the past. In addition, the project is adjacent to Golden State Boulevard

Potentially Significant Impact	Less Than Significant with <u>Mitigation</u>	Less Than Significant Impact	No Impact
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and State Highway 99 - both major roadways that would interfere with natural wildlife corridors. The project is not expected to impact this resource.

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

Discussion: The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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

Discussion: There are no adopted habitat conservation plans that apply to the project site.

V. CULTURAL RESOURCES -- Would the project:

- 1) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Discussion: The project area has been severely disturbed over at least the past fifty years with agricultural activities (plowing, ripping, construction of channels, etc.) and more recently from traffic and hardscaping from previous industrial uses on the site. There are no known historical resources located on the project site. Any known historical artifacts would have been uncovered during these land disturbance activities.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Discussion: As noted above, previous land disturbance activities on the subject site have most likely eliminated any archaeological resources on the site if any existed in the first place.

Even though archaeological resources appear to not be present on the project site, development of the project site for industrial uses could result in disturbance of subsurface archaeological resources during excavation and/or grading. If this occurs, the developer must comply with the requirements of CEQA that regulate archaeological and historical resources (Public Resources Code Section 21083.2 and 21084.1), and all local, state and federal regulations that regulate archaeological and historical resources, if during the course of development on the sites archeological or human remains are encountered.

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

Discussion: Although there are no known paleontological resources located on the project site, any development does have the potential to directly or indirectly destroy a paleontological resource. If any paleontological materials are uncovered during project activities, work in the area shall halt until professional cultural resources evaluation and/or data recovery excavation can be planned and implemented.

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

Discussion: While unlikely due to past grading and agricultural activities, should any human remains be discovered during grading and construction, the Fresno County Coroner must be

Potentially Significant Impact	Less Than Significant with <u>Mitigation</u>	Less Than Significant Impact	No <u>Impact</u>
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notified immediately. (The Coroner has two working days to examine the remains and 24 hours to notify the Native American Heritage Commission [NAHC] if the remains are Native American. The most likely descendants then have 24 hours to recommend proper treatment or disposition of the remains, following the NAHC guidelines).

VI. GEOLOGY AND SOILS -- Would the project:

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

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

Discussion: The proposed project is not located within close proximity to a known earthquake fault. The project site is not located within an Alquist-Priolo Earthquake Fault Zone. No seismic hazard maps have been produced by the Seismic Hazards Mapping Act for the area in and around Kingsburg. Therefore, the project is not significantly affected by known active faults.

This data indicates that the Kingsburg area is located in a lower risk area in terms of earthquake activity. The project will not be adversely impacted by seismic activity.

The City requires all new structures to be built according to Zone II seismic standards of the Uniform Building Code. Given that the proposed industrial structures will be built consistent with the Uniform Building Code, earthquakes will have a less than significant impact on the project.

2. Strong seismic ground shaking?

Potentially Significant <u>Impact</u>	Less Than Significant with <u>Mitigation</u>	Less Than Significant <u>Impact</u>	<u>No Impact</u>
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Discussion: The project is not located in close proximity to a known earthquake fault.

3. Seismic-related ground failure, including liquefaction?

Discussion: The project site is not subject to liquefaction and the risk of seismic-related ground failure is remote. The site's underlying soils, identified in Section 3.7 of the Project Setting Section of this study are not subject to liquefaction - according to the NRSC soil survey and the location of the project is not within a seismically active area.

4. Landslides?

Discussion: The project area is level and there is no danger of landslide.

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

Discussion: The subject property is fairly level and the underlying soil is not considered to be an erosive soil. The applicant will be required to submit a grading and drainage plan that ensures that on-site soils are stabilized and that storm water runoff does not create erosion problems either on-site or off-site.

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

Discussion: The underlying soils in the project area are considered to be stable; the site is also in a seismically stable zone. The project is not located on artificial fill. The project will not be

Potentially Significant Impact	Less Than Significant with <u>Mitigation</u>	Less Than Significant Impact	No <u>Impact</u>
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susceptible to unstable soil conditions that would cause building failure. Adherence to building code requirements would further reduce risks to life and property. Impacts in this regard would be less than significant.

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

Discussion: The underlying soils are not considered to be expansive, and so no impact will occur. With the exception identified in the previous soils section regarding potential corrosion of uncoated steel, there are few limitations for urban development posed by the underlying soils. The engineering requirements for stable building foundations are required and part of the California Building Code. There will not be any risk to life or property due to soil expansion.

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

Discussion: The applicant will connect to the Selma Kingsburg Fowler (SKF) Sanitation District. Septic tanks will not be utilized.

