

File original and one copy with: Fresno County Clerk 2221 Kern Street Fresno, California 93721		Space Below For County Clerk Only. CLK-2046.00 E04-73 R00-00	
Agency File No: IS	LOCAL DRAFT AGENCY MITIGATED NEGATIVE DECLARATION	County Clerk File No: E-	
Responsible Agency (Name): Fresno County	Address (Street and P.O. Box): 2220 Tulare St. Sixth Floor	City: Fresno	Zip Code: 93721
Agency Contact Person (Name and Title): Jeremy Shaw, Planner	Area Code: 559	Telephone Number: 600-4207	Extension: N/A
Project Applicant/Sponsor (Name): Stamoules Produce Co.	Project Title: Initial Study No. 7995 and Classified Conditional Use Permit Application No. 3694		
Project Description: Allow the operation of a private use airport with a 4,847-foot-long runway, for business, personal and agricultural purposes, including construction of a 10,173 square-foot hangar, on an approximately 8.25-acre portion of 434.93-acre parcel in the AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District.			
Based upon the Initial Study prepared for Classified Conditional Use Permit Application No. 3694, staff has concluded that the project will not have a significant effect on the environment. It has been determined that there would be no impacts to Air Quality, Biological Resources, Energy, Land Use and Planning, Mineral Resources, Public Services, Recreation, Utilities and Service Systems, and Wildfire. Potential impacts related to Agricultural and Forestry Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality and Transportation have been determined to be less than significant. Potential impacts relating to Aesthetics, Cultural Resources, Geology and Soils, Noise and Tribal Cultural Resources have determined to be less than significant with compliance with the included Mitigation Measures.			
FINDING: The proposed project will not have a significant impact on the environment.			
Newspaper and Date of Publication: Fresno Business Journal – May 19, 2023		Review Date Deadline: Planning Commission – June 22, 2023	
Date:	Type or Print Signature: David Randall Senior Planner	Submitted by (Signature): Jeremy Shaw Planner	

State 15083, 15085

County Clerk File No.: _____

**LOCAL AGENCY
MITIGATED NEGATIVE DECLARATION**

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Initial Study No.7995 & Classified Conditional Use Permit Application No.3694

Lead Agency: Fresno County Contact Person: Jeremy Shaw
Mailing Address: 2220 Tulare Street, 6th Floor Phone: (559) 600-4207
City: Fresno Zip: 93721 County: Fresno

Project Location: County: Fresno City/Nearest Community: Fresno
Cross Streets: S. Lyon Ave. & W. California Ave. Zip Code: 93640

Longitude/Latitude (degrees, minutes and seconds): _____ ° _____ ' _____ " N / _____ ° _____ ' _____ " W Total Acres: 434.93
Assessor's Parcel No.: 019-040-28S Section: 8 Twp.: 14S Range: 14E Base: MDBM
Within 2 Miles: State Hwy #: N/A Waterways: Panoche Creek
Airports: N/A Railways: N/A Schools: N/A

Document Type:

CEQA: NOP Draft EIR NEPA: NOI Other: Joint Document
 Early Cons Supplement/Subsequent EIR EA Final Document
 Neg Dec (Prior SCH No.) _____ Draft EIS Other: _____
 Mit Neg Dec Other: _____

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other: _____

Development Type:

Residential: Units _____ Acres _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type Airport
 Commercial: Sq.ft. _____ Acres 8.25 Employees 3 Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW _____
 Educational: _____ Waste Treatment: Type _____ MGD _____
 Recreational: _____ Hazardous Waste: Type _____
 Water Facilities: Type _____ MGD _____ Other: _____

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Growth Inducement
 Coastal Zone Noise Solid Waste Land Use
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Cumulative Effects
 Economic/Jobs Public Services/Facilities Traffic/Circulation Other: _____

Present Land Use/Zoning/General Plan Designation:

Agriculture/ AE-20/ Agriculture

Project Description: (please use a separate page if necessary)

Allow the operation of a private use airport with a 4,847-foot-long runway, for business, personal and agricultural purposes, including construction of a 10,173 square-foot hangar, on an approximately 8.25-acre portion of 434.93-acre parcel in the AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/>	Air Resources Board	<input checked="" type="checkbox"/>	Office of Historic Preservation
<input type="checkbox"/>	Boating & Waterways, Department of	<input type="checkbox"/>	Office of Public School Construction
<input type="checkbox"/>	California Emergency Management Agency	<input type="checkbox"/>	Parks & Recreation, Department of
<input checked="" type="checkbox"/>	California Highway Patrol	<input checked="" type="checkbox"/>	Pesticide Regulation, Department of
<input checked="" type="checkbox"/>	Caltrans District #6	<input type="checkbox"/>	Public Utilities Commission
<input checked="" type="checkbox"/>	Caltrans Division of Aeronautics	<input checked="" type="checkbox"/>	Regional WQCB #5
<input type="checkbox"/>	Caltrans Planning	<input type="checkbox"/>	Resources Agency
<input type="checkbox"/>	Central Valley Flood Protection Board	<input checked="" type="checkbox"/>	Resources Recycling and Recovery, Department of
<input type="checkbox"/>	Coachella Valley Mtns. Conservancy	<input type="checkbox"/>	S.F. Bay Conservation & Development Comm.
<input type="checkbox"/>	Coastal Commission	<input type="checkbox"/>	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/>	Colorado River Board	<input type="checkbox"/>	San Joaquin River Conservancy
<input type="checkbox"/>	Conservation, Department of	<input type="checkbox"/>	Santa Monica Mtns. Conservancy
<input type="checkbox"/>	Corrections, Department of	<input type="checkbox"/>	State Lands Commission
<input type="checkbox"/>	Delta Protection Commission	<input checked="" type="checkbox"/>	SWRCB: Clean Water Grants
<input type="checkbox"/>	Education, Department of	<input checked="" type="checkbox"/>	SWRCB: Water Quality
<input type="checkbox"/>	Energy Commission	<input type="checkbox"/>	SWRCB: Water Rights
<input checked="" type="checkbox"/>	Fish & Game Region # 4	<input type="checkbox"/>	Tahoe Regional Planning Agency
<input checked="" type="checkbox"/>	Food & Agriculture, Department of	<input checked="" type="checkbox"/>	Toxic Substances Control, Department of
<input checked="" type="checkbox"/>	Forestry and Fire Protection, Department of	<input type="checkbox"/>	Water Resources, Department of
<input type="checkbox"/>	General Services, Department of	<input type="checkbox"/>	Other: _____
<input type="checkbox"/>	Health Services, Department of	<input type="checkbox"/>	Other: _____
<input checked="" type="checkbox"/>	Housing & Community Development	<input type="checkbox"/>	Other: _____
<input checked="" type="checkbox"/>	Native American Heritage Commission	<input type="checkbox"/>	Other: _____

Local Public Review Period (to be filled in by lead agency)

Starting Date May 19, 2023 Ending Date June 19, 2023

Lead Agency (Complete if applicable):

Consulting Firm: Land Development Services, Inc. Applicant: Stamoules Produce, Inc.
Address: 623 Van Ness Avenue Address: 904 S. Lyon Ave.
City/State/Zip: Fresno, CA 93721 City/State/Zip: Mendota, CA 93640
Contact: Dirk Poeschel Phone: _____
Phone: (559) 445-0374

Signature of Lead Agency Representative: *Jenny Shaw* Date: 5/18/2023

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STEVEN E. WHITE, DIRECTOR

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION



For County Clerk's Stamp

Notice is hereby given that the County of Fresno has prepared Initial Study (IS) No. 7995 pursuant to the requirements of the California Environmental Quality Act for the following proposed project:

INITIAL STUDY NO. 7995 and **CLASSIFIED CONDITIONAL USE PERMIT APPLICATION NO. 3694** filed by **STAMOULES PRODUCE CO.** proposing to allow the operation of a private use airport with a 4,847-foot-long runway, for business, personal and agricultural purposes, including construction of a 10,173 square-foot hangar, on an approximately 8.25-acre portion of 434.93-acre parcel in the AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District. The project site is located on the north side of W. California Avenue, approximately one half-mile northeast its intersection with of W. California Avenue. and S. Lyon Avenue, approximately four miles southwest of the City of Mendota (APN:019-040-28)(904 S. Lyon Ave.) (Sup. Dist.: 1). Adopt the Mitigated Negative Declaration based on Initial Study No. 7995, and take action on Classified Conditional Use Permit Application No. 3694 with Findings and Conditions.

(hereafter, the "Proposed Project")

The County of Fresno has determined that it is appropriate to adopt a Mitigated Negative Declaration for the Proposed Project. The purpose of this Notice is to (1) provide notice of the availability of IS No. 7995 and the draft Mitigated Negative Declaration, and request written comments thereon; and (2) provide notice of the public hearing regarding the Proposed Project.

Public Comment Period

The County of Fresno will receive written comments on the Proposed Project and Mitigated Negative Declaration from May 19, 2023, through June 19, 2023

Email written comments to jshaw@fresnocountyca.gov, or mail comments to:

Fresno County Department of Public Works and Planning
Development Services and Capital Projects Division
Attn: Jeremy Shaw
2220 Tulare Street, Suite A
Fresno, CA 93721

E202310000141

IS No. 7995 and the draft Mitigated Negative Declaration may be viewed at the above address Monday through Thursday, 9:00 a.m. to 5:00 p.m., and Friday, 8:30 a.m. to 12:30 p.m. (except holidays), or at www.co.fresno.ca.us/initialstudies. An electronic copy of the draft Mitigated Negative Declaration for the Proposed Project may be obtained from Jeremy Shaw at the addresses above.

Public Hearing

The Planning Commission will hold a public hearing to consider approving the Proposed Project and the Mitigated Negative Declaration on June 22, 2023, at 8:45 a.m., or as soon thereafter as possible, in Room 301, Hall of Records, 2281 Tulare Street, Fresno, California 93721. Interested persons are invited to appear at the hearing and comment on the Proposed Project and draft Mitigated Negative Declaration.

For questions, please call Jeremy Shaw (559) 600-4207.

Published: May 19, 2023

PROGRAM ACCESSIBILITY AND ACCOMMODATIONS: The Americans with Disabilities Act (ADA) Title II covers the programs, services, activities and facilities owned or operated by state and local governments like the County of Fresno ("County"). Further, the County promotes equality of opportunity and full participation by all persons, including persons with disabilities. Towards this end, the County works to ensure that it provides meaningful access to people with disabilities to every program, service, benefit, and activity, when viewed in its entirety. Similarly, the County also works to ensure that its operated or owned facilities that are open to the public provide meaningful access to people with disabilities.

To help ensure this meaningful access, the County will reasonably modify policies/ procedures and provide auxiliary aids/services to persons with disabilities. If, as an attendee or participant at the meeting, you need additional accommodations such as an American Sign Language (ASL) interpreter, an assistive listening device, large print material, electronic materials, Braille materials, or taped materials, please contact the Current Planning staff as soon as possible during office hours at (559) 600-4497 or at jpotthast@fresnocountyca.gov. Reasonable requests made at least 48 hours in advance of the meeting will help to ensure accessibility to this meeting. Later requests will be accommodated to the extent reasonably feasible.



County of Fresno

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

INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. Project title:

Initial Study No. 7995 and Classified Conditional Use Permit Application No. 3694

2. Lead agency name and address:

Fresno County Department of Public Works and Planning
Development Services and Capital Projects Division
2220 Tulare Street, 6th Floor
Fresno, CA 93721-2104

3. Contact person and phone number:

Jeremy Shaw
(559) 600-4207.

4. Project location:

The project site is located approximately one half-mile northeast of the intersection of W. California Ave. and S. Lyon Ave., approximately four miles southwest of the City of Mendota (Sup. Dist.: 1) (APN:019-040-28S)(904 S. Lyon Ave., Mendota, CA 93640.

5. Project sponsor's name and address:

Stamoules Produce, Inc.
904 S. Lyon Ave.
Mendota, CA 93640

6. General Plan designation:

Agriculture.

7. Zoning:

AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District.

8. Description of project: (Describe the whole action involved, including, but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The project proposes to allow the operation of a private use airport with a 4,847-foot-long runway, for business, personal and agricultural purposes, including construction of a 10,173 square-foot hangar, on an approximately 8.25-acre portion of 434.93-acre parcel in the AE-20 (Exclusive Agricultural, 20-acre minimum parcel size) Zone District.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The project site is located within an area designated for agricultural and agriculturally related uses.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)

None.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Pursuant to Assembly Bill 52, Native American Tribal Governments Per Assembly Bill 52 (AB52), participating California Native American Tribes were notified of the project and given the opportunity to enter into consultation with the County regarding the proposal. None of the Tribes responded to the notice or requested consultation, **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- | | |
|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT:

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the Mitigation Measures described on the attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**
- I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required
- I find that as a result of the proposed project, no new effects could occur, or new Mitigation Measures would be required that have not been addressed within the scope of a previous Environmental Impact Report.

PERFORMED BY:



 Jeremy Shaw, Planner

Date: 5-16-23

REVIEWED BY:



 David Randall, Senior Planner

Date: 5-16-23

**INITIAL STUDY
ENVIRONMENTAL CHECKLIST FORM
(Initial Study No. 7995 and
Classified Conditional Use Permit
Application No. 3694)**

The following checklist is used to determine if the proposed project could potentially have a significant effect on the environment. Explanations and information regarding each question follow the checklist.

- 1 = No Impact
- 2 = Less Than Significant Impact
- 3 = Less Than Significant Impact with Mitigation Incorporated
- 4 = Potentially Significant Impact

I. AESTHETICS

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

- 1 a) Have a substantial adverse effect on a scenic vista?
- 1 b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?
- 1 c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?
- 3 d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

II. AGRICULTURAL AND FORESTRY RESOURCES

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

- 2 a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- 2 b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?
- 1 c) Conflict with existing zoning for forest land, timberland or timberland zoned Timberland Production?
- 1 d) Result in the loss of forest land or conversion of forest land to non-forest use?
- 1 e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

III. AIR QUALITY

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

- 1 a) Conflict with or obstruct implementation of the applicable Air Quality Plan?
- 2 b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?
- 2 c) Expose sensitive receptors to substantial pollutant concentrations?
- 1 d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES

Would the project:

- 2 a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
- 1 b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?
- 1 c) Have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
- 1 d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- 1 e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- 1 f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?

V. CULTURAL RESOURCES

Would the project:

- 3 a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
- 3 b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
- 3 c) Disturb any human remains, including those interred outside of formal cemeteries?

