Initial Study/ Mitigated Negative Declaration

Fresno Self Storage

June 2025

Prepared for:

City of Fresno
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Fresno, California 93721

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Acronyms and Abbreviations

AB	Assembly Bill
ADT	average daily traffic
AT&SF	Atchison, Topeka and Santa Fe rail line
BAAD	Bay Area Air District
BMP	best management practice
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Code
CH_4	methane
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
dBA	A-weighted decibel
EIR	environmental impact report
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FMFCD	Fresno Metropolitan Flood Control District
GHG	greenhouse gas
GIS	geographic information system
IS	initial study
IS/MND	Initial Study/ Mitigation Negative Declaration
MBTA	Migratory Bird Treaty Act
N_2O	nitrous oxide
ND	negative declaration
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PM_{10}	particulate matter measuring no more than 10 microns in diameter
$PM_{2.5}$	fine particulate matter measuring no more than 2.5 microns in diameter
project	Fresno Self Storage project
ROG	reactive organic gas
SJV Basin	San Joaquin Valley Groundwater Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SO_x	sulfur oxides
SWPPP	stormwater pollutant prevention plan
VMT	vehicle miles traveled

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Document Overview

This Initial Study/ Mitigation Negative Declaration (IS/MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the proposed Fresno Self Storage (project). The primary intent of this document is to determine if project implementation would result in potentially significant impacts to the environment.

In accordance with CEQA, projects that have the potential to result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment must undergo analysis to disclose potential significant effects. The provisions of CEQA apply to California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts. CEQA requires preparation of an IS for a discretionary project to determine the range of potential environmental impacts of that project and to define the scope of the environment review document. As specified in Section 15064(f) of the CEQA Guidelines, the lead agency may prepare a Mitigated Negative Declaration if, in the course of the IS analysis, it is recognized that the project may have a significant impact on the environment but that implementation of specific mitigation measures would reduce potentially significant impacts to a less than significant level. As the lead agency for the proposed project, the City of Fresno has the principal responsibility for conducting the CEQA environmental review to analyze the potential environmental effects associated with project implementation. During the review process, it was determined that all potential impacts could be reduced to a less than significant level with mitigation measures; and accordingly, no potentially significant impacts would occur. Therefore, an IS/MND has been prepared for the proposed project.

Note: The project has not been approved or denied. It is being reviewed for environmental impacts only. Approval of the project can take place only after the MND has been adopted.

This IS/MND is organized as follows:

- **Section 1: Project Description.** This section introduces the document and discusses the project description including location, setting, and specifics of the lead agency and contacts.
- **Section 2: Initial Study Checklist.** This section discusses the CEQA environmental topics and checklist questions and identifies the potential for impacts.
- **Section 3: List of Preparers.** This section lists the organizations and individuals who were consulted and/or prepared this IS/MND.
- **Section 4: References.** This section presents a list of reference materials consulted during preparation of this IS/MND.

Public Review

The IS/MND will be circulated for a 30-day public review period from 06/06/2025 to 07/06/2025.

Comments regarding this IS/MND must be made in writing and submitted to the City of Fresno c/o Thomas Veatch, Planner, 2600 Fresno Street, Room 3043 Fresno, California 93721, or by email to Thomas.Veatch@fresno.gov.

Comments should focus on the proposed finding that the project would not have a significant effect on the environment because revisions or mitigation measures have been made or agreed to by the project proponent. If the commenter believes that the project may have a significant environmental effect, it would be helpful for the commenter to identify the specific effect and explain why the effect would occur and why it would be significant.

Section 1 Project Description

1.1 Project Overview

The proposed Fresno Self Storage project (project) includes construction of a new 228,989-square-foot self-storage facility on a 7.64-acre undeveloped parcel in the generally developed northwest area of the City of Fresno (**Figure 1**, Regional Location). The project includes both exterior and interior storage units, a standalone one-story leasing office building, and surface parking. Additional site enhancements would include grading, landscaping, a trash enclosure, utility upgrades, and perimeter fencing. The project site is accessed from a driveway extending from North Figarden Drive to the main storage facility entrance.

Additionally, the project includes construction of a pedestrian trail along the northeastern boundary of the project site, adjacent to the Atchison, Topeka and Santa Fe Railway (AT&SF) rail line, to connect with the existing pedestrian trail.

1.2 Project Location

The proposed Fresno Self Storage project site is located at 6358 North Figarden Drive (between North Figarden Drive, West Bullard Avenue, and the AT&SF rail line) in an urbanized area within the City of Fresno, California. (**Figure 1** and **Figure 2**, Project Site).

The 7.64-acre undeveloped project site is zoned Light Industrial (IL) and is surrounded by light industrial, commercial, residential, and undeveloped land. Specifically, the project site is surrounded by the AT&SF rail line and a paved/unpaved pedestrian trail to the northeast; light industrial buildings to the northwest; commercial buildings, including retail, office space, and NorthPointe Community Church (or LifeWay Baptist Church) to the west; and undeveloped land (zoned Public and Institutional and Light Industrial) to the south. There are also residential neighborhoods to the northeast on the other side of the AT&SF rail line and south of W Bullard Avenue.