VII. GREENHOUSE GAS EMISSIONS:

Would the project:

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

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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Discussion:

The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases from sources that in general emit 25,000 metric tons or more of carbon dioxide (CO₂) per year. The SJVAPCD has also implemented a guidance policy for development projects within their jurisdiction; however, this policy, "Guidance for Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA," approved by the Board on December 17, 2009, does not address temporary GHG emissions from construction, nor does this policy establish numeric thresholds for ongoing GHG emissions. AB 32 requires that emissions within the State of California be reduced to 1990 levels by the year 2020.

Construction: Greenhouse gas emissions, generated during construction, would include activities such as demolition, site preparation, building construction, etc. The SJVAPCD does not have a recommendation for assessing the significance to construction-related emissions. Construction activities will occur before 2020, the year when the State is required to reduce its GHG emissions to 1990 levels.

Operation: The project will include long-term emissions over the lifetime of the project that include mobile operations, waste generated, water consumed, and energy consumed. The U.S. Environmental Project GHG emissions were calculated using CalEEMod based on 50,000 square feet of new development on a 14.8 acre site. As shown in Appendix A, the project is estimated to produce 1069.12 metric tons per year of CO₂e (unmitigated construction plus unmitigated operational emissions), which is well below the 25,000 metric tons reporting threshold for greenhouse gas emissions. As such, any impacts to this analysis area are considered to be less than significant.

2. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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emissions of greenhouse gases?

Discussion: The City of Kingsburg does not have an adopted Climate Action Plan. Therefore, the plan adopted for the purpose of reducing the emissions of GHGs applicable to the proposed project is ARB’s approved Scoping Plan, which will be used to determine significance for this criterion. As discussed previously, AB 32 requires that emissions within the State be reduced to 1990 levels by the year 2020. The project would generate temporary construction emissions prior to the year 2020; therefore, impacts would be less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

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

Discussion: No impact is expected because the project does not involve the transport, use or disposal of hazardous materials.

2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Discussion: No impact is expected because the project does not involve the handling or transport of hazardous materials.

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

Potentially Significant <u>Impact</u>	Less Than Significant with <u>Mitigation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: No impact is expected because the project does not involve the handling or emissions of hazardous materials.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is not located within two miles of any airport and is not located within an airport land use plan.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project site is not located within the vicinity of any known private airstrips.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project has been reviewed for proper emergency access by the police, fire and engineering departments.

8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There are no wildlands on or adjacent to the subject territory that might be the source of a fire.

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

1. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: No impact is expected. The proposed project will be required to connect to Kingsburg's domestic water system, which meets the State's Clean Water Standards. Furthermore, the storm water runoff will be retained on-site or diverted to the city's stormwater drainage system.

2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of				
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<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project will use relatively little water and therefore will have no significant impact on local groundwater system. Drought-tolerant landscaping and low-usage watering devices will be installed and used as required by the City.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The site will be graded to facilitate proper surface drainage on the site. There are no streams or rivers on or near the site.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: See IX. 3. above. There are no streams or rivers on or near the site. Storm water runoff will be diverted to the on-site drainage basin in the southeast area of the project and also to Kingsburg's storm water collection system.

5. Create or contribute runoff water that would exceed the capacity of existing or planned

Potentially Significant Impact	Less Than Significant with <u>Mitigation</u>	Less Than Significant Impact	No <u>Impact</u>
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storm water drainage systems or provide substantial additional sources of polluted runoff?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Storm water runoff from the proposed project will be channeled to Kingsburg's storm water collection system. A SWPPP (stormwater pollution prevention plan) will be designed and in place for the project.

6. Otherwise substantially degrade water quality?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: Runoff from the proposed project will not be allowed to enter any surface water systems directly, thereby preventing water quality degradation. Any contaminants contained in storm water runoff will be trapped by the soils underlying local retention or detention basins.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The project does not propose housing. The site is not within a 100-year floodplain according to FEMA maps.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The subject property is not within the 100-year flood plain.

9. Expose people or structures to a significant risk of loss, injury or death involving

<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
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flooding, including flooding as a result of the failure of a levee or dam?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The threat of flooding at the project site is remote. The Kings River lies approximately 1.3 miles southeast of the site. Flooding potential in the area is generally restricted to properties adjacent to the Kings River. According to FEMA maps, the property is not subject to flooding.

10. Inundation by seiche, tsunami, or mudflow?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project is located about 78 miles inland from the Pacific Ocean, the closest source of a seiche or tsunami. There are no aspects of the project that reasonably present the danger of a mudflow.

X. LAND USE AND PLANNING - Would the project:

1. Physically divide an established community?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The proposed project will not divide the community of Kingsburg. Natural divisions occur on the western side of the City due to State Highway 99 and Golden State Boulevard. The subject property is located on the east side of Highway 99. The subject property is part of Kingsburg's industrial zone district presently, but a mix of uses already exists in that quadrant of Kingsburg.