VI. ENERGY

Would the project:

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

VII. GEOLOGY AND SOILS

Would the project:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
 - ii) Strong seismic ground shaking?
 - iii) Seismic-related ground failure, including liquefaction?
 - iv) Landslides?
- b) Result in substantial soil erosion or loss of topsoil?
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?
- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?
- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

X. HYDROLOGY AND WATER QUALITY

Would the project:

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?
- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site?
 - i) Result in substantial erosion or siltation on or off site;
 - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;
 - iii) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or
 - iv) Impede or redirect flood flows?
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

XI. LAND USE AND PLANNING

Would the project:

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

XII. MINERAL RESOURCES

Would the project:

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

XIII. NOISE

Would the project result in:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Generation of excessive ground-borne vibration or ground-borne noise levels?
- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, exposing people residing or working in the project area to excessive noise levels?

XIV. POPULATION AND HOUSING

Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and

businesses) or indirectly (for example, through extension of roads or other infrastructure)?

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

XV. PUBLIC SERVICES

Would the project:

- 1 a) Result in substantial adverse physical impacts associated with the provision of new or physically-altered governmental facilities, or the need for new or physically-altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - 1 i) Fire protection?
 - 1 ii) Police protection?
 - 1 iii) Schools?
 - 1 iv) Parks?
 - 1 v) Other public facilities?

XVI. RECREATION

Would the project:

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

XVII. TRANSPORTATION

Would the project:

- 2 a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- 1 b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?
- 1 c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- 1 d) Result in inadequate emergency access?

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

- 3 a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - 3 i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or
 - 3 ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set

forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

- 1 a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?
- 1 b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?
- 1 c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- 1 d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?
- 1 e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

XX. WILDFIRE

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

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

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

- 1 a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- 1 b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- 1 c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Documents Referenced:

This Initial Study references the documents listed below. These documents are available for public review at the County of Fresno, Department of Public Works and Planning, Development Services and Capital Projects Division, 2220 Tulare Street, Suite A, Fresno, California (corner of M & Tulare Streets).

- Fresno County General Plan, Policy Document and Final EIR
- Fresno County General Plan Background Report
- Fresno County Zoning Ordinance
- Important Farmland 2016 Map, State Department of Conservation
- California Department of Fish and Wildlife, California Natural Diversity Database (CNDDDB) Web Application
- Final Noise Contours and Impact Analysis for the Operation of Stamoules Produce Co. Private Use Airport in Fresno County, California by LSA, dated March 23, 2023.
- Air Quality and Greenhouse Gas Emissions Analysis Memorandum for the proposed Stamoules Produce Co. Private Air Strip in Fresno County, California, dated November 4, 2021.

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County of Fresno

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

EVALUATION OF ENVIRONMENTAL IMPACTS

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

I. AESTHETICS

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

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

FINDING: NO IMPACT:

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

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

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

FINDING: NO IMPACT:

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

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

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

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

* **Mitigation Measure(s)**

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

II. AGRICULTURAL AND FORESTRY RESOURCES

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

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

III. AIR QUALITY

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

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

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

FINDING: NO IMPACT:

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

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

IV. BIOLOGICAL RESOURCES

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

V. CULTURAL RESOURCES

Would the project:

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

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

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

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

* **Mitigation Measure**

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

VI. ENERGY

Would the project:

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

FINDING: NO IMPACT:

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

VII. GEOLOGY AND SOILS

Would the project:

- A. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
 - 2. Strong seismic ground shaking?
 - 3. Seismic-related ground failure, including liquefaction?
 - 4. Landslides?

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

The project is not located on a hazardous materials site.

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

X. HYDROLOGY AND WATER QUALITY

Would the project:

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

FINDING: NO IMPACT:

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

XI. LAND USE AND PLANNING

Would the project:

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

FINDING: NO IMPACT:

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

XII. MINERAL RESOURCES

Would the project:

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

FINDING: NO IMPACT:

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

XIII. NOISE

Would the project result in:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

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

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

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

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

* **Mitigation Measure**

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

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

XIV. POPULATION AND HOUSING

Would the project:

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

FINDING: NO IMPACT:

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

XV. PUBLIC SERVICES

Would the project:

- A. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically-altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:
 - 1. Fire protection;
 - 2. Police protection;
 - 3. Schools;
 - 4. Parks; or
 - 5. Other public facilities?

FINDING: NO IMPACT:

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

XVI. RECREATION

Would the project:

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

FINDING: NO IMPACT:

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

XVII. TRANSPORTATION

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

- D. Result in inadequate emergency access?

FINDING: NO IMPACT:

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

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

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

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

FINDING: Less Than Significant Impact with Mitigation Incorporated:

See Discussion and Mitigation Under Section V Cultural Resources above.

* **Mitigation Measure**

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

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

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

FINDING: NO IMPACT:

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

XX. WILDFIRE

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

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

FINDING: NO IMPACT:

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

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

* **Mitigation Measure(s)**

1. See Mitigation under Sections I, V, XII and XVIII above.
- B. Have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

FINDING: LESS THAN SIGNIFICANT IMPACT:

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

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

FINDING: NO IMPACT:

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

CONCLUSION/SUMMARY

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

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

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

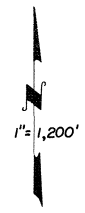
Potential impacts relating to Aesthetics, Cultural Resources, Noise, and Tribal Cultural Resources have determined to be less than significant with compliance with the included Mitigation Measures.

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

JS

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

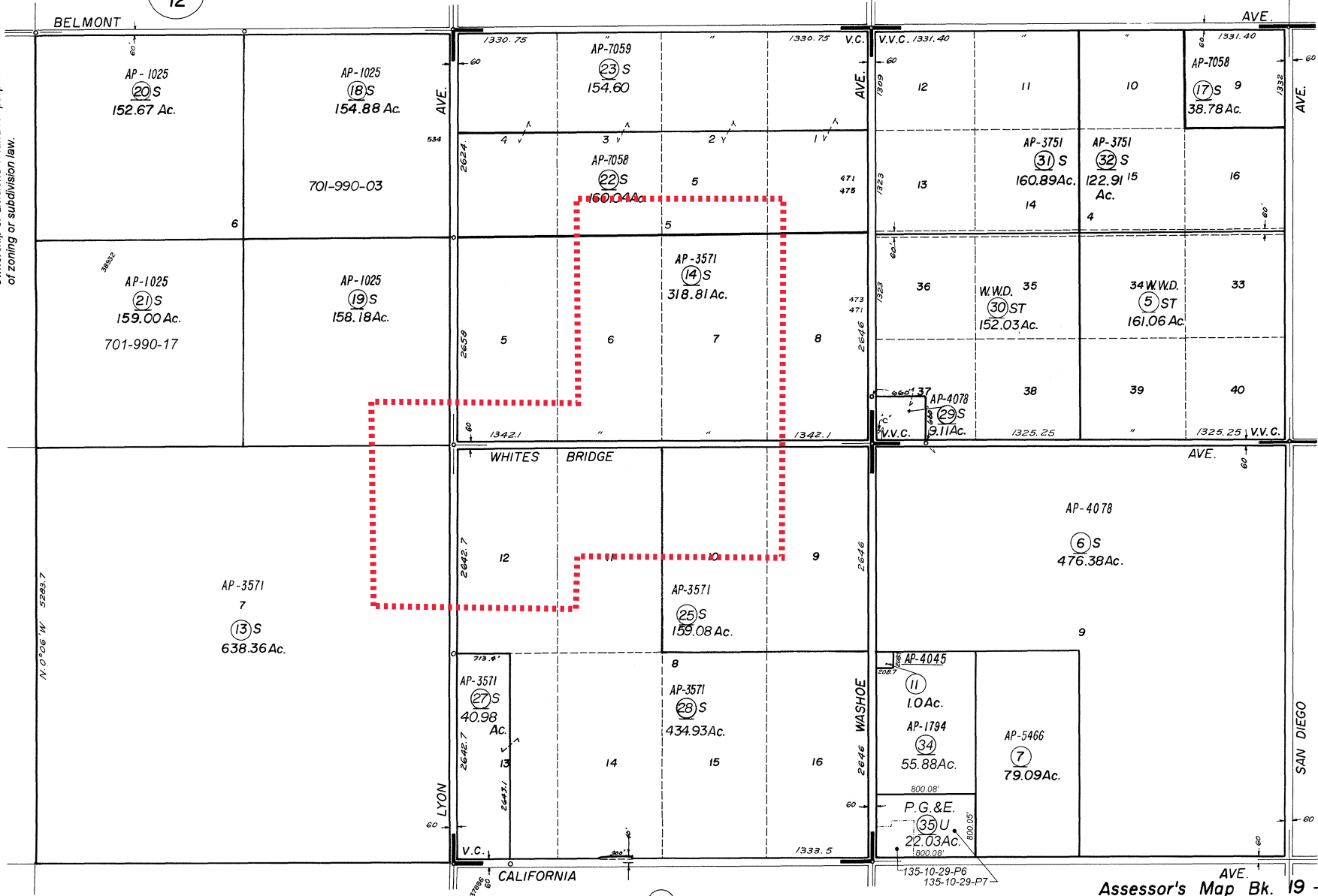
NOTE - This map is for Assessment purposes only. It is not to be construed as portraying legal ownership or divisions of land for purposes of zoning or subdivision law.



3

5

10



Tax Rate Area
140-006
140-013

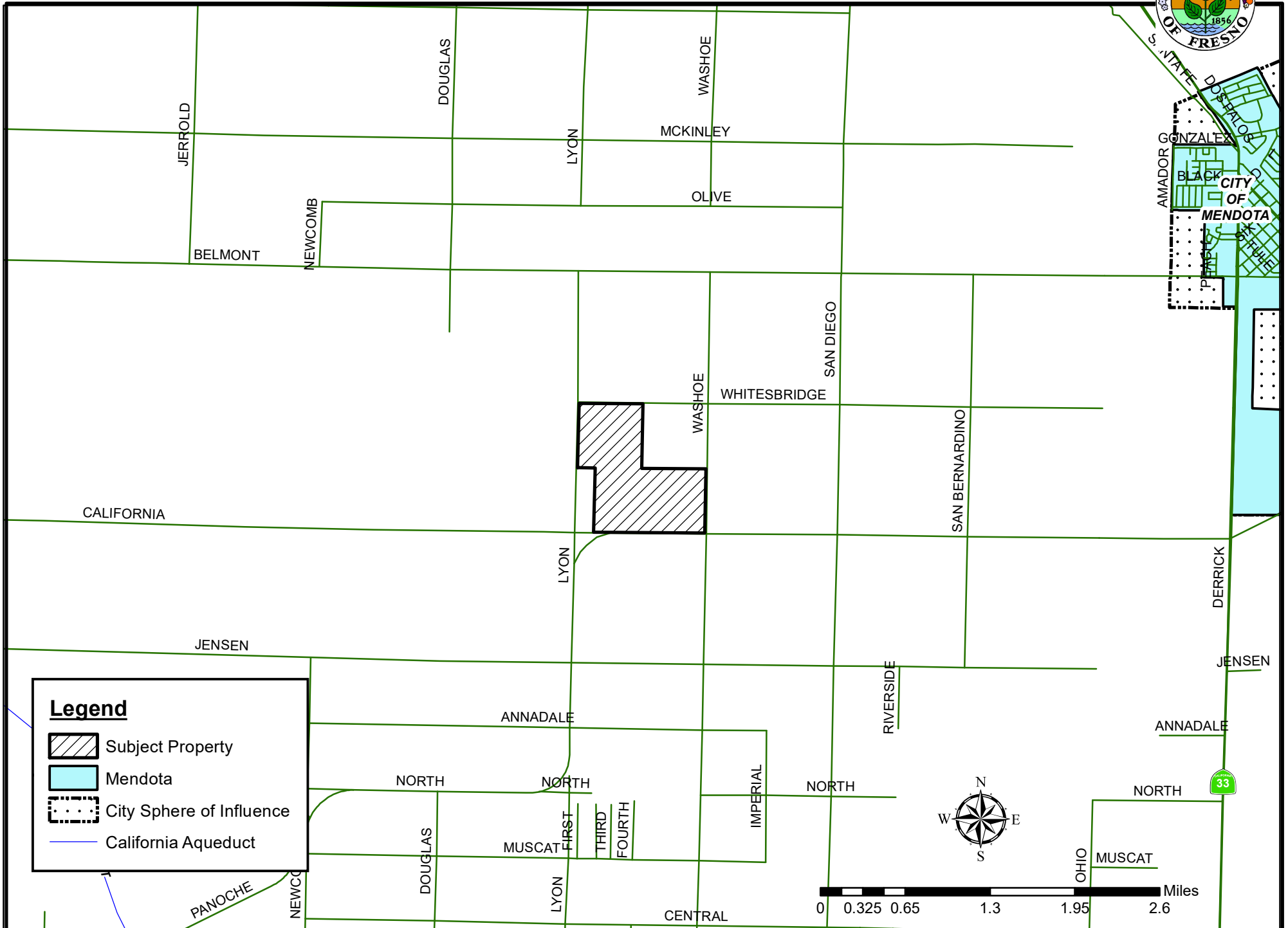
Agricultural Preserve
Valle Verde Colony - R.S. Bk. 3, Pg. 59
Victory Colony - R.S. Bk. 6, Pg. 50

H 06-23-2015 DK 15R

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

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

LOCATION MAP





Date Received: 2/2/21 CUP 3694
 (Application No.)

Fresno County Department of Public Works and Planning

MAILING ADDRESS:
 Department of Public Works and Planning
 Development Services Division
 2220 Tulare St., 6th Floor
 Fresno, Ca. 93721

LOCATION:
 Southwest corner of Tulare & "M" Streets, Suite A
 Street Level
 Fresno Phone: (559) 600-4497
 Toll Free: 1-800-742-1011 Ext. 0-4497

APPLICATION FOR:

- Pre-Application (Type) _____
- Amendment Application Director Review and Approval
- Amendment to Text for 2nd Residence
- Conditional Use Permit Determination of Merger
- Variance (Class)/Minor Variance Agreements
- Site Plan Review/Occupancy Permit ALCC/RLCC
- No Shoot/Dog Leash Law Boundary Other _____
- General Plan Amendment/Specific Plan/SP Amendment)
- Time Extension for _____

DESCRIPTION OF PROPOSED USE OR REQUEST:

Approve a Unclassified Conditional Use Permit to allow a personal use airport in the AE-20 zone.

CEQA DOCUMENTATION: Initial Study PER N/A

PLEASE USE FILL-IN FORM OR PRINT IN BLACK INK. Answer all questions completely. Attach required site plans, forms, statements, and deeds as specified on the Pre-Application Review. **Attach Copy of Deed, including Legal Description.**

LOCATION OF PROPERTY: North side of W. California Ave
 between Washoe Ave and S. Lyon Ave
 Street address: 480 S. Lyon Ave. Mendota, CA 93640

APN: ~~019-04-285~~ Parcel size: 434.93 ac. Section(s)-Twp/Rg: S 8 - T 14 S/R 14 E

ADDITIONAL APN(s): 019-040-285

I, Dirk Poeschel (signature), declare that I am the owner, or authorized representative of the owner, of the above described property and that the application and attached documents are in all respects true and correct to the best of my knowledge. The foregoing declaration is made under penalty of perjury.