1.3 Project Components

The project includes construction of a new 228,989-square-foot self-storage facility on a 7.64-acre undeveloped parcel. The project components are described further below and shown on **Figure 3**, Site Plan, with greater detail provided in the detailed site plans provided in **Appendix A**, Project Site Plans. The project would be constructed and operated in accordance with City of Fresno Municipal Code Section 15-2747.

Storage Units

The exterior and interior storage units would be located in 15 buildings (Buildings A-O), as shown on **Figure 3,** listed in **Table 1**, Leasing Office and Storage Units (Buildings A-O), and included in **Appendix A.**

There would be 714 exterior storage units in 14 one-story buildings (Buildings A and C-O). The user would drive up to the storage unit, park, and access the unit from outside the building. Buildings A and C-O range from 10 to 11 feet in height.

There would be 1,225 interior storage units in one four-story, climate-controlled building (Building B). The user would park in one of the parking stalls near Building B and access the unit from inside the building. The 4-story Building B would be 49 feet in height.

The interior storage units (Building B) would be constructed as a second phase, after construction of the exterior storage units, based on market demand. Prior to construction of Building B, this portion of the project site could be used for outdoor, open air RV parking (refer to **Appendix A**, sheet A1.13).

Table 1. Leasing Office and Storage Units (Buildings A-O)

Building	Square Footage	Number of Storage Units
A	3,150	21
B (Level 1)	35,692	213
B (Level 2)	35,692	330
B (Level 3)	37, 192	341
B (Level 4)	37,192	341
C	4,468	27
D	2,100	21
E	5,100	41
F	7,500	65
G	8,800	48
H	12,800	63-75
I	12,800	63-75
J	5,050	30-34
K	3,600	16-36
L	4,800	73-138
M	6,250	55
N	4,600	68
O	1,000	10
Total Storage Square Footage	**227,786**	**-**
Leasing Office Square Footage	**1,203**	**-**
Total Building Square Footage	**228,989**	**-**
Total Exterior units[1]	**-**	**601-714**
Total Interior units	**-**	**1,225**

Source: Project Site Plans (Appendix A).

Notes:

[1] The range of exterior units indicates what is shown on the Project Site Plans (low end) and subsequent updates (high end) provided to the City by Magellan Architecture on July 5, 2024.

Leasing Office

The leasing office building would be located on-site near the entrance gate. The one-story building, measuring 1,203 square feet and 16 feet tall, would include a reception area, break room, janitor closet, and two restrooms. Additionally, there would be covered trash enclosure located within the property fencing, between the leasing office and Building B, that would be used by office staff and would not be available to customers.

The leasing office hours would be 8 a.m. to 6 p.m., Monday through Friday, it is anticipated the property would be staffed by two to three employees at any given time.

Pedestrian Trail

The AT&SF rail line runs along the northeast side of the project site. Alongside the AT&SF rail line, there is an existing paved pedestrian trail that extends from North Figarden Drive southward toward and onto the project site. The paved trail continues on the project site property boundary for approximately 1,220 linear feet before it transitions into an unpaved dirt trail for approximately 845 linear feet, terminating where the property line ends at West Bullard Avenue (**Figure 3** and **Appendix A**, sheet A1.12).

The project includes paving the unpaved portion of the pedestrian trail within the storage site property (approximately 845 linear feet) and adding landscaping between the trail and the storage facility buildings. However, there would be no direct access from the trail to the new storage facility. Constructed in alignment with the Active Transport Plan, this trail would adhere to the design standards set forth by the City Public Works Department to provide a safe and accessible pathway for pedestrians.

Site Parking

The project provides 36 parking spaces: 14 standard spaces and 1 ADA space by the leasing office; and 10 standard spaces, 8 electric vehicle (EV) charging spaces, and 3 loading spaces by Building B. Additionally, there will be two bicycle racks.

Access and Security

The project site is accessed from a driveway extending from North Figarden Drive to the northwest end of the project site (**Figure 3**).

Access to the storage facility would be controlled by a main gate near the leasing office.

The storage facility and main gate access would operate from 7:00 a.m. to 7:00 p.m. every day of the year, using a security code. The main gate would have separate entry and exit gates on each side of the landscaped island, each 20 feet wide. Additionally, there would be a 20-foot-wide emergency access gate at the south end of the project site onto W Bullard Avenue.

Proposed security measures include PIN-activated building access, padlocked units, and closed-circuit security cameras throughout the facilities. The storage facility would be enclosed by a concrete masonry unit wall, ranging in height from approximately 6 feet to 11.5 feet and surrounding the entire development area except the far northwest side where the main gate and leasing office are located.