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

<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion: The proposed project is compatible with adjacent land uses, which are industrial, institutional, residential and commercial in nature. The site will be zoned Central Commercial, which would be compatible with existing uses in the vicinity. A General Plan Amendment will be required to change the designation from Heavy Industrial to Central Commercial.

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

Discussion: There are no habitat conservation or natural community conservation plans that apply to the project site.

XI. MINERAL RESOURCES -- Would the project:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Discussion: There are no known mineral resources on or near the site. Mineral resources in Fresno County primarily encompass sand and gravel resources, which are generally found in or along the Kings and San Joaquin Rivers.

2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Discussion: There are no known mineral resources on or near the site. Fresno County's General Plan identifies the San Joaquin River as the nearest area where mineral resources such as sand

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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and gravel can be found. Sand and gravel operations can also be found near Sanger, alongside the Kings River.

XII. NOISE -- Would the project result in:

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

Discussion: The subject property, although in close proximity to residential dwellings and noise sensitive uses like schools or hospitals, will not generate significant noise. The proposed use will have most of their activity conducted indoors. In fact, most of the outdoor noise in the immediate area will be dominated by traffic-generated noise from State Highway 99 and the Union Pacific Railroad operations.

2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Discussion:

The project does not contain any elements that would be expected to generate groundborne vibrations.

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

Discussion: The proposed use will generate no permanent increase in ambient noise levels.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Discussion: The project will not increase the ambient noise level in the vicinity because most operations associated with the project will take place within the existing structure. Any noise associated with vehicles entering and exiting the subject property, or with children playing on the playfields will be insignificant compared to the noise being generated by State Highway 99 and the Union Pacific Railroad.

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

Discussion: The project site is not located within an airport land use plan.

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

Discussion: The project site is not located within the vicinity of any private airstrips.

XIII. POPULATION AND HOUSING -- Would the project:

1. Induce substantial population growth in an area, either directly (for example, by

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Discussion: The proposed project is unlikely to generate any significant population growth in the community. According to information supplied by the applicant, the site will increase employment by approximately 30 persons. No impact is expected due to population growth.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The proposed project will not result in the removal of any existing housing. The project area currently is adjacent to several existing/proposed smaller multifamily housing units.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: No residents will be removed as a result of the project.

XIV. PUBLIC SERVICES

1. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with <u>Mitigation</u>	Less Than Significant Impact	No <u>Impact</u>
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Discussion: The project area is served by the City of Kingsburg’s fire department. The Department has one full-time Fire Chief, three-full time Captain/Paramedics, six full-time Firefighter/Paramedics, and up to 20 Paid Call Firefighters who are responsible for responding to emergency situations and respond to both fire and emergency medical service. This Department is fully staffed 24 hours a day 365 days a year. There are two fire stations; the main station at 1460 Marion Street is .5 miles away. Personnel with the fire department have been involved in the review of the proposed site plan. The project will be required to pay Kingsburg’s public safety impact fee. Funds accrued by this fee are used to purchase equipment to accommodate growth and development of the community. In addition, the proposed use will include fire sprinklers, per the Uniform Fire Code. Fire hydrants will be required to be installed.

Police protection?

Discussion: The subject property receives police protection services from the Kingsburg Police Department. The Department is headquartered in facilities located at the Kingsburg Police Department located at 1300 California Street in Kingsburg, within a city block from the project. The project is not expected to have a significant impact on the Kingsburg Police Department. Personnel with the police department have been involved in the review of the proposed site plan. The final site plan will be reviewed to ensure that security concerns are addressed – such as adequate night lighting and fencing.

Schools?

Discussion: The proposed project will not have an impact on schools or their enrollments.

Parks?

Discussion: The project will have a less than significant impact on nearby Holy Family Park, which is adjacent to the project. The diagonal parking that is shared by the uses in the project vicinity will remain available for park users as well as for the small number of residents in the area.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project is not expected to have significant impacts on other public facilities.

XV. RECREATION --

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

Discussion: The proposed project will have a less than significant impact on existing neighborhood or regional parks. The nearest open space feature, previously mentioned, is Holy Family Park, located adjacent and northeast to the proposed project. This project will have no significant impact on the park, as recreational activities will be provided with the project.

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

Discussion: While the project does involve the construction of recreational facilities, the construction activity of those facilities will be required to follow the same requirements as would be required to construct any project, with requirements as to noise, carryout and tracking, dust control, grading, stormwater channeling and selection of construction equipment that meets current requirements for air quality, among other requirements. A less than significant impact will occur with these actions.