N. D. Stola, LLC	904 S. Lyon Ave	Mendota	93640	655-4581
Owner (Print or Type)	Address	City	Zip	Phone
Stamoules Produce Co.	904 S. Lyon Ave	Mendota	93640	655-4581
Applicant (Print or Type)	Address	City	Zip	Phone
Dirk Poeschel Land Development Services, Inc.	923 Van Ness Ave	Fresno	93721	445-0374
Representative (Print or Type)	Address	City	Zip	Phone

CONTACT EMAIL: dirk@dplds.com or kourtney@dplds.com

OFFICE USE ONLY (PRINT FORM ON GREEN PAPER)

Application Type / No.: CUP 3694 Fee: \$4,569.00
 Application Type / No.: Fee: \$
 Application Type / No.: Pre Appl fee cred. 1 Fee: \$-247.00
 Application Type / No.: Fee: \$
 PER/Initial Study No.: IS 7995 Fee: \$3,901.00
 Ag Department Review: Fee: \$93.00
 Health Department Review: Fee: \$992.00
 Received By: J.S. Invoice No.: TOTAL: \$9,308.00

UTILITIES AVAILABLE:

WATER: Yes / No
 Agency: private well
 SEWER: Yes / No
 Agency: septic

STAFF DETERMINATION: This permit is sought under Ordinance Section:

Sect-Twp/Rg: _____ - T _____ S/R _____ E
 APN # _____ - _____ - _____
 APN # _____ - _____ - _____
 APN # _____ - _____ - _____
 APN # _____ - _____ - _____

Related Application(s): _____
 Zone District: _____
 Parcel Size: _____

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

~~February 28, 2023~~

May 18, 2023

Applicant:

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

Record Owners:

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

APN: 019-040-28s

Area: 434.93+/- acres

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

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

Background

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

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

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

1. Nature of the Operation

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

2. Operational Time Limits

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

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

3. Number of Customers/Visitors

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

4. Employees

No new employees are required for the facility. Ranch personnel will perform airstrip maintenance such as cleaning the runway of debris, and performing other tasks as required. Due to the limited use of the airstrip, a ranch employee will be at the at the facility as needed.

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

5. Service/Delivery Vehicles

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

General light airplane inspections and light vehicle maintenance will occur in accordance with manufacturer's and FAA recommendations.

6. Site Access

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

7. Number of Parking Spaces for Employees

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

8. Goods Sold on Site

No product is sold on site.

9. Equipment Used

Project equipment requirements are:

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

10. Supplies/Materials

- a. Typical aircraft basic parts and lubricants. All lubricants, solvents etc., will meet applicable containment and disposal standards.
- b. No hazardous materials will be stored onsite. As noted above, no fuel will be stored on site.

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

Appearance

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

Noise

Aircraft

The proposed airstrip and related buildings will occupy about 28 +/- acres of the ranch. The applicant will limit the use of the airstrip to their personal use and invited guests. Aircraft noise will be emitted by the applicant's aircraft and those of invited guests. Please see EXHIBIT "A"

entitled Estimated Noise Contours that illustrates the location and length of the proposed airstrip and the closest receptor 4,200 +/- ft. from the proposed runway. The isolated nature of the proposed runway and the hours of operation being limited from 7am to 10pm except for emergencies ensures the project will meet applicable noise standards as confirmed by various studies conducted by LSA of Fresno and deemed accurate by the county.

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

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

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

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

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

Other Noise Sources

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

Odors

The project will produce no odors.

12. Solid/Liquid Waste Produced

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

13. Estimated Volume of Water Used

The airstrip will not require any water to be used on a regular basis. Aircraft will require washing and cleaning about once every month. The source of the water will be from an on-site agricultural well.

14. Proposed Advertising

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

15. Existing or New Buildings Constructed

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

16. Building/Proportion of Buildings Used in the Operation

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

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

17. Outdoor Lighting or Sound Amplification

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

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

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

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

18. Landscaping/Fencing

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

19. Other Information Providing Clear Understanding of the Project Operations

Surface drainage and runoff control:

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

Employee Training:

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

Fuel storage:

No fuel will be stored onsite.

Safety equipment:

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

- Storage and use of fertilizers and pesticides
- Fire protection

Caltrans Division of Aeronautics

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

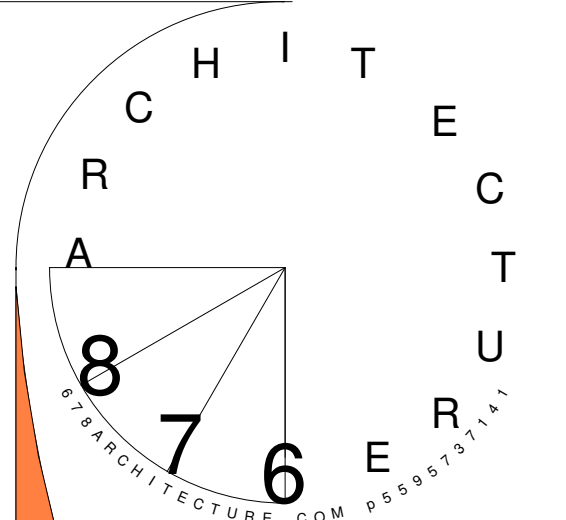
Personal-Use airports may be exempt from State Airport Permit requirements, provided they are located in unincorporated areas and also meet the requirements of Article 5 of the CCR (see below). Under Article 5 of the CCR (CCR 3560), many design elements of Personal-Use airports are at the discretion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

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

20. Owners, Officers and/or Board Members

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

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678 ARCHITECTURE
2142 W. ALLUVIAL AVE
FRESNO, CA 93711



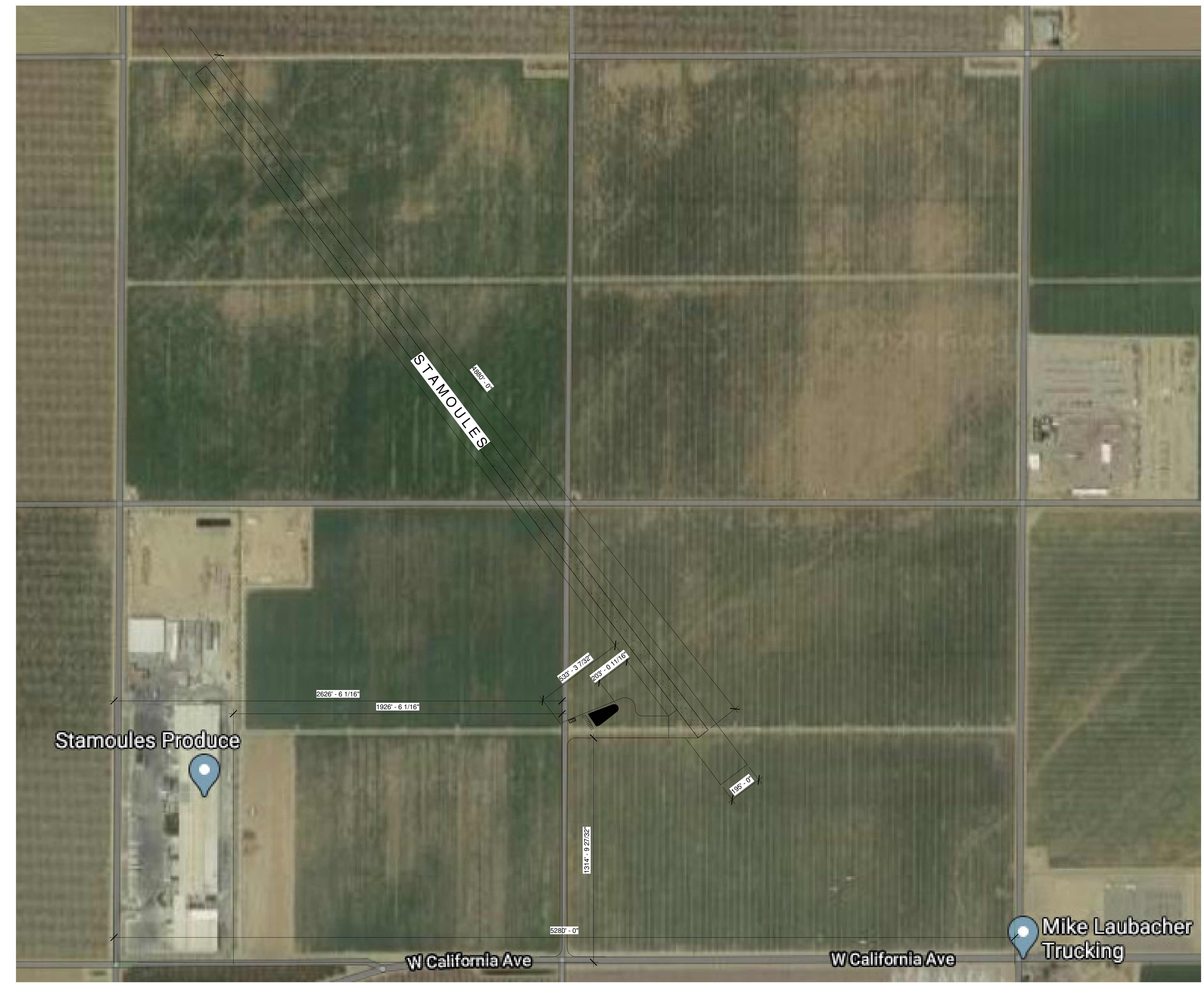
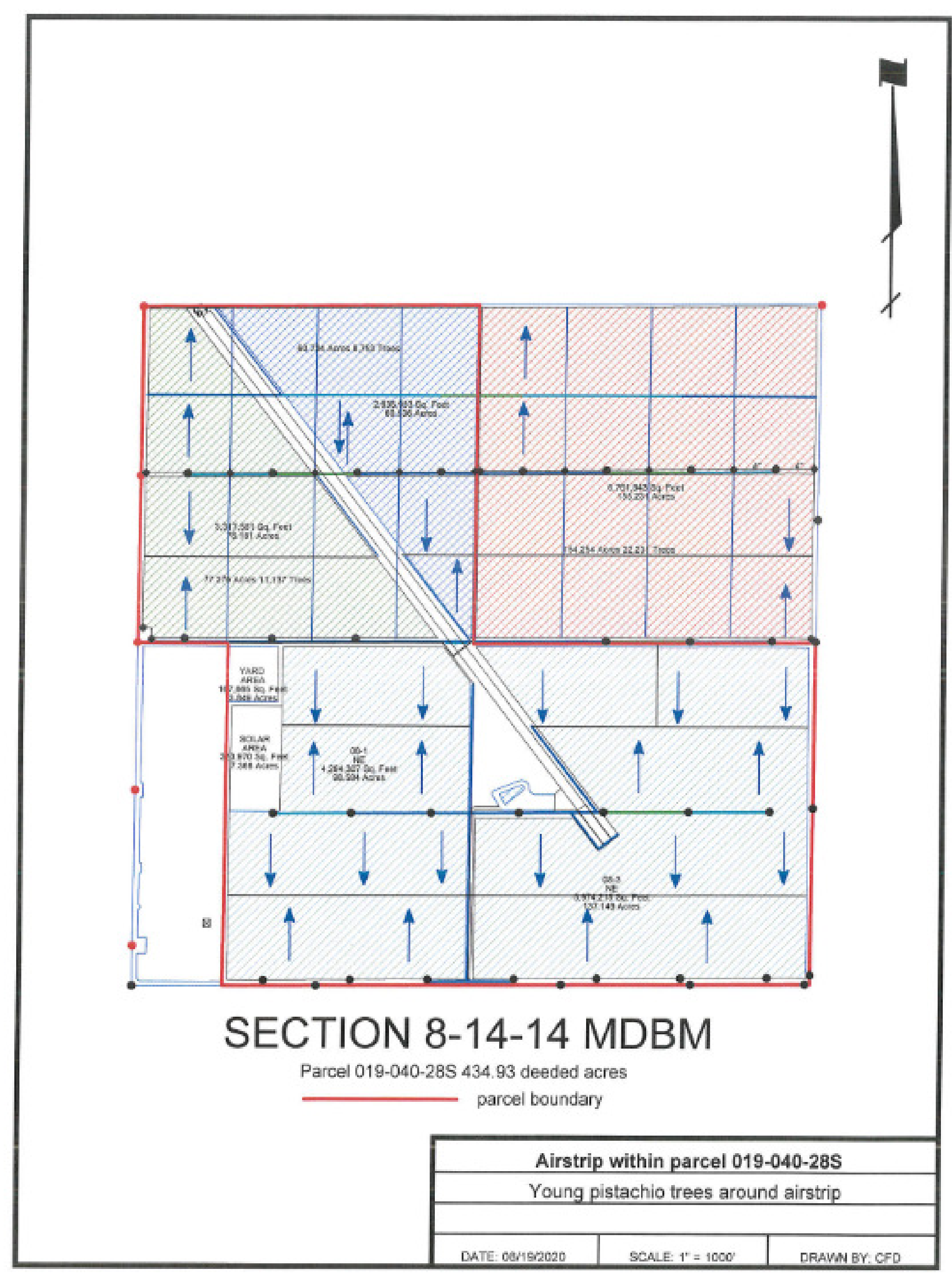
HANGAR