Landscaping

Landscaping, including shade trees and groundcover, would be added along portions of the northeast and south perimeter, as well as the at the leasing office and main gate island. The landscaping would be irrigated by an automatic irrigation system in accordance with the Water Budget Calculations, with a maximum applied water allowance of 208,259 gallons per year (refer to **Appendix A**, sheet L1.1).

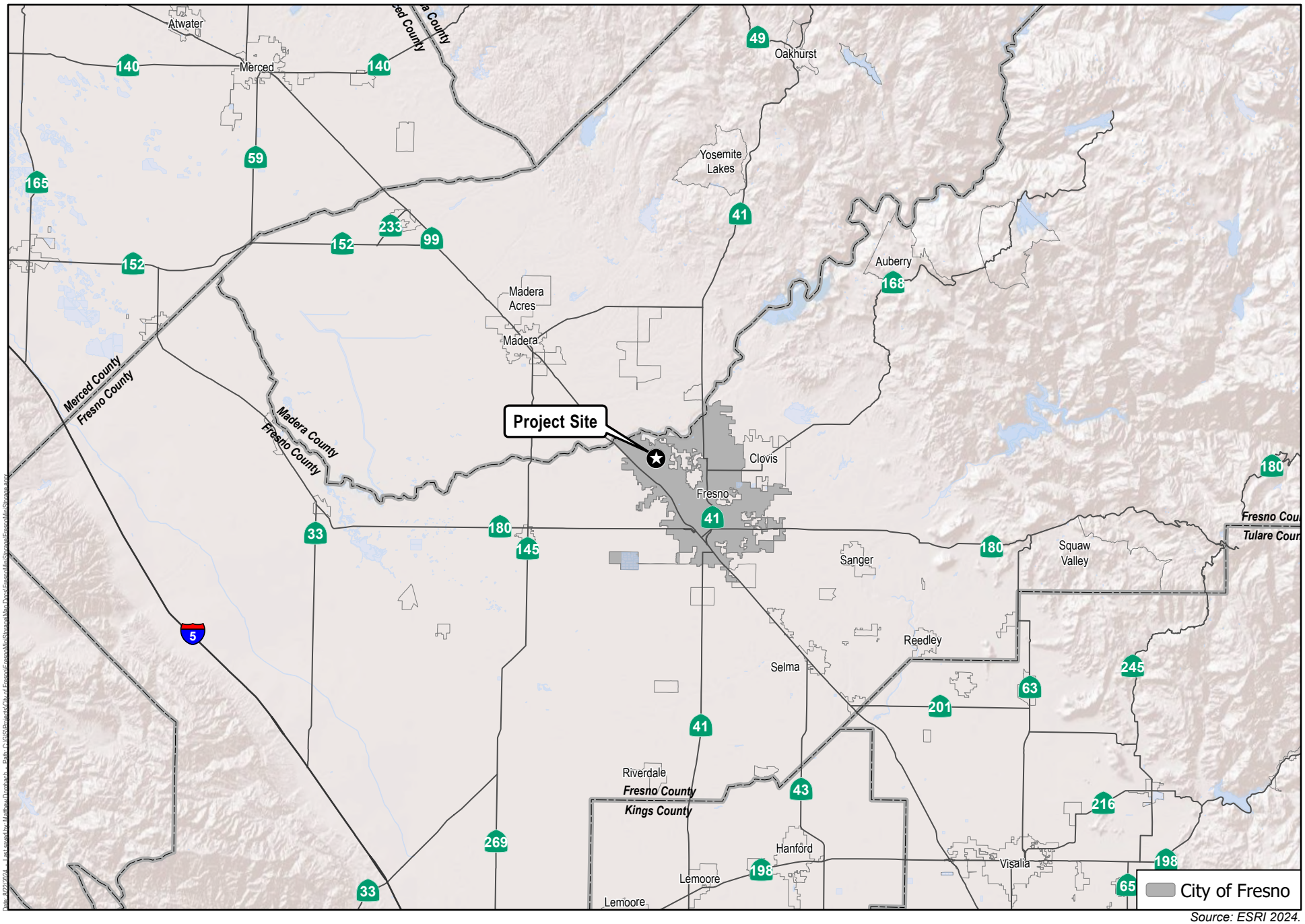
Exterior Lighting

The project would include a total of 142 wall-mounted exterior lighting fixtures on the exterior sides of the storage units, with shields directing light downwards. These wall sconces would be installed to provide low level lighting between buildings throughout the project site. On the exterior storage units (Buildings A, C-O), the fixtures would be mounted approximately 8 feet high from the ground. On the interior storage unit (Building B), the height of the wall fixtures would include both fixtures mounted approximately 8.6 feet from the ground and 16.6 feet from the ground. Additionally, Building B would feature a unique wall-mounted lighting fixture, "SB," which is specified to direct light both up and down as part of the accent lighting for the multi-story building.

Additionally, there would be three lighting standards or poles located in areas where the illumination from wall sconces is low. One light pole would be located at the main gate entrance, and two additional poles would be situated at the surface parking area across from Building B. These light poles would be 15 feet tall with light shields directing light downwards.