XVI. TRANSPORTATION/TRAFFIC -- Would the project:

1. Conflict with an applicable plan, ordinance or policy

Potentially Significant <u>Impact</u>	Less Than Significant with <u>Mitigation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
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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 intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Discussion:

In order to assess traffic impacts, C2 Consult Corp. was retained to prepare (September 2014) and then to amend (February 2015) a Traffic Impact Study (TIS) for the project. The complete revised Traffic Impact Study for The Grace Church of the Valley (February 2015) is on file with the City of Kingsburg. The report includes all appendices used in the consultant's analysis, and should be consulted should more detail be desired. Several different scenarios were analyzed for this project:

- Existing Traffic Conditions (Year 2014)
- Existing Conditions plus Church Project Traffic
- Year 2035 Conditions Without Church Project Traffic
- Year 2035 Conditions With Church Project Traffic

The study area for the analysis included eight intersections, shown on the map, below:

Traffic Impact Study Locations Map



Potentially Significant <u>Impact</u>	Less Than Significant with <u>Mitigation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
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Traffic counts were collected during weekdays and Sundays during each time period listed below:

- Weekdays, 7-9AM and 4-6PM
- Sundays 8:30-9:30 AM and 10-1PM

From this analysis, peak traffic hours were determined. Synchro 7 software was used for traffic analysis to analyze signal cycle and queuing scenarios for each LOS, or Level of Service at each identified intersection. When the LOS falls below an acceptable level, a traffic signal warrant analysis would be performed. From this analysis, mitigation measures were recommended where future impacts from the project were perceived to be identified. Caltrans was consulted and comments were received during the analysis process.

As traffic impacts were identified that were the result of future traffic counts as a result of the construction of the project, the following mitigation measures were identified:

- 1) Applicant shall pay a fair share contribution in towards improvements to the State Route 99/ Mendocino Avenue interchange (Caltrans to determine).
- 2) Applicant shall pay the City of Kingsburg Traffic Impact Fee of \$40,053.43.
- 3) Applicant shall pay a fair share contribution towards intersection improvements to the 18th Avenue/Kern Street intersection to mitigate future year impacts.
- 4) Applicant shall pay to the Fresno Council of Governments the Regional Traffic Mitigation Fee.

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

Discussion: The additional traffic arising from this project will have a less than significant impact with the incorporation of the aforementioned mitigation measures and therefore will not conflict with Fresno County’s congestion management program.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The project will not affect air traffic patterns.

4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The project will not require any change to existing street designs.

5. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: Emergency access will not be affected by the project. The project has been reviewed for proper emergency access by the police and fire departments.

6. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: The site plan shows the project will have adequate off-street parking for congregants and for special events.

7. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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Discussion: The project will not conflict with any policies, plans, or programs supporting alternative transportation. There are no existing or planned bike lines or bus stops on or adjacent to the subject site.

XVII. UTILITIES AND SERVICE SYSTEMS -- Would the project:

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

Discussion: The project will generate little wastewater effluent. The additional demand generated by the use will not exceed wastewater treatment requirements. Selma-Kingsburg-Fowler Sanitation District has already submitted comments on the project as part of the site plan review process conducted by the City.

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

Discussion: The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The project will have a small water demand and an insignificant amount of wastewater will be generated from the site.

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

Potentially Significant <u>Impact</u>	Less Than Significant with <u>Mitigation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
---	---	---	---------------------

Discussion: Storm water runoff will be directed to a proposed basin at the southeastern part of the project. A grading and drainage plan submitted by the applicant will detail how runoff from the subject site will be accommodated, and storm drainage calculations will be submitted prior to final City approval of the project. Any future construction/expansion will require recalculation and possible resizing of the basin.

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

Discussion: The proposed project will be connected to the city's domestic water system. There is adequate capacity in Kingsburg's water system to serve this demand.

In addition, the project will be required to pay a development impact fee for water. This fee will be deposited in a fund that will be used to upgrade the city's water system, including new wells, water lines or pumps.

4. Result in a determination by the wastewater treatment provider that 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?

Discussion: The project site will connect to the Selma-Kingsburg-Fowler Sanitation District for wastewater collection. The project's impact on the City's wastewater system will be insignificant.

However, similar to water fees, the project will be required to pay a development impact fee for wastewater collection and treatment. This fee will be deposited in a fund that will be used to upgrade the city's treatment plant and collection system.

- | | Potentially
Significant
Impact | Less Than
Significant
with
Mitigation | Less Than
Significant
Impact | No
Impact |
|--|---|--|---|--------------------------|
| 5. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion: A less than significant impact is expected, as the project will generate minimum amounts of solid waste as compared to the industrial use the project will replace. Furthermore the project will be required to participate in Kingsburg's recycling and green waste programs.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 6. Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The project's disposal of solid waste will comply with Kingsburg's Municipal Code in regards to solid waste disposal.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE --

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" | | | | |

Potentially Significant <u>Impact</u>	Less Than Significant with <u>Mitigation</u>	Less Than Significant <u>Impact</u>	No <u>Impact</u>
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means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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3. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Prepared By

Holly R Owen, Planning Director
Name

March 22, 2016,
Date

City of Kingsburg - Grace Church
San Joaquin Valley Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Place of Worship	50.00	1000sqft	1.15	50,000.00	0

1.2 Other Project Characteristics

Urbanization Rural Wind Speed (m/s) 2.7 Precipitation Freq (Days) 45
 Climate Zone 7 Operational Year 2016

Utility Company

CO2 Intensity (lb/MW/hr) 0 CH4 Intensity (lb/MW/hr) 0 N2O Intensity (lb/MW/hr) 0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Grace Church of the Valley will have a site area of approximately 643,703 square feet with 45,875 square feet of occupiable space.