No.	Description	Date
A	Building Department Submittal	6/27/14

SITE PLAN

Project number	678.350PA
Date	8.19.20
Drawn by	DIO
Checked by	CFD

A1.00



1 SITE PLAN - Dependent 1
1" = 300'-0"

STAMOULES PRODUCE CO. PRIVATE USE AIRPORT

COUNTY OF FRESNO,
STATE OF CALIFORNIA



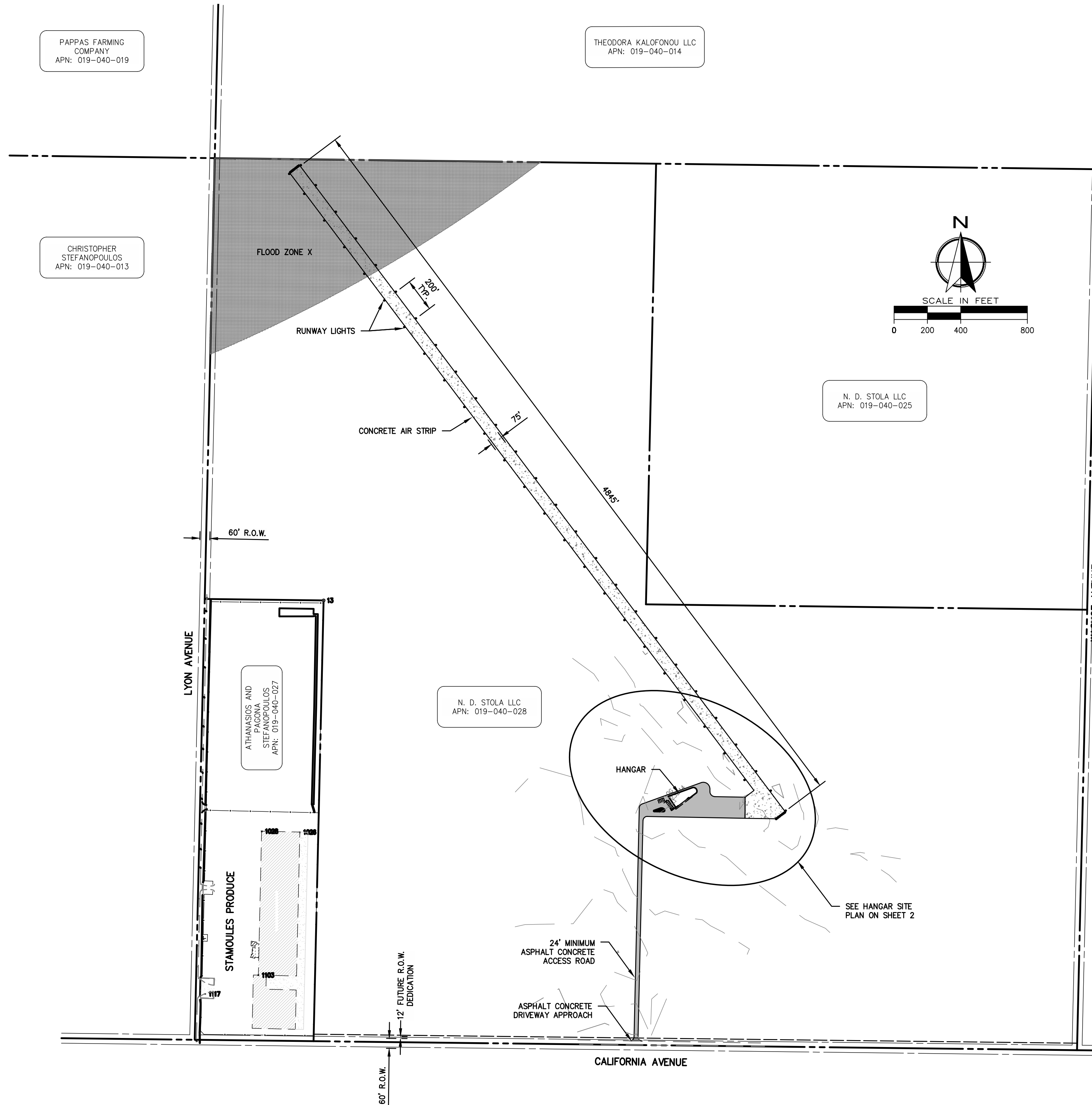
VICINITY MAP
NOT TO SCALE

SITE INFORMATION:

1. SITE ADDRESS: NORTH SIDE OF W. CALIFORNIA AVE. BETWEEN WASHOE AVE AND SOUTH LYON AVE, SECTION 8, TOWNSHIP 14 SOUTH, RANGE 14 EAST
2. APN: 019-040-28S
3. APPLICANT: MR. PAGONA STEPHANOPOULOS
904 S LYON AVE
MENDOTA, CA 93640-9735
4. RECORD OWNER: N.D. STOLA, LLC A CALIFORNIA LIMITED LIABILITY COMPANY
904 S LYON AVE
MENDOTA, CA 93640-9735
5. TOTAL SITE AREA: 434.93 ACRES
6. ZONING: AE20
7. SETBACKS (AE20): FRONT - 35 FEET MIN.
REAR - 20 FEET MIN.
SIDE - 20 FEET MIN.
BUILDING HEIGHT - 35 FEET MAX.
8. THE EXISTING SITE IS CURRENTLY AN AG FIELD
9. THE NORTHWESTERLY PORTION OF THE SUBJECT PROPERTY SHOWN ON THIS MAP LIES WITHIN THE SHADED FLOOD HAZARD AREA DESIGNATED AS ZONE X WITH A 0.2% CHANCE OF FLOODING, 1% CHANCE OF FLOODING WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT, OR WITH FLOODING AREAS LESS THAN 1 SQUARE MILE, AND AREAS PROTECTED BY LEVES FROM 1% ANNUAL CHANCE FLOOD. THIS HAZARD IS DELINEATED ON THE FEDERAL INSURANCE ADMINISTRATION'S FLOOD INSURANCE RATE MAP NO. 06019C1980H, DATED FEBRUARY 18, 2009. ANY DEVELOPMENT WITHIN THE SHADED AREA SHALL CONFORM TO PROVISIONS ESTABLISHED IN FRESNO COUNTY ORDINANCE CODE TITLE 15, CHAPTER 15.48 FLOOD HAZARD AREAS.

GENERAL NOTES

1. ANY PROPOSED GATE THAT PROVIDES INITIAL ACCESS TO THE SITE SHALL BE SET BACK FROM THE EDGE OF ROAD RIGHT-OF-WAY A MINIMUM OF 20 FEET OR THE LENGTH OF THE LONGEST VEHICLE TO ENTER THE SITE, WHICHEVER IS GREATER.
2. AN ENCROACHMENT PERMIT SHALL BE REQUIRED FROM ROAD MAINTENANCE AND OPERATIONS FOR ANY WORK IN THE COUNTY RIGHT-OF-WAY.
3. INTERNAL ACCESS ROADS SHALL COMPLY WITH REQUIRED WIDTHS BY THE FIRE DISTRICT FOR EMERGENCY APPARATUS.
4. A DUST PALLIATIVE SHALL BE REQUIRED ON ALL PARKING AND CIRCULATION AREAS NOT CONSTRUCTED FROM ASPHALT OR CONCRETE.
5. ANY PROPOSED LANDSCAPE IMPROVEMENT ARE OF 500 SQUARE FEET OR MORE SHALL COMPLY WITH CALIFORNIA CODE OF REGULATIONS TITLE 23, DIVISION 2 CHAPTER 2.7 MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (MWELO) AND REQUIRE SUBMITTAL OF LANDSCAPE AND IRRIGATION PLANS PER GOVERNOR'S DROUGHT EXECUTIVE ORDER OF 2015. THE LANDSCAPE AND IRRIGATION PLANS SHALL BE SUBMITTED TO THE DEPARTMENT OF PUBLIC WORKS AND PLANNING. SITE PLAN REVIEW (SPR) UNIT FOR REVIEW AND APPROVAL PRIOR TO THE ISSUANCE OF BUILDING PERMITS.
6. ALL PROPOSED SIGNS REQUIRE SUBMITTAL TO THE DEPARTMENT OF PUBLIC WORKS AND PLANNING PERMITS COUNTER TO VERIFY COMPLIANCE WITH THE ZONING ORDINANCE. OFF-SITE SIGNS ARE EXPRESSLY PROHIBITED FOR COMMERCIAL USES IN THE AE (EXCLUSIVE AGRICULTURE) ZONE DISTRICT.
7. NO BUILDING OR STRUCTURE ERRECTED IN THE AE-20 DISTRICT SHALL EXCEED 35 FEET IN HEIGHT PER SECTION 816.5 OF THE FRESNO COUNTY ZONING ORDINANCE.
8. OUTDOOR LIGHTING SHOULD BE HOODED AND DIRECTED AWAY FROM ADJOINING STREETS AND PROPERTIES.
9. ANY ADDITIONAL STORM WATER RUNOFF GENERATED BY THE PROPOSED DEVELOPMENT OF THIS SITE CANNOT BE DRAINED ACROSS PROPERTY LINES OR INTO THE COUNTY ROAD RIGHT-OF-WAYS, AND MUST BE RETAINED ON-SITE, PER COUNTY STANDARDS.
10. A NOTICE OF INTENT (NOI) AND STORM WATER POLLUTION PREVENTION PLAN (SWPPP) ARE REQUIRED TO BE FILED WITH STATE WATER RESOURCES CONTROL BOARD (SWRCB) BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES DISTURBING 1.0 ACRE OR MORE OF AREA. COPIES OF COMPLETED NOI WITH WDD# AND SWPPP SHALL BE PROVIDED TO DEVELOPMENT ENGINEERING PRIOR TO ANY GRADING WORK.
11. ANY SETBACKS FOR NEW CONSTRUCTION SHALL BE MADE WITH RESPECT TO THE ULTIMATE RIGHT-OF-WAY FOR CALIFORNIA AVENUE.
12. A GRADING PERMIT OR VOUCHER IS REQUIRED FOR ANY GRADING PROPOSED WITH THIS APPLICATION.



OVERALL SITE PLAN
1"=400'

DATE: 4/6/2021

STAMOULES PRODUCE
AIR STRIP AND HANGAR
FRESNO COUNTY
SITE PLAN

REV. No.	DESCRIPTION	DATE

ENGINEER:
LICENSE NO:
DRAWN BY: DKB
CHECKED BY:
SCALE: AS SHOWN
PROJECT NO:
SHEET
1 2

STAMOULES PRODUCE CO. PRIVATE USE AIRPORT

COUNTY OF FRESNO,
STATE OF CALIFORNIA

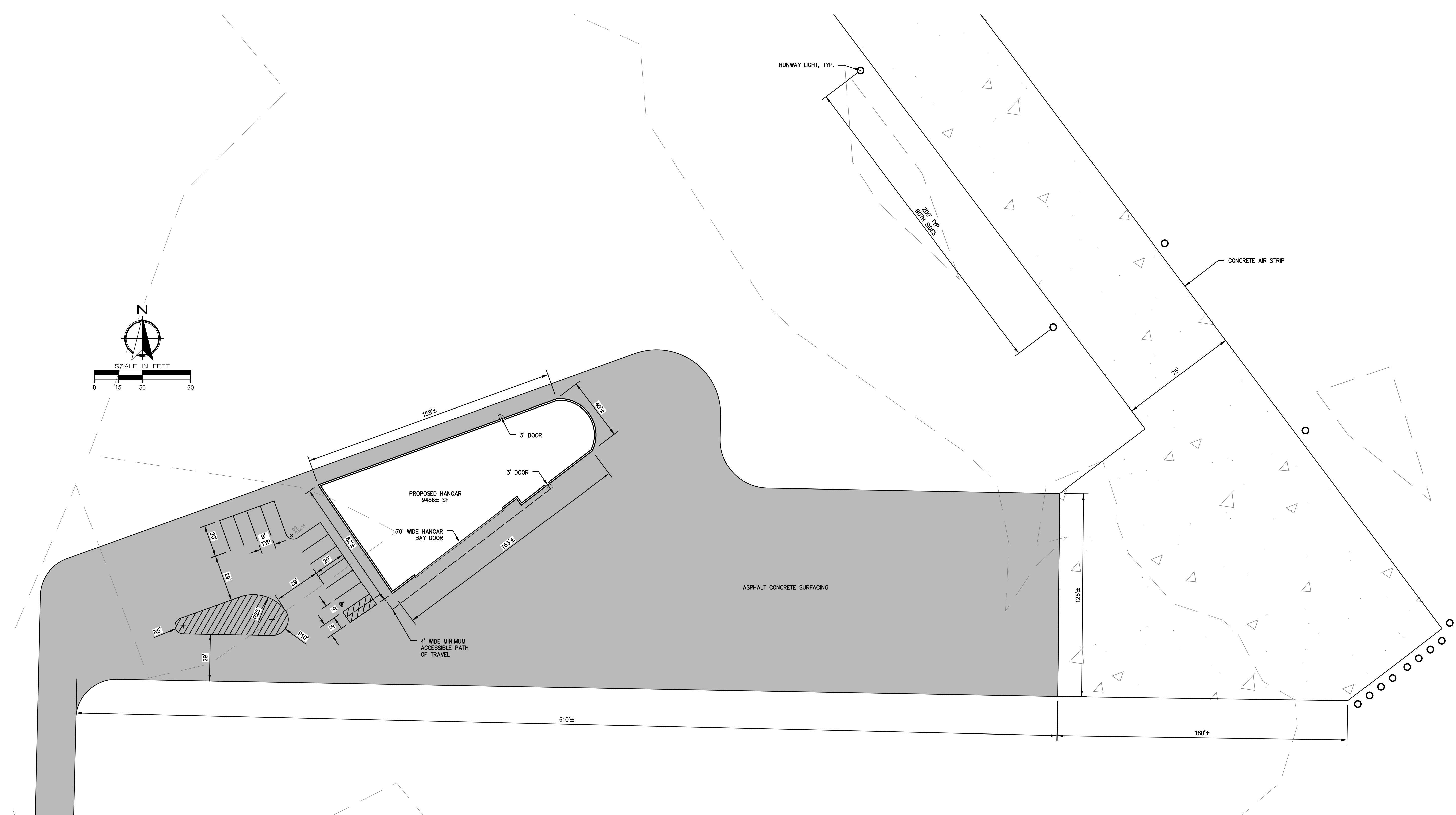
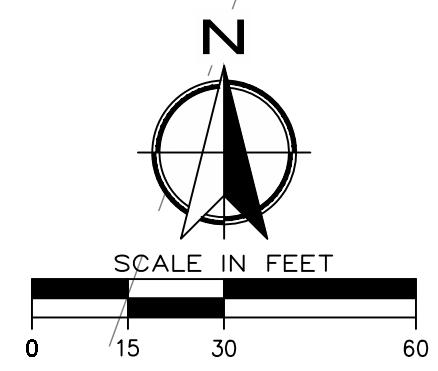
DATE: 4/6/2021

STAMOULES PRODUCE
AIR STRIP AND HANGAR
FRESNO COUNTY
SITE PLAN

REV. No.	DESCRIPTION	DATE

ENGINEER:
LICENSE NO:
DRAWN BY: DKB
CHECKED BY:
SCALE: AS SHOWN
PROJECT NO:

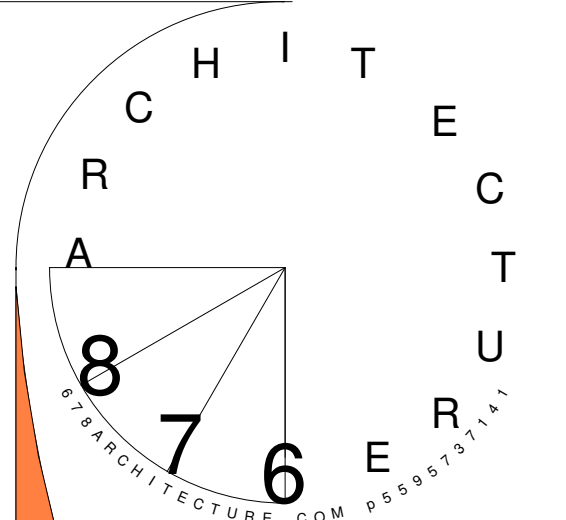
SHEET
2 **2**



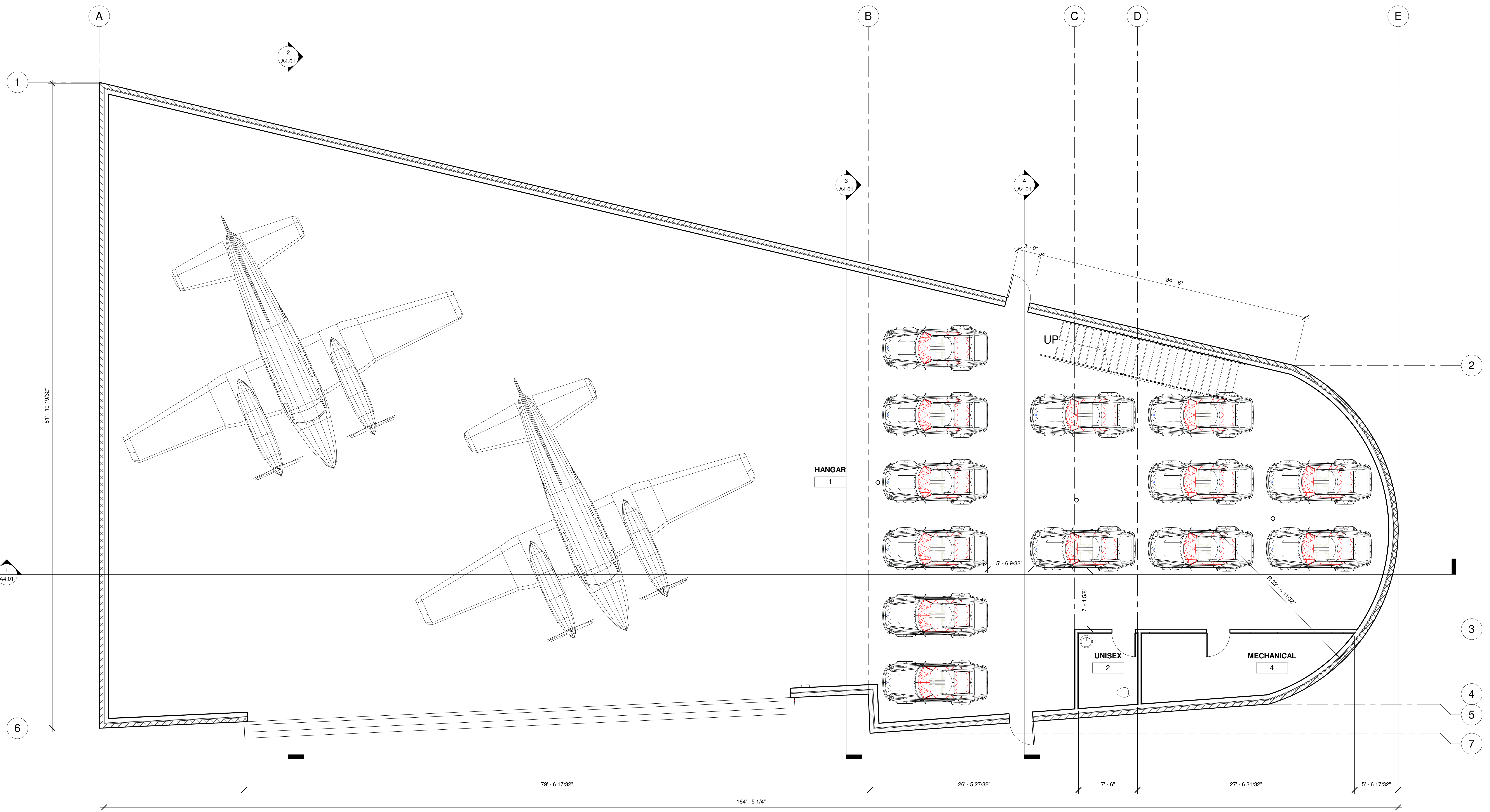
HANGER SITE PLAN
1"=30'

4/6/2021 2:25:38 PM \\GATEWAY\PROJECTS\STAMOULES PRODUCE CO. AIR STRIP AND HANGAR\DRAWING\PLAN_001.DWG

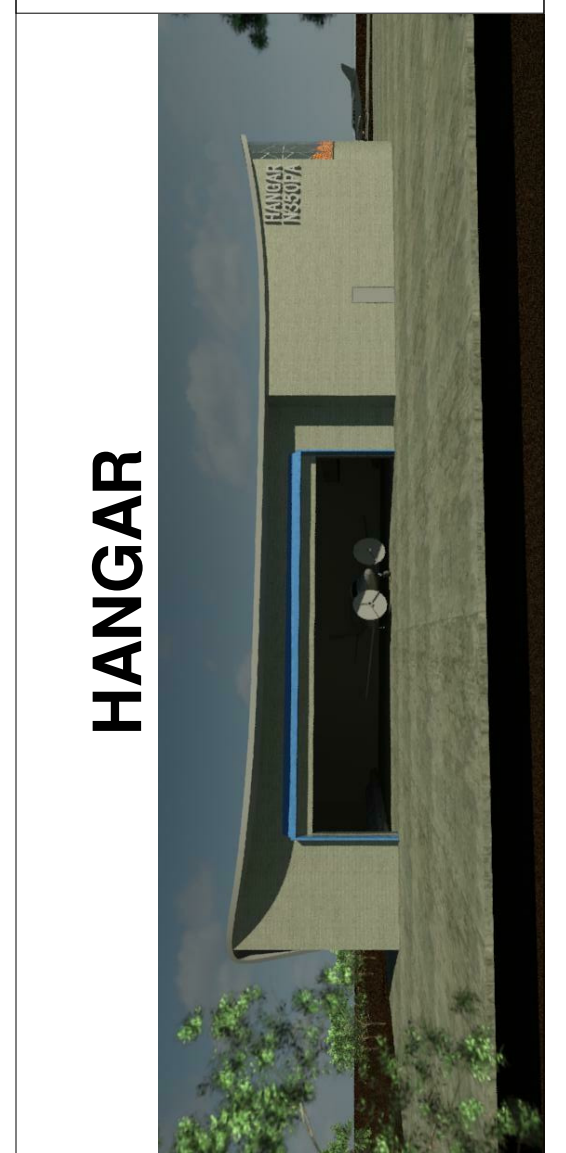
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678 ARCHITECTURE
2142 W. ALLUVIAL AVE
FRESNO, CA 93711



1 1ST LEVEL
3/16" = 1'-0"



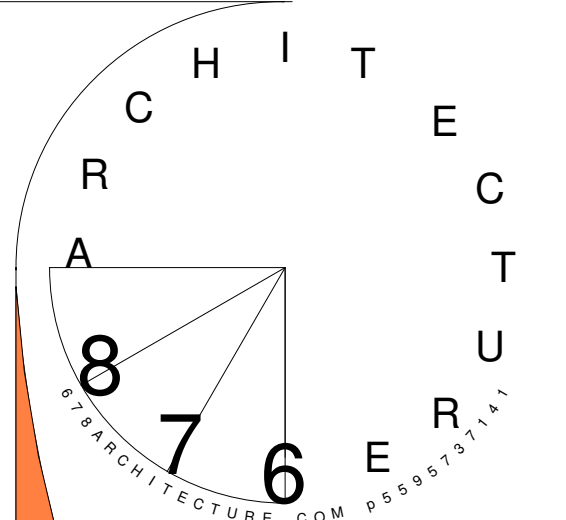
HANGAR

No.	Description	Date
A	Building Department Submittal	6/27/14

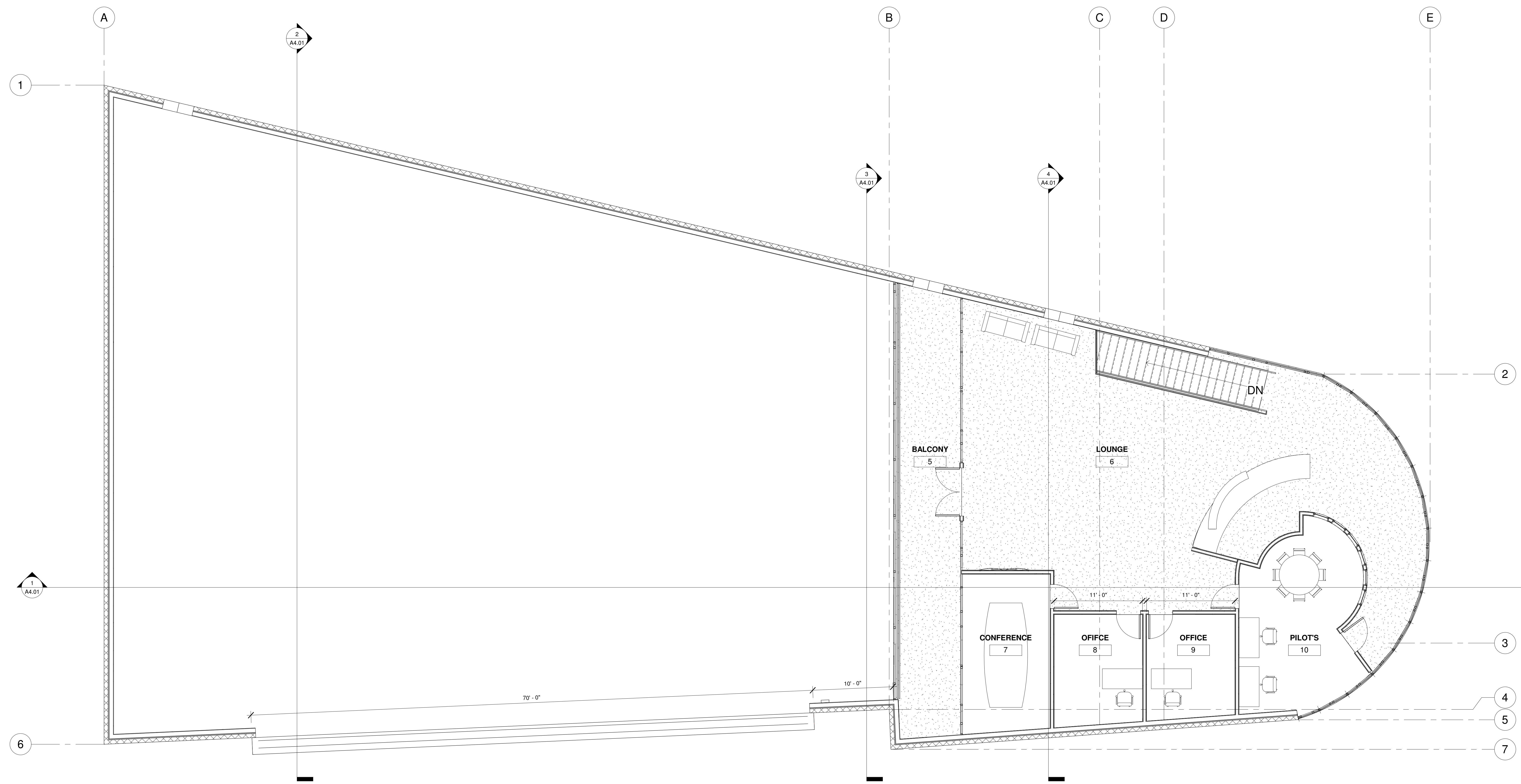
LEVEL 1

Project number	678.350PA
Date	8.19.20
Drawn by	DIO
Checked by	-

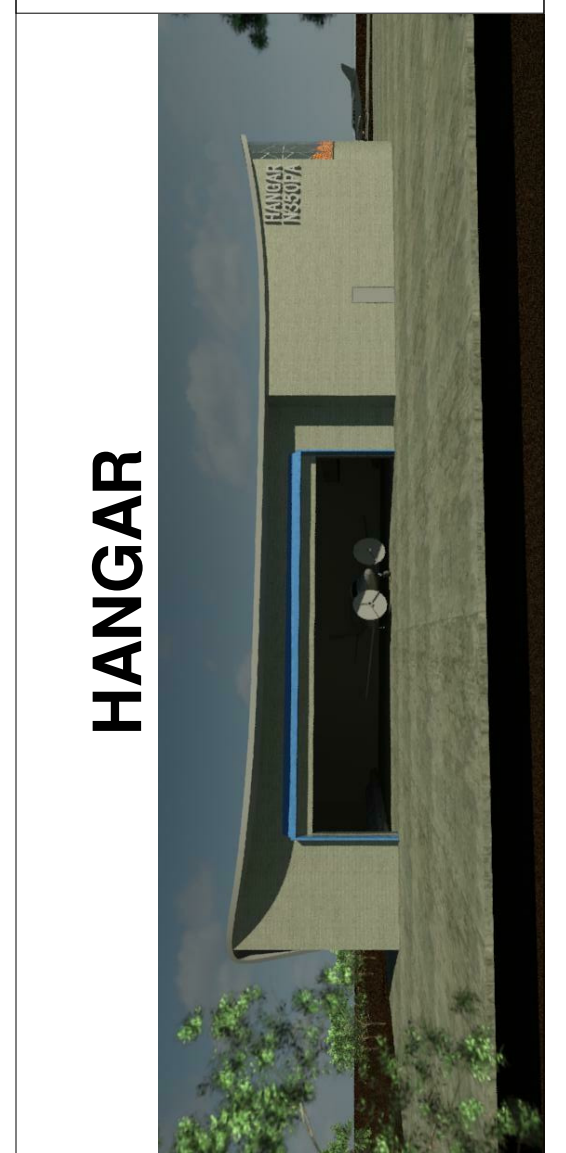
A1.01



678 ARCHITECTURE
2142 W. ALLUVIAL AVE
FRESNO, CA 93711



① 2ND LEVEL
3/16" = 1'-0"