Before Building B is constructed, if the area is used for RV parking, there would be temporary lighting poles installed.

Exterior lighting would be on as needed during operating hours, from 7:00 a.m. to 7:00 p.m. Common areas would maintain minimum illumination levels for safety after the facility is closed.



Source: ESRI 2024.

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Figure 1

Regional Location

Fresno Self Storage

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Source: Maxar Imagery 2022.

Harris & Associates

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Feet

Figure 2

Project Location

Fresno Self Storage

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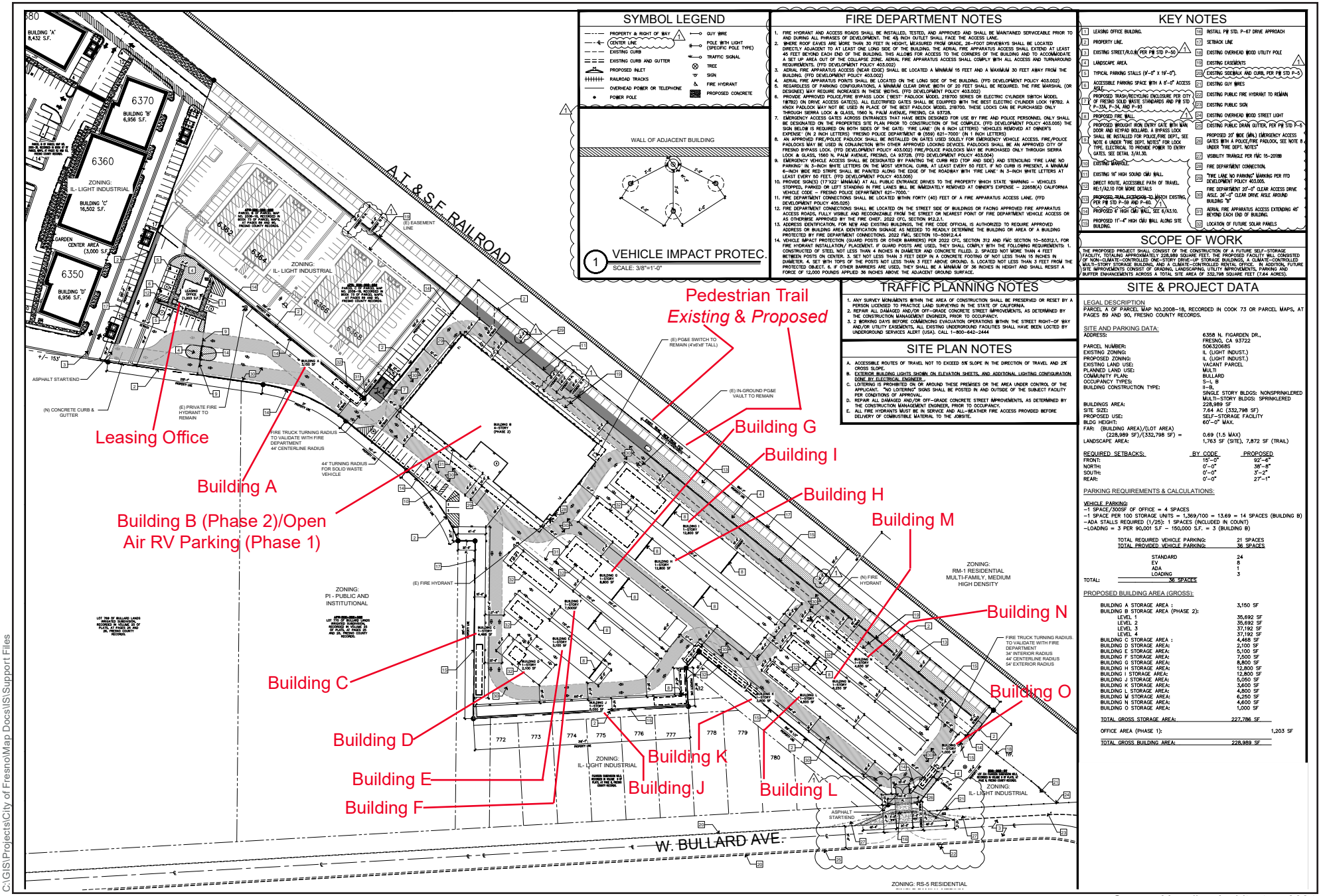

Source: Magellan Architecture 2024.

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Figure 3

Project Site Plan

Fresno Self Storage

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Section 2 Initial Study Checklist

The following discussion of potential environmental effects was completed in accordance with Section 15063 of the California Environmental Quality Act (CEQA) Guidelines to determine if the proposed project may have a significant effect on the environment.