Table Name	Column Name	Default Value	New Value
tblProjectCharacteristics	OperationalYear	2014	2016
	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

**2.2 Overall Operational
Unmitigated Operational**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.2301	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.9000e-004	0.0000	0.0000	0.0000	9.5000e-004
Energy	4.7600e-003	0.0433	0.0364	2.6000e-004	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	0.0000	47.1469	47.1469	9.0000e-004	8.6000e-004	47.4339
Mobile	0.5682	1.5489	5.9075	7.7200e-003	0.4252	0.0199	0.4451	0.1142	0.0183	0.1325	0.0000	629.9182	629.9182	0.0230	0.0000	630.4003
Waste						0.0000	0.0000		0.0000	0.0000	57.8524	0.0000	57.8524	3.4190	0.0000	129.6510
Water						0.0000	0.0000		0.0000	0.0000	0.4963	0.0000	0.4963	0.0510	1.2000e-003	1.9400
Total	0.8030	1.5922	5.9443	7.9800e-003	0.4252	0.0232	0.4484	0.1142	0.0216	0.1358	58.3488	677.0660	735.4148	3.4938	2.0600e-003	809.4261

**2.2 Overall Operational
Mitigated Operational**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Area	0.2301	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.9000e-004	0.0000	0.0000	0.0000	9.5000e-004
Energy	4.7600e-003	0.0433	0.0364	2.6000e-004	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	0.0000	47.1469	47.1469	9.0000e-004	8.6000e-004	47.4339
Mobile	0.5682	1.5489	5.9075	7.7200e-003	0.4252	0.0199	0.4451	0.1142	0.0183	0.1325	0.0000	629.9182	629.9182	0.0230	0.0000	630.4003
Waste						0.0000	0.0000		0.0000	0.0000	57.8524	0.0000	57.8524	3.4190	0.0000	129.6510
Water						0.0000	0.0000		0.0000	0.0000	0.4963	0.0000	0.4963	0.0510	1.2000e-003	1.9400
Total	0.8030	1.5922	5.9443	7.9800e-003	0.4252	0.0232	0.4484	0.1142	0.0216	0.1358	58.3488	677.0660	735.4148	3.4938	2.0600e-003	809.4261

Percent Reduction	ROG		NOx		CO		SO2		PM10		PM2.5		Total CO2		CH4		CO2e	
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	1/31/2017	5	2	
3	Grading	Grading	2/1/2017	2/6/2017	5	4	
4	Building Construction	Building Construction	2/7/2017	11/13/2017	5	200	
5	Paving	Paving	11/14/2017	11/27/2017	5	10	
6	Architectural Coating	Architectural Coating	11/28/2017	12/11/2017	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 75,000; Non-Residential Outdoor: 25,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Site Preparation	Graders	1	8.00	174	0.41
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Paving Equipment	1	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMI

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	5	13.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	21.00	8.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0272	0.2659	0.2087	2.4000e-004	0.0161	0.0161	0.0161	0.0150	0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4126
Total	0.0272	0.2659	0.2087	2.4000e-004	0.0161	0.0161	0.0161	0.0150	0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4126

3.2 Demolition - 2017

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	4.9000e-004	8.2000e-004	7.8600e-003	2.0000e-005	1.6200e-003	1.0000e-005	1.6300e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.3769	1.3769	7.0000e-005	0.0000	1.3784
Total	4.9000e-004	8.2000e-004	7.8600e-003	2.0000e-005	1.6200e-003	1.0000e-005	1.6300e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.3769	1.3769	7.0000e-005	0.0000	1.3784

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161	0.0150	0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4125
Total	0.0272	0.2659	0.2087	2.4000e-004		0.0161	0.0161	0.0150	0.0150	0.0150	0.0000	22.2938	22.2938	5.6600e-003	0.0000	22.4125

3.2 Demolition - 2017
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	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	4.9000e-004	8.2000e-004	7.8600e-003	2.0000e-005	1.6200e-003	1.0000e-005	1.6300e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.3769	1.3769	7.0000e-005	0.0000	1.3784
Total	4.9000e-004	8.2000e-004	7.8600e-003	2.0000e-005	1.6200e-003	1.0000e-005	1.6300e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.3769	1.3769	7.0000e-005	0.0000	1.3784
MT/yr																