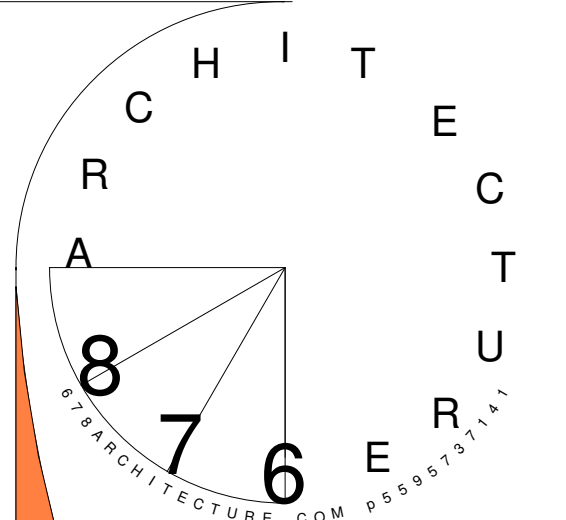


No.	Description	Date
A	Building Department Submittal	6/27/14

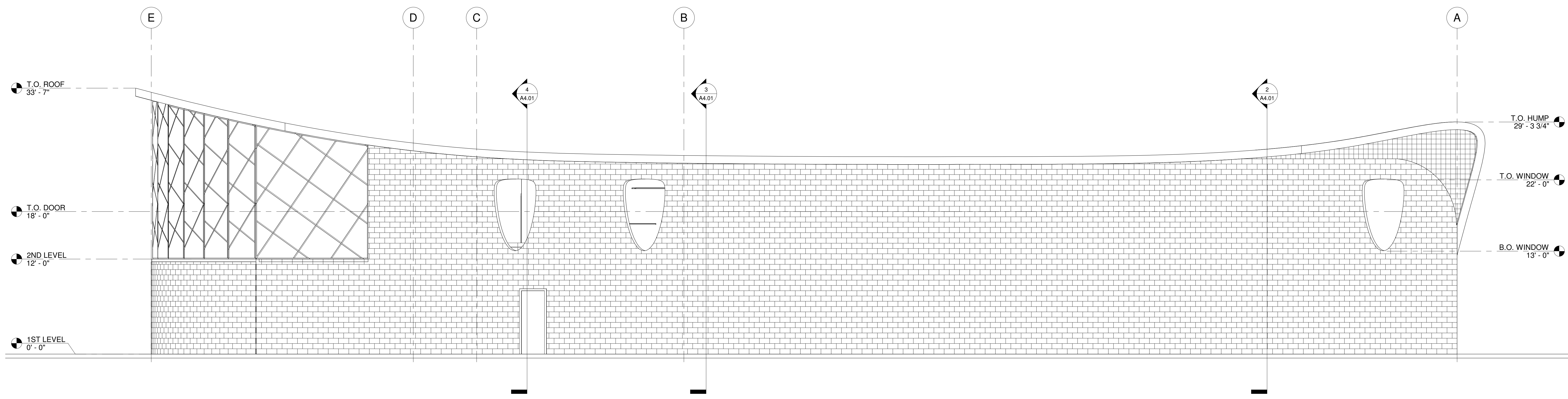
LEVEL 2

Project number	678.350PA
Date	8.19.20
Drawn by	Author
Checked by	Checker

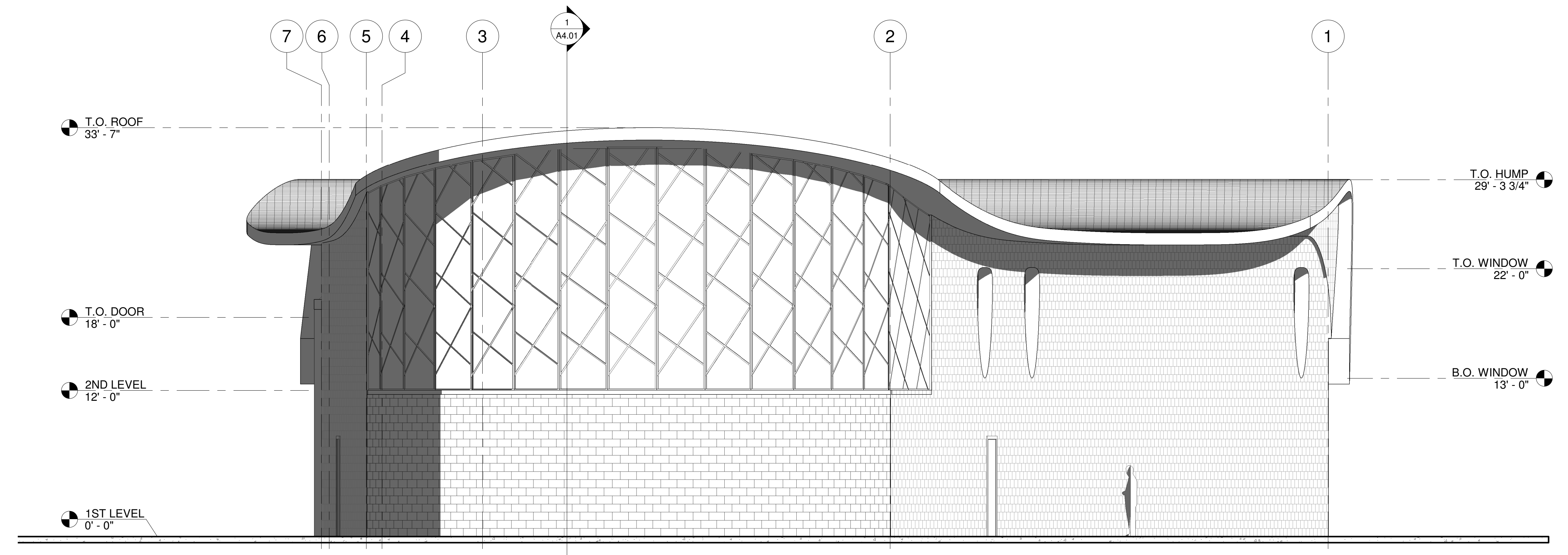
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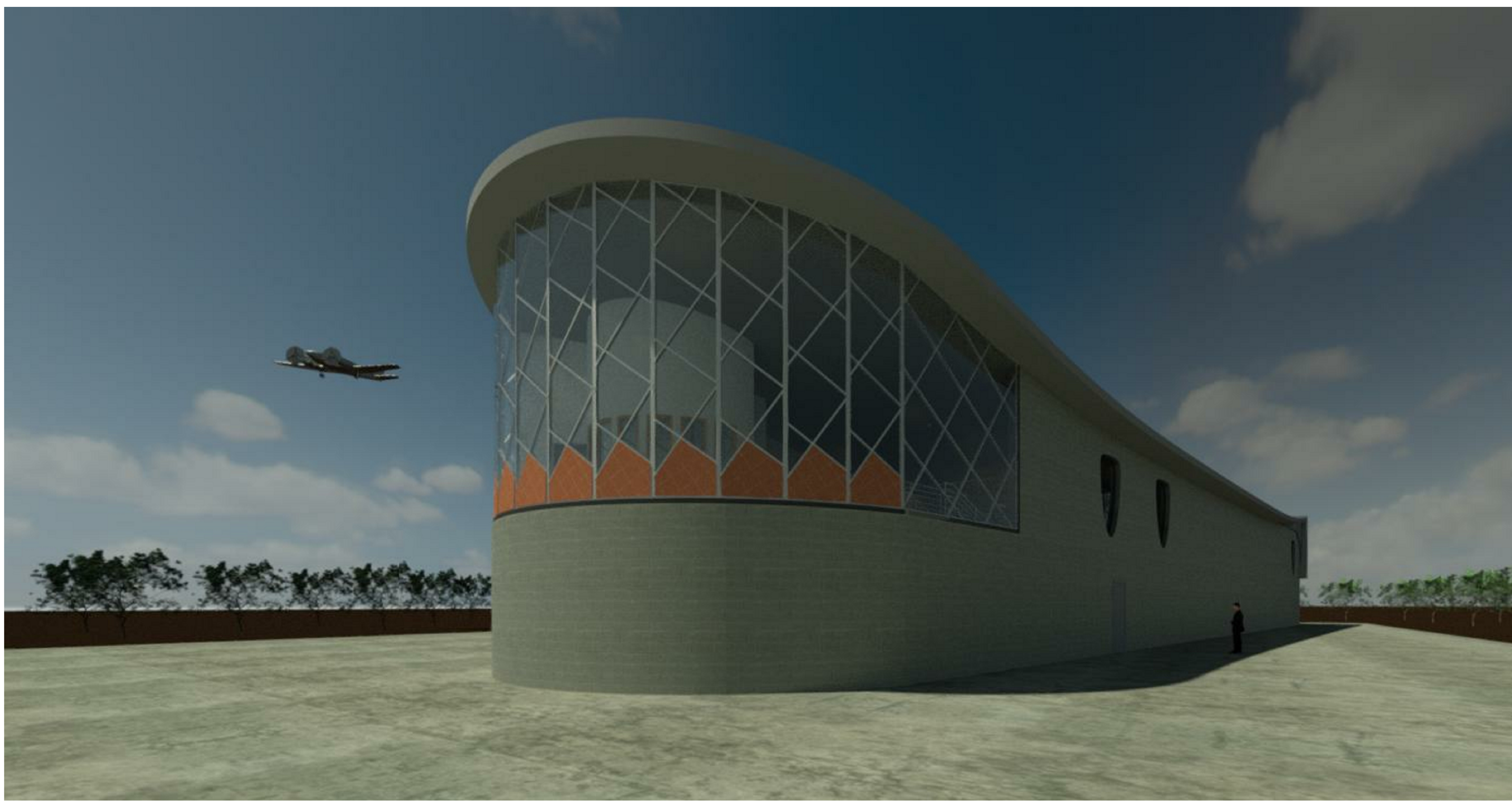
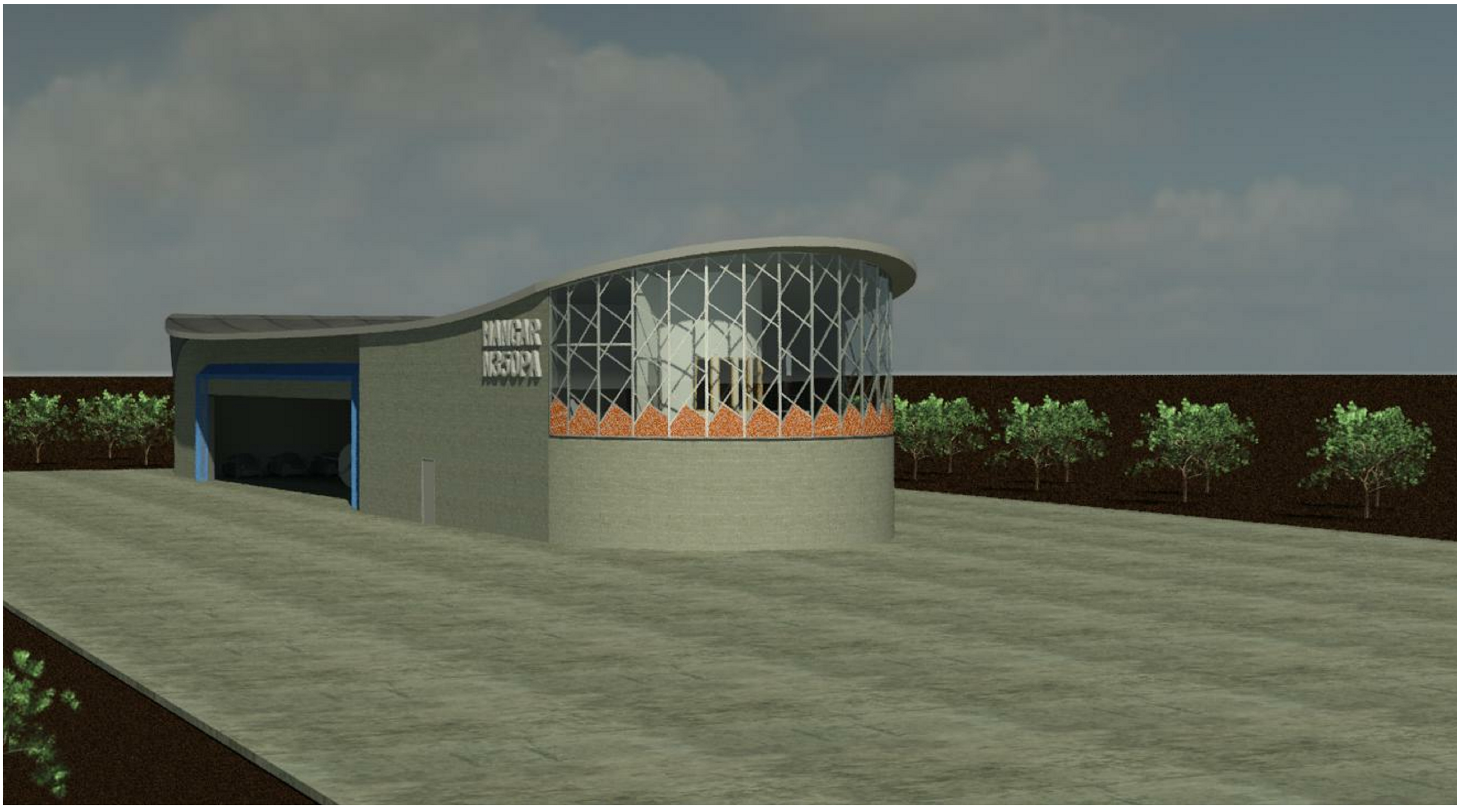
678 ARCHITECTURE
 2142 W. ALLUVIAL AVE
 FRESNO, CA 93711