2.1 Project Information

1. Project title:	Fresno Self Storage
2. Lead agency name and address:	City of Fresno Planning and Development Department 2600 Fresno Street, No. 3043 Fresno, California 93721
3. Contact person name, address, and phone number:	Thomas Veatch, Planner City of Fresno thomas.veatch@fresno.gov (559) 621-8076
4. Project location:	6358 North Figarden Drive Fresno, California 93722
5 Project sponsor's name and address:	Spencer Freeman Pacific Storage Fresno 4201 West San Jose Avenue Fresno, California 93722 spencerjfreeman@gmail.com (559) 369-2209
6. General plan designation:	Light Industrial
7. Zoning:	Light Industrial (IL)
8. Description of project:	Refer to Section 1.3, Project Component.
9. Surrounding land uses and setting:	Refer to Section 1.2, Project Location.
10. Other public agencies whose approval is required:	**City:** Fresno Metropolitan Flood Control District, San Joaquin Valley Air Pollution Control District

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.?	No consultation has been requested. The City sent a letter to the two tribes affiliated with the project area (Table Mountain and Dumna Wo Wah) on May 2, 2024, and asked for a response by June 3, 2024. Neither tribe requested consultation.

2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the project, warranting further discussion to determine if the impact would be Less than Significant, Less than Significant, or Potentially Significant Impact as indicated by the checklist on the following pages in Section 2.4, Evaluation of Environmental Impacts.

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

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist; and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, located in a non-sensitive environment, and are easily identifiable. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

☐ Check here if this finding is not applicable

FINDING: For the above-referenced topics that are not checked off, there is no potential for significant environmental impact to occur from either construction, operation or maintenance of the proposed project for the reasons described below; and no further discussion in the Environmental Checklist is necessary. The other topics that are checked off warrant additional discussion to demonstrate why the potential impact would be Less than Significant, Less than Significant with Mitigation Incorporated, or Potentially Significant and thus are discussed in Section 2.4, as indicated below.

EVIDENCE:

1. **Aesthetics.** Refer to Section 2.4.1.

2. **Agriculture and Forest Resources.** The Project site is undeveloped vacant land zoned for Light Industrial us. There is no substantial vegetation or trees (refer to Section 2.4.4, Biological Resources) or agricultural production of any type. The project site is not zoned for forest land, timberland, or timberland production as defined in the Public Resources code; and is not under Williamson Act contract. Although the project site is identified as semi-agricultural and rural commercial land on maps prepared by the California Natural Resources Agency, it is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) (DOC 2024a). Therefore, the project would not convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance; would not conflict with zoning for agricultural use or a Williamson Act contract; would not conflict with the existing zoning or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g); and would not result in the loss of forest land or conversion of forest land to non-forest use. ***No Impact.***

3. **Air Quality.** Refer to Section 2.4.3.

4. **Biological Resources.** Refer to Section 2.4.4.

5. **Cultural Resources.** Refer to Section 2.4.5.

6. **Energy.** Refer to Section 2.4.6.

7. **Geology and Soils.** Refer to Section 2.4.7.

8. **Greenhouse Gas Emissions.** Refer to Section 2.4.8.

9. **Hazards/Hazardous Materials.** Refer to Section 2.4.9.

10. **Hydrology/Water Quality.** Refer to Section 2.4.10.

11. **Land Use and Planning.** Refer to Section 2.4.11.

12. **Mineral Resources.** The Project would not result in loss of availability of a known mineral resource, or a locally important mineral resource recovery site delineated on a local General Plan, Specific Plan, or other land use plan because no known mineral resources are located

within the project vicinity, according to the California Department of Conservation Mineral Lands Classification Map (DOC 2024b). Implementation of the Project would also not result in a change in access or ability to recover known mineral resources. ***No Impact.***

13. **Noise.** Refer to Section 2.4.13.

14. **Population/Housing.** The project site is surrounded by urban development. Extension of roads and other infrastructure is not necessary for the infill development of the site. The project does not include any housing units, and the intended use of self-storage facility would not result in substantial unplanned growth, as the site is zoned for this use. No people or housing would be displaced by the project. ***No Impact***.

15. **Public Services.** The project site is served by City fire, police, and emergency services. The project would not create substantial new demand for public services that would result in the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services. The project would have no measurable effect on existing public services in that the project would not result in a significant increase in demand and would not require expansion of services to serve the project. City departments and service providers reviewed the project application and did not identify any impacts. As noted in the discussion on Population and Housing, the project would not directly or indirectly induce population growth and would therefore not create additional impacts to schools and parks. Based on a review of project materials by City staff, the project is adequately served by existing fire and police protection and would not trigger a need for new or physically altered facilities. ***No Impact.***

16. **Recreation.** As noted in the discussion on Population and Housing, the project would not directly or indirectly induce population growth and would not increase the use of neighborhood or regional parks or other recreational facilities. In tandem with development of the project, an existing multi-use trail would be extended along the northern edge of the project site, adjacent to the AT&SF rail line. A wall would separate the trail from the storage facility, and project operations would not impact use of the trail. ***No Impact***.