3.3 Site Preparation - 2017
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0242	0.0159	2.0000e-005	1.3100e-003	1.3100e-003	1.3100e-003	1.2000e-003	1.2000e-003	1.2000e-003	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997
Total	2.3100e-003	0.0242	0.0159	2.0000e-005	5.8000e-003	1.3100e-003	7.1100e-003	2.9500e-003	1.2000e-003	4.1500e-003	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997
MT/yr																

3.3 Site Preparation - 2017
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	3.0000e-005	5.0000e-005	4.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0847	0.0847	0.0000	0.0000	0.0848
Total	3.0000e-005	5.0000e-005	4.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0847	0.0847	0.0000	0.0000	0.0848

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3100e-003	0.0242	0.0159	2.0000e-005	1.3100e-003	1.3100e-003	1.3100e-003	1.2000e-003	1.2000e-003	1.2000e-003	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997
Total	2.3100e-003	0.0242	0.0159	2.0000e-005	5.8000e-003	1.3100e-003	7.1100e-003	2.9500e-003	1.2000e-003	4.1500e-003	0.0000	1.5895	1.5895	4.9000e-004	0.0000	1.5997

3.3 Site Preparation - 2017
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0847	0.0847	0.0000	0.0000	0.0848
Total	3.0000e-005	5.0000e-005	4.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0847	0.0847	0.0000	0.0000	0.0848

3.4 Grading - 2017
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7700e-003	0.0396	0.0264	3.0000e-005	2.1300e-003	2.1300e-003	2.1300e-003	1.9600e-003	1.9600e-003	1.9600e-003	0.0000	2.6112	2.6112	8.0000e-004	0.0000	2.6280
Total	3.7700e-003	0.0396	0.0264	3.0000e-005	9.8300e-003	2.1300e-003	0.0120	5.0500e-003	1.9600e-003	7.0100e-003	0.0000	2.6112	2.6112	8.0000e-004	0.0000	2.6280

3.4 Grading - 2017

Unmitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	6.0000e-005	1.0000e-004	9.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1695	0.1695	1.0000e-005	0.0000	0.1697
Total	6.0000e-005	1.0000e-004	9.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1695	0.1695	1.0000e-005	0.0000	0.1697

Mitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.7700e-003	0.0396	0.0264	3.0000e-005	2.1300e-003	2.1300e-003	2.1300e-003	1.9600e-003	1.9600e-003	1.9600e-003	0.0000	2.6112	2.6112	8.0000e-004	0.0000	2.6280
Total	3.7700e-003	0.0396	0.0264	3.0000e-005	9.8300e-003	2.1300e-003	0.0120	5.0500e-003	1.9600e-003	7.0100e-003	0.0000	2.6112	2.6112	8.0000e-004	0.0000	2.6280

3.4 Grading - 2017

Mitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
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	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	0.0000
Worker	6.0000e-005	1.0000e-004	9.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	0.0000	5.0000e-005	0.0000	0.1695	0.1695	1.0000e-005	0.0000	0.1697
Total	6.0000e-005	1.0000e-004	9.7000e-004	0.0000	2.0000e-004	0.0000	2.0000e-004	5.0000e-005	0.0000	0.0000	5.0000e-005	0.0000	0.1695	0.1695	1.0000e-005	0.0000	0.1697

3.5 Building Construction - 2017

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.2955	1.9109	1.4311	2.2000e-003	0.1226	0.1226	0.1226	0.1182	0.1182	0.1182	0.0000	184.5473	184.5473	0.0387	0.0000	185.3605
Total	0.2955	1.9109	1.4311	2.2000e-003	0.1226	0.1226	0.1226	0.1182	0.1182	0.1182	0.0000	184.5473	184.5473	0.0387	0.0000	185.3605

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

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	9.2200e-003	0.0654	0.1154	1.7000e-004	4.7100e-003	1.0700e-003	5.7800e-003	1.3500e-003	9.8000e-004	2.3300e-003	0.0000	15.4523	15.4523	1.3000e-004	0.0000	15.4550
Worker	7.9900e-003	0.0133	0.1270	3.1000e-004	0.0261	1.9000e-004	0.0263	6.9400e-003	1.7000e-004	7.1100e-003	0.0000	22.2425	22.2425	1.1200e-003	0.0000	22.2660
Total	0.0172	0.0787	0.2423	4.8000e-004	0.0308	1.2600e-003	0.0321	8.2900e-003	1.1500e-003	9.4400e-003	0.0000	37.6949	37.6949	1.2500e-003	0.0000	37.7210

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.2955	1.9109	1.4311	2.2000e-003		0.1226	0.1226		0.1182	0.1182	0.0000	184.5471	184.5471	0.0387	0.0000	185.3603
Total	0.2955	1.9109	1.4311	2.2000e-003		0.1226	0.1226		0.1182	0.1182	0.0000	184.5471	184.5471	0.0387	0.0000	185.3603