1 North
 3/16" = 1'-0"



2 East
 3/16" = 1'-0"



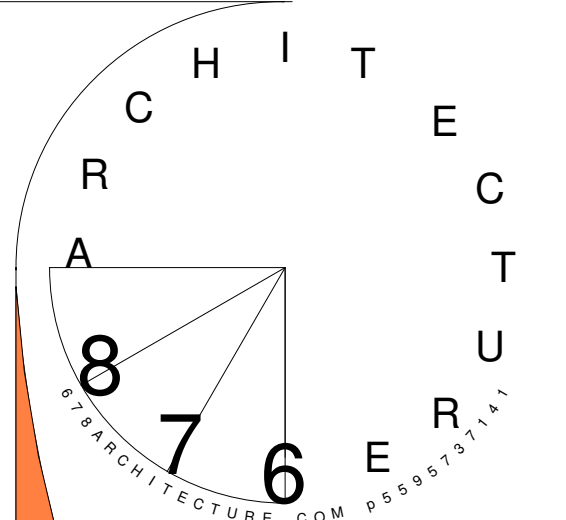
HANGAR

No.	Description	Date
A	Building Department Submittal	6/27/14

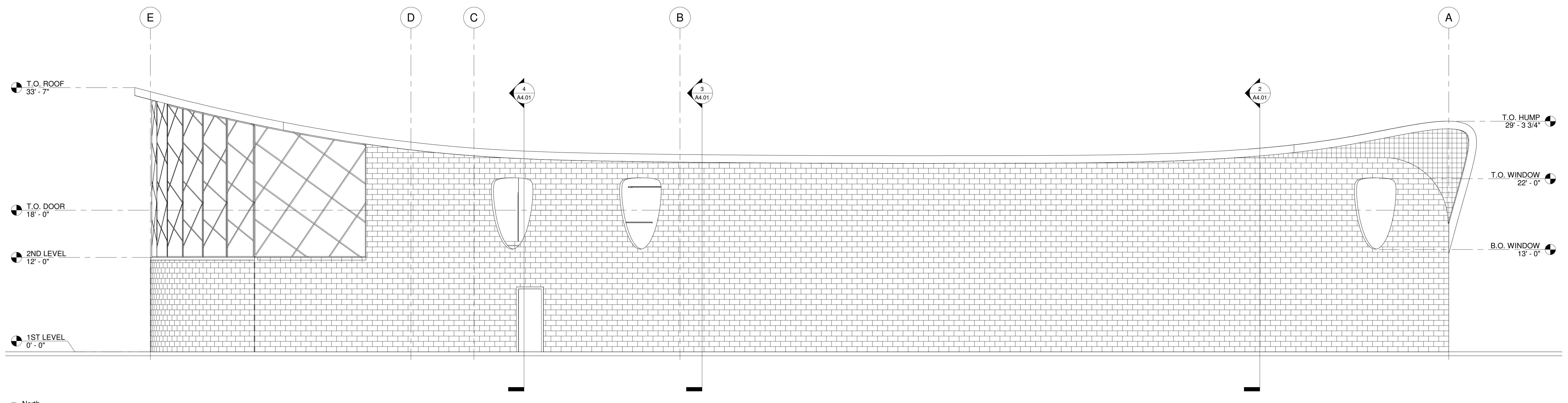
ELEVATIONS

Project number	678.350PA
Date	8.19.20
Drawn by	Author
Checked by	Checker

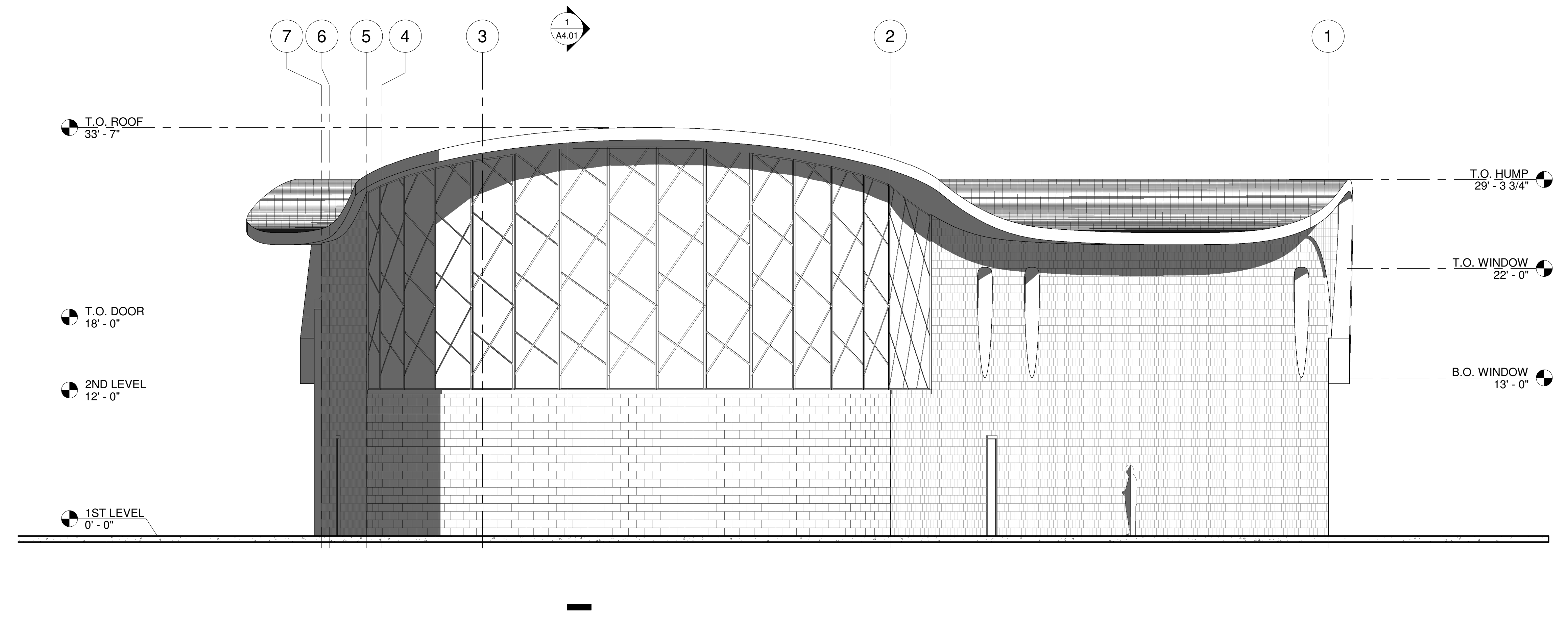
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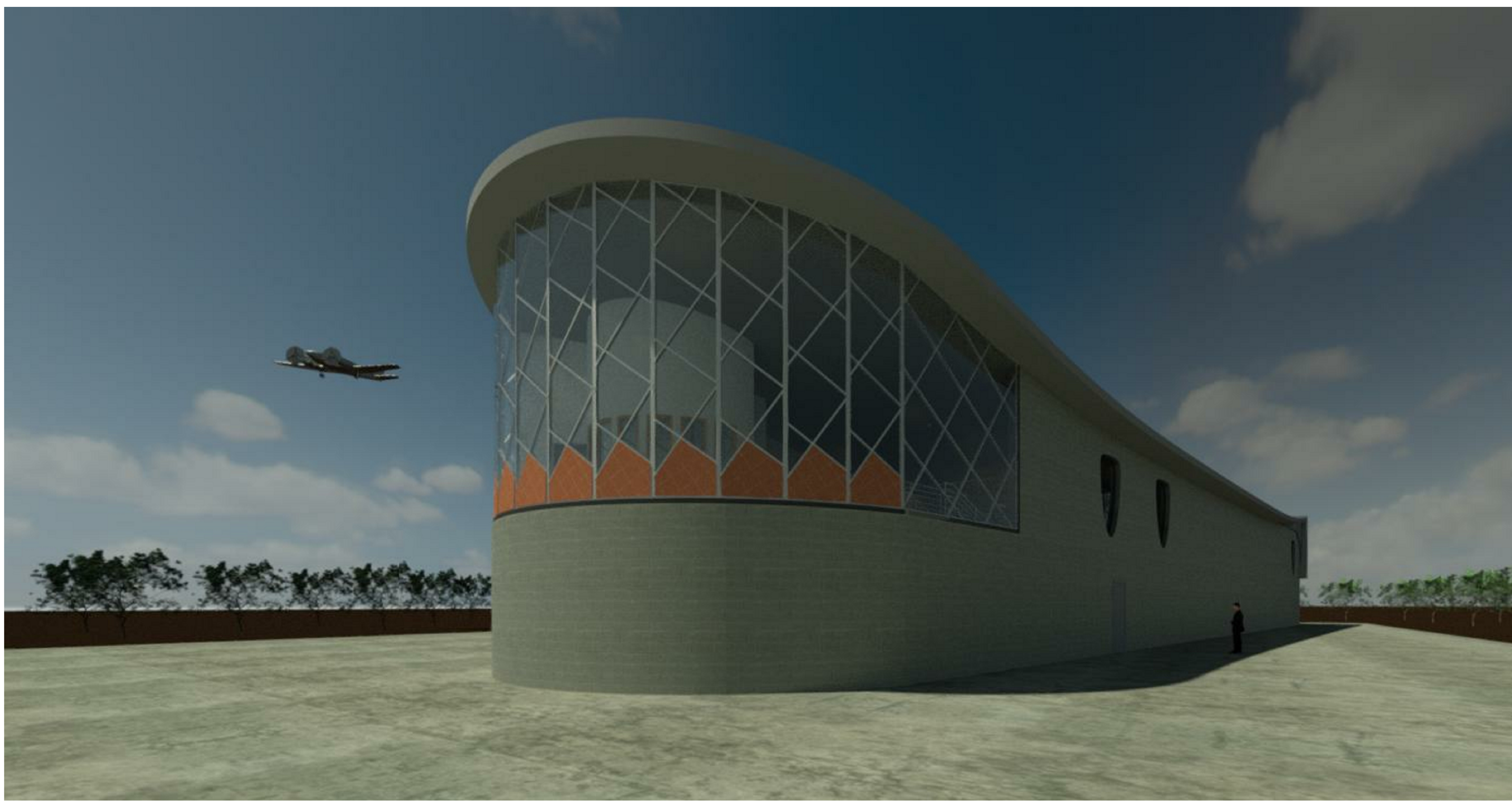
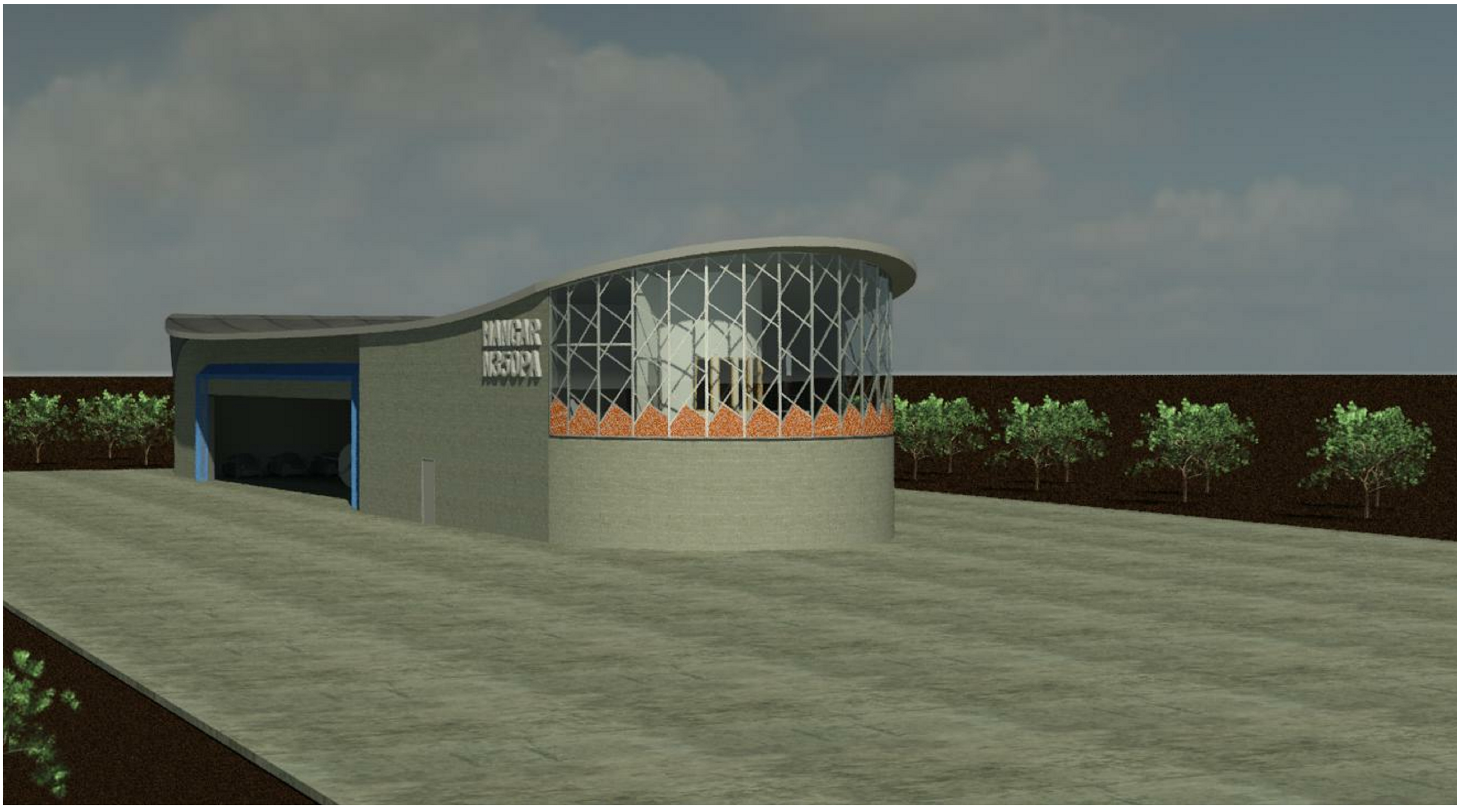
678 ARCHITECTURE
 2142 W. ALLUVIAL AVE
 FRESNO, CA 93711



① North
 3/16" = 1'-0"



② East
 3/16" = 1'-0"