17. **Transportation.** Refer to Section 2.4.17.

18. **Tribal Cultural Resources.** Refer to Section 2.4.18.

19. **Utilities/Service Systems.** Refer to Section 2.4.19.

20. **Wildfire.** The project is not located in a State Responsibility Area and is not within an area of high risk of wildfire. The project site is served by the City of Fresno Fire Department. The closest fire station is approximately 2 miles west of the project site. The project would not impair an adopted emergency response plan or emergency evacuation plan. The roadway (W Bullard Ave) that provides emergency access to the site is not an identified evacuation route. The project site does not possess features (slope, high winds, vegetation) that would exacerbate wildfire risks or expose project occupants to pollutant concentrations from uncontrolled spread of wildfire. The project does not require the installation or maintenance of infrastructure (power lines, fuel breaks, or emergency water sources) that would exacerbate fire risk or result in temporary or permanent impacts to the surrounding area. The project would not expose people or structures to post-fire risks, such as downslope or downstream flooding, landslides, drainage changes, or post-fire slope instability. ***No Impact***.

2.3 Lead Agency Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent (state), including implementation of the mitigation measures identified herein. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Thomas Veatch

Signature

June 6, 2025

Date

Thomas Veatch
Planner
City of Fresno

2.4 Evaluation of Environmental Impacts

This section documents the screening process used to identify and focus on environmental impacts that could result from the project. The checklist portion of the IS begins below and includes explanations of each CEQA issue topic. CEQA requires that an explanation of all answers be provided along with this checklist, including a discussion of ways to mitigate any significant effects identified. The following terminology is used to describe the potential level of significance of impacts:

- **No Impact.** The analysis concludes that the project would not affect the particular resource in any way.
- **Less than Significant.** The analysis concludes that the project would not cause substantial adverse change to the environment without the incorporation of mitigation.
- **Less than Significant with Mitigation Incorporated**. The analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of mitigation agreed upon by the applicant.
- **Potentially Significant.** The analysis concludes that the project could result in a substantial adverse effect or significant effect on the environment, even if mitigation is incorporated. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

2.4.1 Aesthetics

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

Environmental Setting

The project site is vacant undeveloped land covered in weedy grasses. The project site is located in a developed, urbanized area within the City, and is zoned Light Industrial. Surrounding land uses include developed commercial, residential, and industrial uses and undeveloped land zoned Public and Institutional (PI) and Light Industrial (IL). The project site and surrounding area are relatively flat, with no scenic vistas or public viewpoints on or near the site. The closest public views of the project site are the surrounding roadways, including North Figarden Drive and West Bullard Avenue.

Impact Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

No Impact. The project site is situated within an urbanized area where no designated scenic vistas are present. Additionally, the project's design and scale are consistent with the existing surroundings and do not obstruct or alter any views of natural landscapes or distant features. Therefore, there would be no impact on a scenic vista.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site is not located within a state scenic highway. The project site is located on a vacant parcel, zoned for Light Industrial (IL) uses, in an urbanized area of the City. The site has

minimal vegetation, including non-native weedy plants that regularly mowed or tilled for fire control, and there are no trees onsite (refer to Section 2.4.4, Biological Resources). The closest state designated scenic highways are Highway 168 (33 miles away from project site) and Highway 180 (25 miles away from project site), both extend down from the Sierras and terminate in the Eastside Valley area. Therefore, there would be no impact to a scenic vista or scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.

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

Less Than Significant Impact. Although the project site is undeveloped and is adjacent to some undeveloped land, it is located in an otherwise developed urbanized area. The project site is within the Light Industrial (IL) Zone District, and the project is a permitted use. The visual character of the project is generally compatible with existing industrial and commercial development in the vicinity of the project site. The 228,989-square-foot storage facility includes a leasing office, exterior storage units, and interior storage units, located in 15 buildings (Buildings A-O), as shown in **Appendix A** and listed in **Table 1**. The 14 exterior one-story buildings (Buildings A and C-O) range from 10 to 11 feet in height. The one interior four-story building (Building B) is 49 feet tall. Additionally, the leasing office is 16 feet tall. The project also includes some limited landscaping along portions of the northeast and south perimeter, as well as the at the leasing office and main gate island (refer to **Appendix A**, sheet L1.1).

Public views of the project site are primarily from the surrounding public roadways (North Figarden Drive and West Bullard Avenue), and the views are obscured by the distance and existing commercial and industrial development. The project would not conflict with applicable zoning and other regulations governing scenic quality, nor would it substantially degrade the existing visual character or quality of public views. Therefore, the impact would be less than significant.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project includes exterior lighting, which would create a new source of light in the area. However, this is not considered substantial for the reasons described below.