3.5 Building Construction - 2017
Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	9.2200e-003	0.0654	0.1154	1.7000e-004	4.7100e-003	1.0700e-003	5.7800e-003	1.3500e-003	9.8000e-004	2.3300e-003	0.0000	15.4523	15.4523	1.3000e-004	0.0000	15.4550
Worker	7.9900e-003	0.0133	0.1270	3.1000e-004	0.0261	1.9000e-004	0.0263	6.9400e-003	1.7000e-004	7.1100e-003	0.0000	22.2425	22.2425	1.1200e-003	0.0000	22.2660
Total	0.0172	0.0787	0.2423	4.8000e-004	0.0308	1.2600e-003	0.0321	8.2900e-003	1.1500e-003	9.4400e-003	0.0000	37.6949	37.6949	1.2500e-003	0.0000	37.7210

3.6 Paving - 2017
Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	5.9300e-003	0.0605	0.0452	7.0000e-005	3.6700e-003	3.6700e-003	3.6700e-003	3.3800e-003	3.3800e-003	3.3800e-003	0.0000	6.1129	6.1129	1.8400e-003	0.0000	6.1515
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.9300e-003	0.0605	0.0452	7.0000e-005	3.6700e-003	3.6700e-003	3.6700e-003	3.3800e-003	3.3800e-003	3.3800e-003	0.0000	6.1129	6.1129	1.8400e-003	0.0000	6.1515

3.6 Paving - 2017

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	4.1000e-004	3.9300e-003	1.0000e-005	8.1000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6885	0.6885	3.0000e-005	0.0000	0.6892
Total	2.5000e-004	4.1000e-004	3.9300e-003	1.0000e-005	8.1000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6885	0.6885	3.0000e-005	0.0000	0.6892
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	5.9300e-003	0.0605	0.0452	7.0000e-005	3.6700e-003	3.6700e-003	3.6700e-003	3.3800e-003	3.3800e-003	3.3800e-003	0.0000	6.1129	6.1129	1.8400e-003	0.0000	6.1515
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	5.9300e-003	0.0605	0.0452	7.0000e-005	3.6700e-003	3.6700e-003	3.6700e-003	3.3800e-003	3.3800e-003	3.3800e-003	0.0000	6.1129	6.1129	1.8400e-003	0.0000	6.1515
MT/yr																

3.6 Paving - 2017
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	4.1000e-004	3.9300e-003	1.0000e-005	8.1000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6885	0.6885	3.0000e-005	0.0000	0.6892
Total	2.5000e-004	4.1000e-004	3.9300e-003	1.0000e-005	8.1000e-004	1.0000e-005	8.1000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6885	0.6885	3.0000e-005	0.0000	0.6892
MT/yr																

3.7 Architectural Coating - 2017
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Archit. Coating	0.3476					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6600e-003	0.0109	9.3400e-003	1.0000e-005	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	0.0000	1.2766	1.2766	1.3000e-004	0.0000	1.2795
Total	0.3493	0.0109	9.3400e-003	1.0000e-005	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	0.0000	1.2766	1.2766	1.3000e-004	0.0000	1.2795
MT/yr																

**3.7 Architectural Coating - 2017
Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	8.0000e-005	1.3000e-004	1.2100e-003	0.0000	2.5000e-004	0.0000	2.5000e-004	0.0000	0.0000	7.0000e-005	0.0000	0.2118	0.2118	1.0000e-005	0.0000	0.2121
Total	8.0000e-005	1.3000e-004	1.2100e-003	0.0000	2.5000e-004	0.0000	2.5000e-004	0.0000	0.0000	7.0000e-005	0.0000	0.2118	0.2118	1.0000e-005	0.0000	0.2121

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	0.3476					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6600e-003	0.0109	9.3400e-003	1.0000e-005	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	0.0000	1.2766	1.2766	1.3000e-004	0.0000	1.2795
Total	0.3493	0.0109	9.3400e-003	1.0000e-005	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	0.0000	1.2766	1.2766	1.3000e-004	0.0000	1.2795

3.7 Architectural Coating - 2017
Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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	8.0000e-005	1.3000e-004	1.2100e-003	0.0000	2.5000e-004	0.0000	2.5000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2118	0.2118	1.0000e-005	0.0000	0.2121
Total	8.0000e-005	1.3000e-004	1.2100e-003	0.0000	2.5000e-004	0.0000	2.5000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2118	0.2118	1.0000e-005	0.0000	0.2121

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.5682	1.5489	5.9075	7.7200e-003	0.4252	0.0199	0.4451	0.1142	0.0183	0.1325	0.0000	629.9182	629.9182	0.0230	0.0000	630.4003
Unmitigated	0.5682	1.5489	5.9075	7.7200e-003	0.4252	0.0199	0.4451	0.1142	0.0183	0.1325	0.0000	629.9182	629.9182	0.0230	0.0000	630.4003