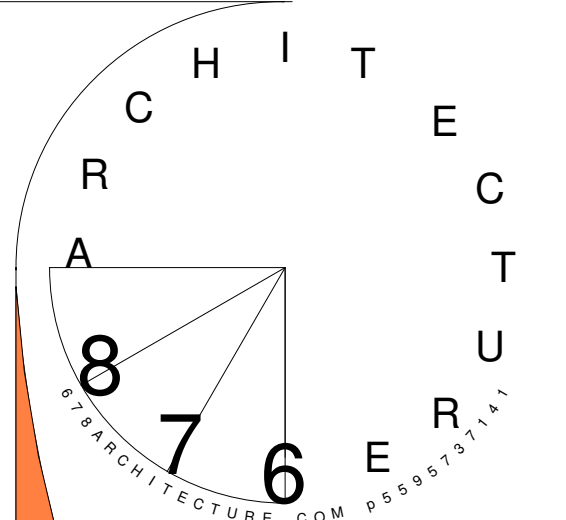
HANGAR

No.	Description	Date
A	Building Department Submittal	6/27/14

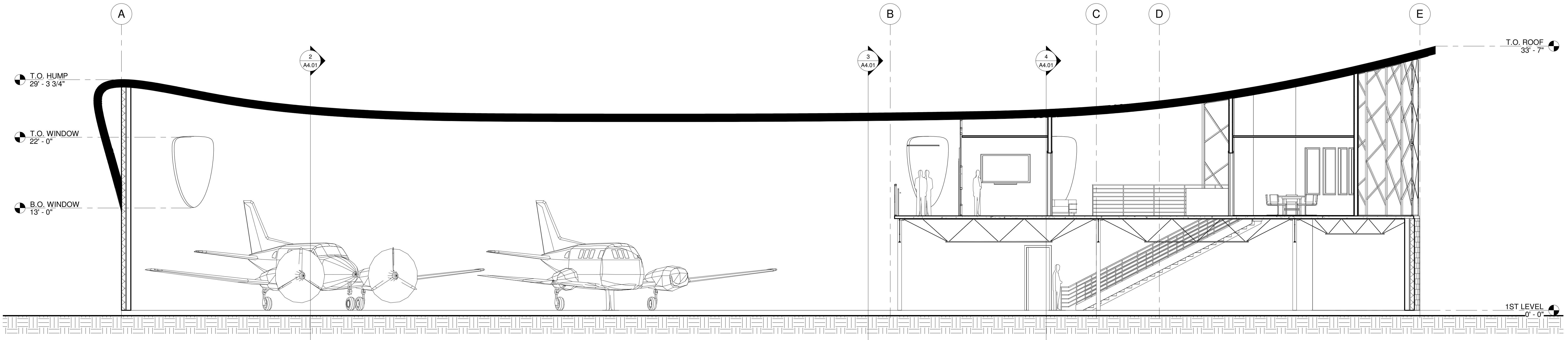
ELEVATIONS

Project number	678.350PA
Date	8.19.20
Drawn by	Author
Checked by	Checker

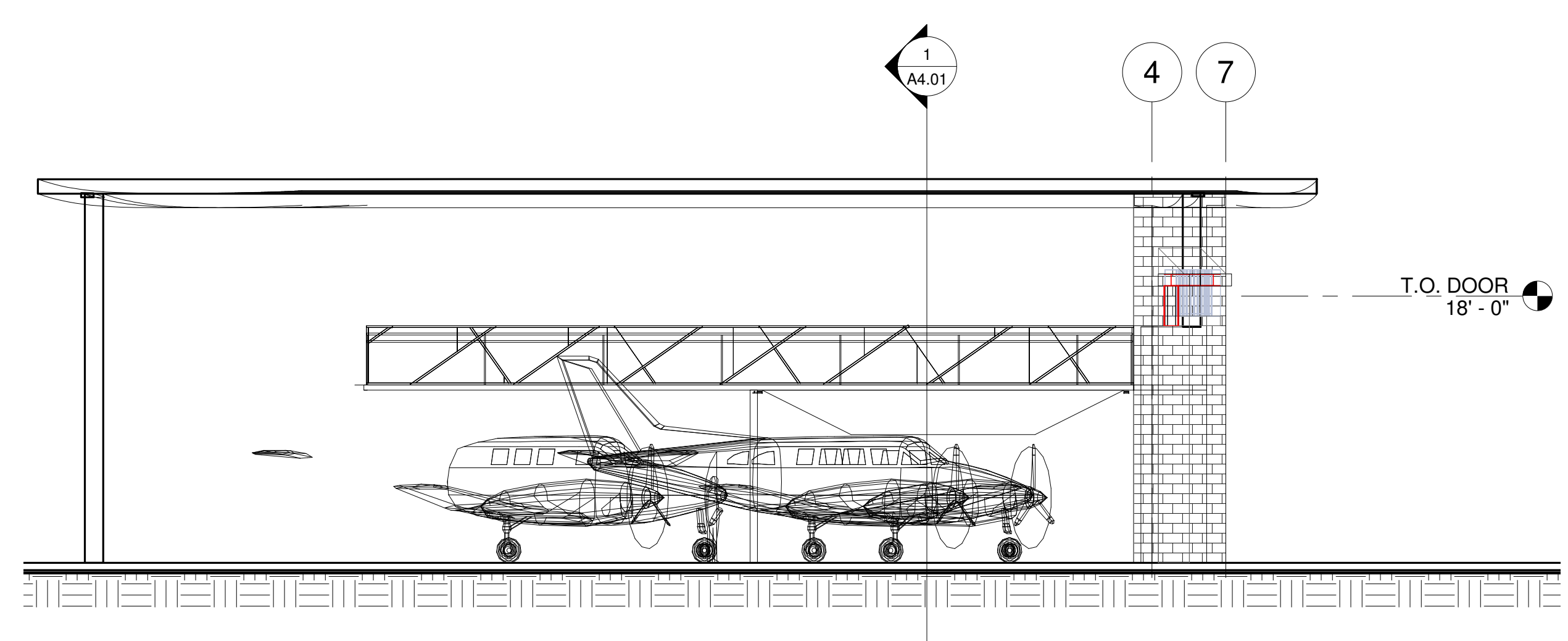
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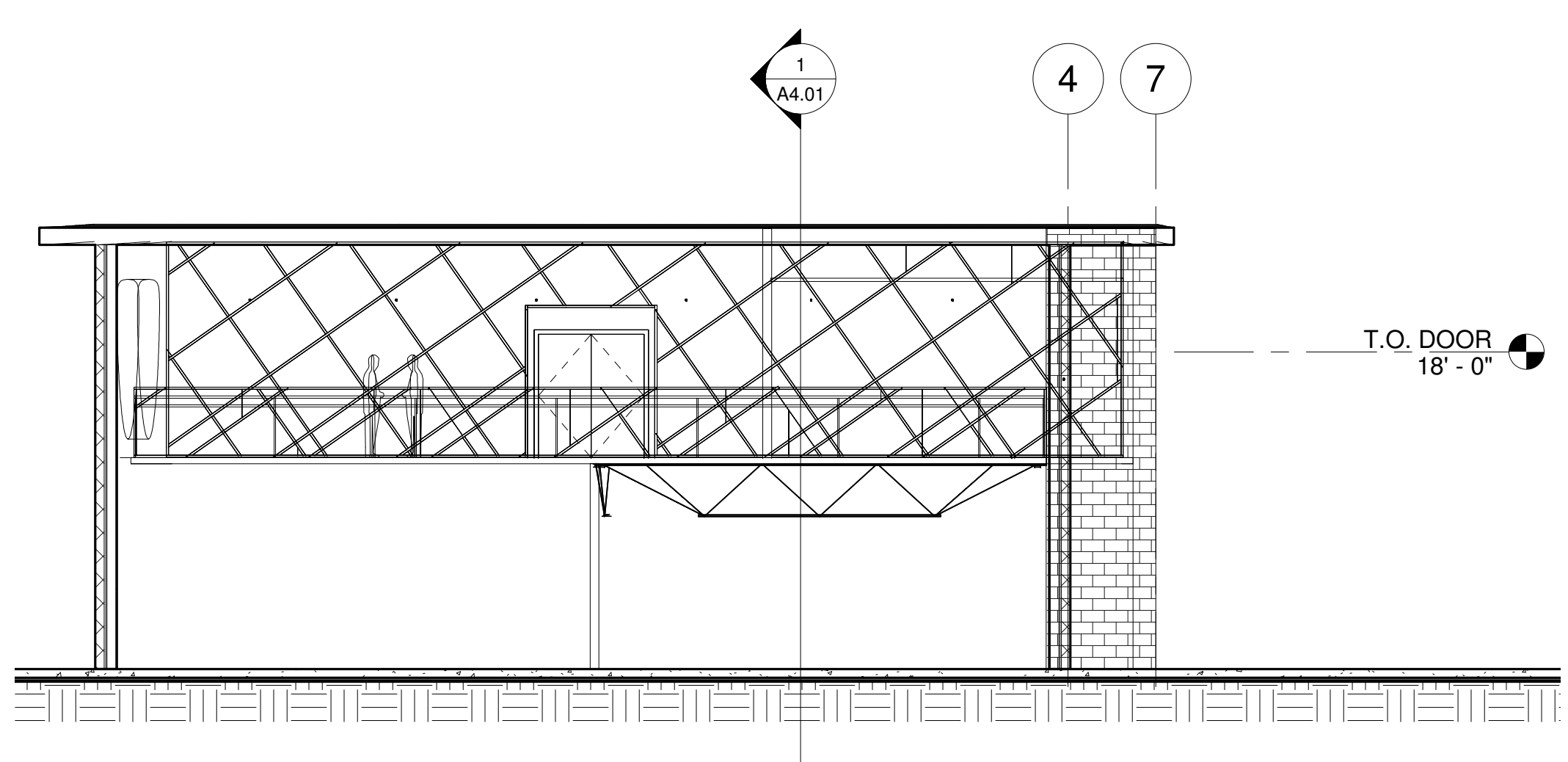
678 ARCHITECTURE
2142 W. ALLUVIAL AVE
FRESNO, CA 93711



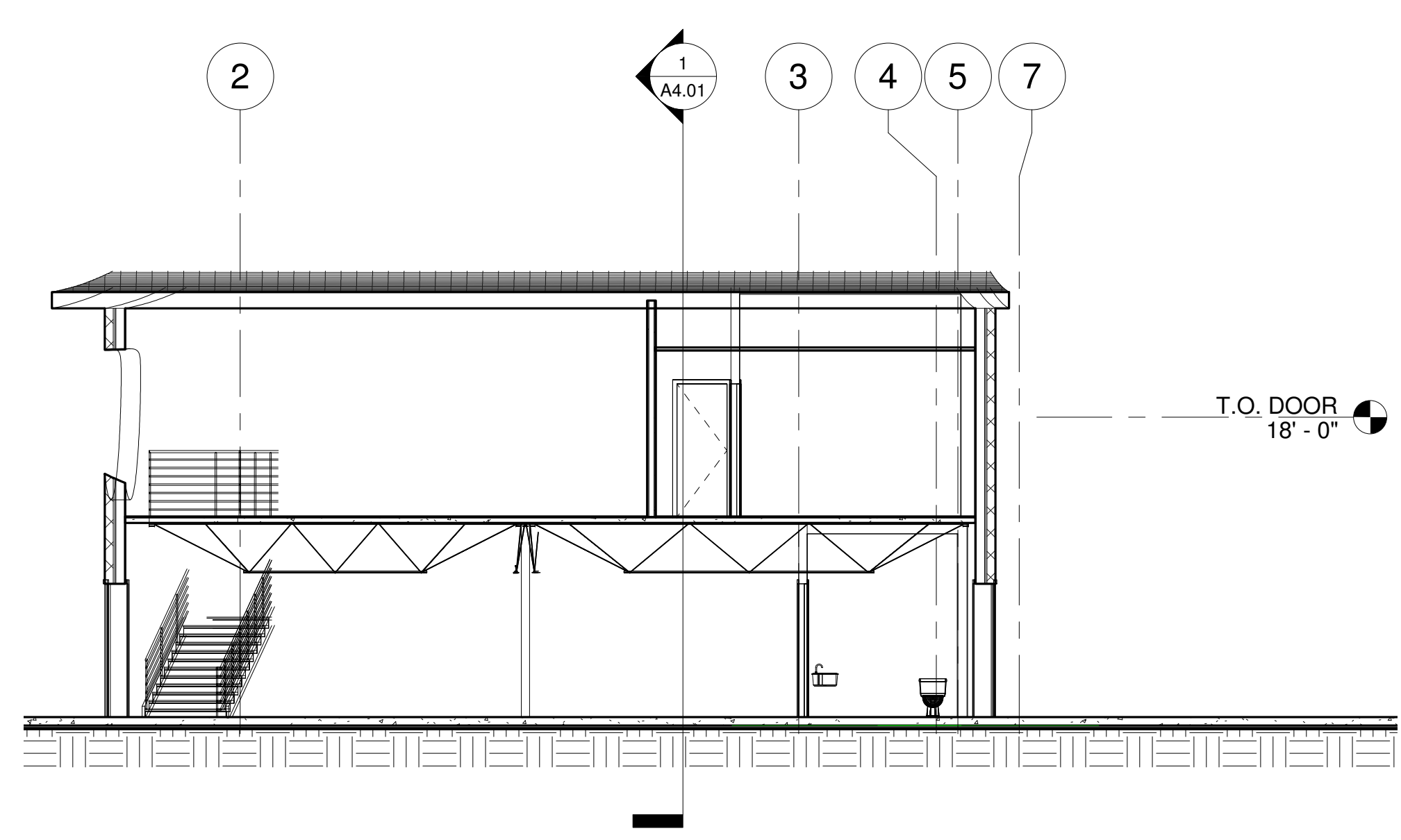
1 Long Section
3/16" = 1'-0"



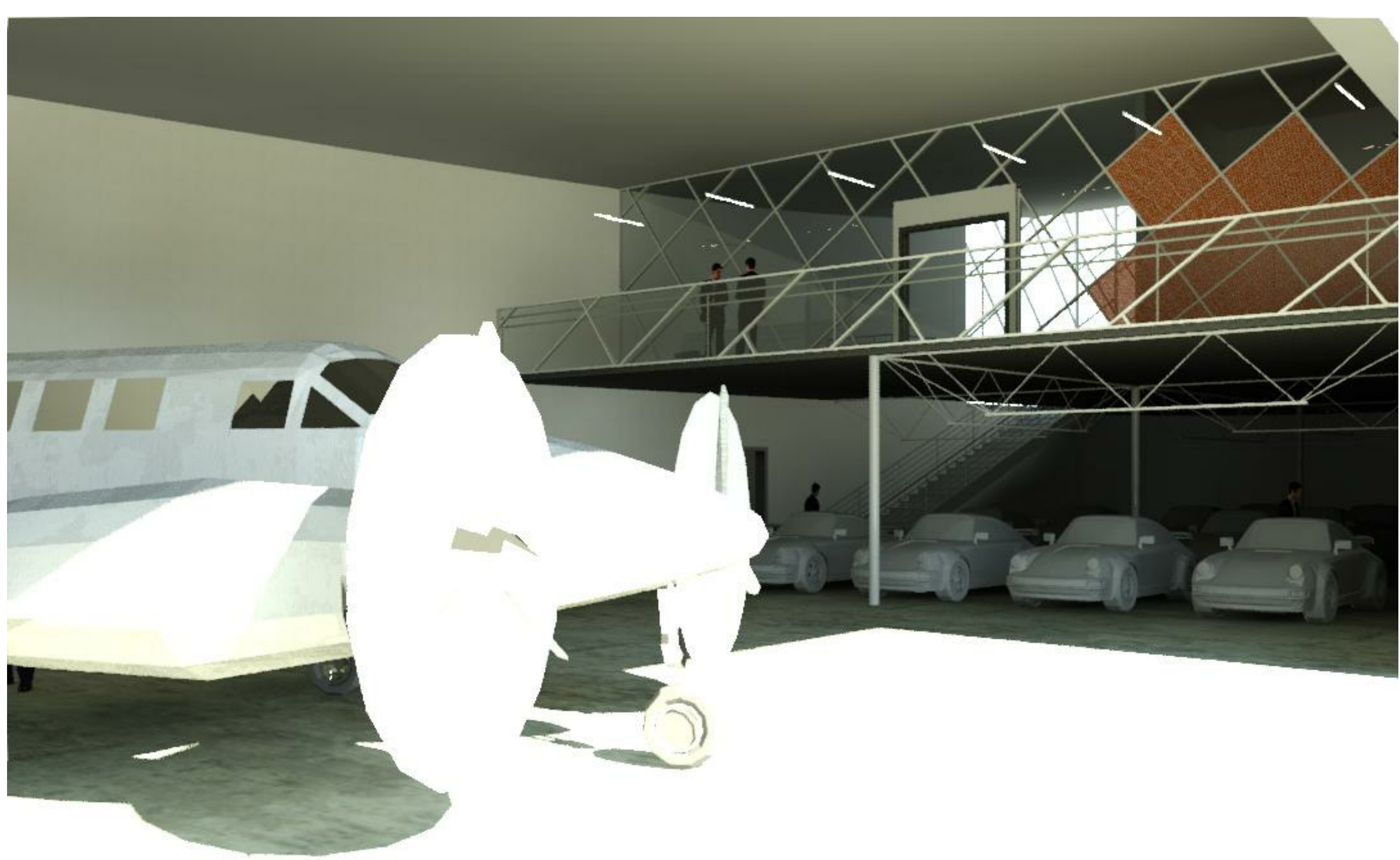
2 Section 1
1/8" = 1'-0"



3 Section 2
1/8" = 1'-0"



4 Section 3
1/8" = 1'-0"



HANGAR

No.	Description	Date
A	Building Department Submittal	6/27/14

SECTIONS

Project number	678.350PA
Date	8.19.20
Drawn by	DIO
Checked by	Checker

A4.01



LOOKING WEST AT AIRSTRIP



**LOOKING SOUTHEAST
FACING END OF AIRSTRIP**



LOOKING SOUTHWEST OF AIRSTRIP