There would be 142 wall-mounted exterior lighting fixtures on the exterior sides of the storage units, with shields directing the light downwards. These fixtures would be installed approximately 8 feet high on Buildings A and C-O (exterior storage units), and at 8.6 feet and 16.6 feet high on Building B (interior storage units). Additionally, three pole lighting fixtures would be installed, with one at the main gate entrance and two at the parking area across from Building B. These light

poles would be 15 feet tall with light shields directing light downwards. Project lighting is designed to be directed downward with shields to minimize light spillover on neighboring properties.

The project site is part of an already urbanized environment where existing developments contribute to ambient light levels. The proposed new lighting would not exceed the light levels already present in the vicinity.

The lighting fixtures would range in power from 15 to 93 watts, providing between 1,982 and 8,752 lumens. While the City of Fresno does not have specific standards for wattage or lumens, it requires that lighting fixtures be shielded to minimize obtrusive glare. According to the Photometric and Exterior Lighting Plan, the wall-mounted and pole lighting fixtures are designed to be shielded and limit light spillover (**Appendix B**, Project Lighting Plan). Some of the wall-mounted fixtures are sconces, which are light fixtures that extend from the wall and direct light downwards, effectively shielding light from spilling horizontally and reducing glare. Due to the new lighting being directed downward, as well as the surrounding concrete masonry unit wall surrounding the property (ranging in height from approximately 6 feet to 11.5 feet), there would be no significant light spillover off site, with only a minimal amount anticipated near the main entrance. Therefore, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and the impact would be less than significant.

2.4.2 Agriculture 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 provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐		☒

Refer to Section 2.2, Environmental Factors Potentially Affected.

2.4.3 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Environmental Setting

The project site is located within the City of Fresno, situated in the San Joaquin Valley Air Basin, an area known for chronic challenges in meeting federal and state clean air standards. According to the San Joaquin Valley Air Pollution Control District (SJVAPCD 2015), this non-attainment is primarily attributed to the region's unique topography and climate dynamics. The San Joaquin Valley, surrounded by mountains, faces air quality challenges as winds carry pollutants from urban areas to the north. Additionally, the Mediterranean climate fosters the formation of ozone and particulate matter. As part of their efforts to foster clean air, SJVAPCD has adopted Guidance for Assessing and Mitigating Air Quality Impacts (CEQA Guidelines) for evaluating impacts under CEQA (SJVAPCD 2015). These guidelines include the thresholds for protecting health related to criteria air pollutant emissions that are applicable to the project in the analysis below.

Air quality laws and regulations have historically divided air pollutants into two broad categories: criteria air pollutants and non-criteria air pollutants, or toxic air contaminants. Criteria air pollutants are a group of common air pollutants regulated by the federal and state governments by means of ambient air standards based on criteria regarding health and environmental effects of pollution. These standards are the National Ambient Air Quality Standards established by the Clean Air Act, and the California Ambient Air Quality Standards, which were established by the California Clean Air Act and generally stricter than the federal standards. Air basins are classified as being in “attainment,” “non-attainment,” or “unclassified” for each criteria air pollutant based on if the air quality standards have been achieved.

The project site is located in a developed urban area with sensitive receptors in the surrounding area. Sensitive receptor are people that have an increased sensitivity to air pollution or environmental

contaminants. Locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residences (SJVAPCD 2015). Sensitive receptors on the project site include three residences to the south on W Bullard Avenue and residential neighborhoods south of W Bullard Avenue and northeast of the AT&SF rail line (**Figure 2**).

Impact Analysis

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

Less Than Significant Impact. The Air Quality Plans applicable to the Project analysis are the SJVAPCD 2022 Plan for the 2015 8-Hour Ozone Standard, 2024 Plan for the 2012 Annual $PM_{2.5}$ (fine particulate matter measuring no more than 2.5 microns in diameter) Standard, and 2006 PM_{10} (particulate matter measuring no more than 10 microns in diameter) Plan. A significant impact would occur if the Project would conflict with of obstruct implementation of SJVAPCD Plans. In accordance with the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (SJVAPCD 2015), a project that would generate emissions below the district's numeric thresholds for operation would not conflict or obstruct Plan implementation. Typically, because the plans are based on emissions inventories for planned growth in the region, a project is also typically compared to growth assumptions for the project site to determine if a project would result in emissions that were not accounted for in Plan preparation, specifically mobile emissions. The project is compared to the SJVAPCD threshold below under Section 2.4.3(b). As demonstrated below, the project would be below all applicable thresholds. Additionally, the Project would be consistent with the M-1 (Light Industrial) zoning for the site. As discussed below in Section 2.4.17, Transportation, the Project would not result in a significant impact related to vehicle mile traveled (VMT) because it would generate a low volume of daily traffic (less than 500 trips per day). As such, the Project would not generate significant particulate matter or ozone emissions, or generate emissions beyond those accounted for in regional growth assumptions. The project would not conflict with or obstruct implementation of any Air Quality Plans. Therefore, the impact would be less than significant.