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Place of Worship	455.50	518.50	1831.50	1,118,328	1,118,328
Total	455.50	518.50	1,831.50	1,118,328	1,118,328

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
Place of Worship	14.70	6.60	6.60	0.00	95.00	5.00	64	25	11

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.413014	0.062673	0.156172	0.176687	0.051255	0.007895	0.018867	0.100331	0.001803	0.001598	0.006448	0.000946	0.002310

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Electricity Mitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Natural Gas Mitigated	4.7600e-003	0.0433	0.0364	2.6000e-004	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	0.0000	47.1469	47.1469	9.0000e-004	8.6000e-004	47.4339
Natural Gas Unmitigated	4.7600e-003	0.0433	0.0364	2.6000e-004	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	0.0000	47.1469	47.1469	9.0000e-004	8.6000e-004	47.4339

5.2 Energy by Land Use - Natural Gas

Unmitigated

Land Use	tons/yr										MT/yr						
	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
Place of Worship	883500	4.7600e-003	0.0433	0.0364	2.6000e-004	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	0.0000	47.1469	47.1469	9.0000e-004	8.6000e-004	47.4339
Total		4.7600e-003	0.0433	0.0364	2.6000e-004	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	3.2900e-003	0.0000	47.1469	47.1469	9.0000e-004	8.6000e-004	47.4339

5.3 Energy by Land Use - Electricity Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Place of Worship	132000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Mitigated	0.2301	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.9000e-004	8.9000e-004	0.0000	0.0000	0.0000	9.5000e-004
Unmitigated	0.2301	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.9000e-004	8.9000e-004	0.0000	0.0000	0.0000	9.5000e-004

6.2 Area by SubCategory
Unmitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0348					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1953					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.9000e-004	8.9000e-004	0.0000	0.0000	9.5000e-004
Total	0.2301	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.9000e-004	8.9000e-004	0.0000	0.0000	9.5000e-004

Mitigated

SubCategory	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Architectural Coating	0.0348					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1953					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.9000e-004	8.9000e-004	0.0000	0.0000	9.5000e-004
Total	0.2301	0.0000	4.7000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	8.9000e-004	8.9000e-004	0.0000	0.0000	9.5000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.4963	0.0510	1.2000e-003	1.9400
Unmitigated	0.4963	0.0510	1.2000e-003	1.9400

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
	Mgal	MT/yr			
Place of Worship	1.56445 / 2.44695	0.4963	0.0510	1.2000e-003	1.9400
Total		0.4963	0.0510	1.2000e-003	1.9400

7.2 Water by Land Use

Mitigated

Land Use	Indoor/Outdoor Use	Mgal	MT/yr			
			Total CO2	CH4	N2O	CO2e
Place of Worship	1.564457	2.44695	0.4963	0.0510	1.2000e-003	1.9400
Total			0.4963	0.0510	1.2000e-003	1.9400

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

Category/Year	Total CO2	CH4	N2O	CO2e
Mitigated	57.8524	3.4190	0.0000	129.6510
Unmitigated	57.8524	3.4190	0.0000	129.6510

8.2 Waste by Land Use
Unmitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Place of Worship	285	57.8524	3.4190	0.0000	129.6510
Total		57.8524	3.4190	0.0000	129.6510

Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Place of Worship	285	57.8524	3.4190	0.0000	129.6510
Total		57.8524	3.4190	0.0000	129.6510

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

Mitigation Measures Grace Church of the Valley March 23, 2016

Biological Resources

1. Construction related activities shall be limited to daylight hours only and artificial or security lighting on the project site will be shielded, directed downward and minimized at night.
2. Vertical tubes such as chain link fencing poles can result in the entrapment and death of a variety of bird species. All vertical tubes such as chain link fencing poles will be immediately capped at the time that they are installed to prevent avian fatalities.

Transportation/Traffic

1. Prior to commencement of construction of the project applicant shall pay a fair share contribution to Caltrans towards improvements to the State Route 99/ Mendocino Avenue interchange.
2. Prior to commencement of construction of the project applicant shall pay the City of Kingsburg Traffic Impact Fee of \$40,053.43.
3. Prior to commencement of construction of the project, applicant shall pay a fair share contribution to the City of Kingsburg towards intersection improvements to the 18th Avenue/Kern Street intersection to mitigate future year impacts.
4. Prior to commencement of construction of the project applicant shall pay to the Fresno Council of Governments the Regional Traffic Mitigation Fee.

Mitigation Monitoring Program: As the mitigation measures consist of fees to be paid, Mitigation Measures 1 through 3 shall be paid to the identified agencies prior to issuance of building permits. Mitigation Measure #4 shall be paid prior to Certificate of Occupancy.

The responsible agency for this mitigation monitoring shall be the City of Kingsburg Planning Department.