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

Less Than Significant Impact. Construction of the project would result in temporary criteria air pollutant emissions from exhaust from construction equipment, vehicle and truck trips, application of coatings, and fugitive dust from ground disturbance. Operation of the project would result in ongoing criteria air pollutant emissions from vehicle trips, landscaping equipment, space and water heating, and use of consumer projects and reapplication of coatings and paint. Emissions from construction and operation are discussed separately below.

Construction

Project construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1.1.24, based on model default assumptions for the proposed land uses. Annual emissions levels associated with project construction are shown in **Table 2**, Estimated Construction Air Pollutant Emissions (tons/year). Based on the CalEEMod default construction schedule, approximately 15 months of construction would be required. Construction was assumed to begin in January 2025 to capture a complete 12-month period to compare to the SJVAPCD's annual construction thresholds. As shown in **Table 2**, the project would not exceed SJVAPCD construction thresholds for any pollutant. Therefore, the project would not result in a significant impact related to criteria air pollutant emissions during construction.

Table 2. Estimated Construction Air Pollutant Emissions (tons/year)

	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
2025	0.22	1.8	2.25	< 0.005	0.32	0.17
2026	0.59	0.2	0.3	< 0.005	0.02	0.01
SJVAPCD Threshold	10	10	100	27	15	15
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*

Source: CalEEMod, version 2022.1.1.24.

Notes: NO_X = oxides of nitrogen; PM_{10} = particulate matter less than 10 microns; $PM_{2.5}$ = particulate matter less than 2.5 microns; ROG = reactive organic gases, CO = carbon monoxide, SOx = sulfur oxides

Operation

Operational emissions were also calculated using CalEEMod. Default inputs were assumed for the project, with the exception of vehicle trips. Vehicle trip data was obtained from the project traffic analysis (**Appendix C**, Project Trip Generation Analysis). The total estimated operational criteria air pollutant emissions from the project are provided in **Table 3**, Operational Maximum Air Pollutant Emissions (tons/year). As shown in **Table 3**, operational emissions from the project would not exceed any of the SJVAPCD significance thresholds for maximum daily or annual emissions. Air quality impacts associated with operation of the project would be less than significant. Because emissions of criteria air pollutants under the project would be below applicable thresholds, which are established to assist maintaining or achieving regional attainment, operation would not result in a cumulatively considerable contribution to regional acute and long-term health impacts related to non-attainment of the ambient air quality standards.

Therefore, the impact for both project construction and operation would be less than significant.

Table 3. Operational Maximum Air Pollutant Emissions (tons/year)

Emission Source	Maximum Emissions					
	ROG	NO_x	CO	SOx	PM_{10}	$PM_{2.5}$
Mobile	0.2	0.16	1.12	< 0.005	0.22	0.06
Area	1.1	0.01	0.9	< 0.005	< 0.005	< 0.005
Energy	0.03	0.46	0.39	< 0.005	0.03	0.03
Total Operational Emissions	1.32	0.63	2.41	0.01	0.25	0.09
SJVAPCD Threshold	10	10	100	27	15	15
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*

Source: CalEEMod, version 2022.1.1.24.

Notes: NO_x = nitrogen oxides; PM_{10} = respirable particulate matter; $PM_{2.5}$ = fine particulate matter; ROG = reactive organic gases, CO = carbon monoxide, SOx = sulfur oxides

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

Less Than Significant Impact. As stated above, sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. Locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residences (SJVAPCD 2015). There are no sensitive receptors on or adjacent to the project site, but there are residences located to the south and northeast.

Construction

Construction of the project has the potential to result in emissions of diesel particulate matter and fugitive dust, specifically $PM_{2.5}$. Diesel particulate matter is a mixture of many exhaust particulates and gases that is produced when an engine burns diesel fuel. Compounds found in diesel exhaust are carcinogenic and may cause health impacts ranging from irritation, headache, and dizziness to increased risk of cardiovascular, cardiopulmonary, and respiratory disease and lung cancer, depending on the length of exposure. The project would result in a short-term addition of truck trips occurring over only a few months. Based on CalEEMod default assumptions for construction schedule and material movement, a maximum of 68 truck trips per day is estimated for approximately 20 days during grading, and 38 truck trips per day is estimated during the approximately one-year building construction phase. Therefore, the length of individual receptor exposure would be limited; and as shown in **Table 2**, total construction emissions, including on- and off-road vehicle emissions, would not exceed applicable thresholds for construction activities. Construction associated with implementation of the project would not result in a significant impact to sensitive receptors related to diesel particulate matter. Construction of the project would also result in fugitive dust from ground-disturbing activities. Project construction is estimated to last for less than 2 years and would not result in long-term exposure to dust. Maximum annual particulate matter emissions, including dust and exhaust, would be approximately 0.32 tons per year, well below the SJVAPCD threshold of 15 tons/year. This impact would be less than significant.

Operation

Following construction, the project would result in minimal emissions of all criteria air pollutants, as shown in **Table 3**. The project would not generate a substantial number of diesel vehicle trips, and the project does not include any stationary sources of toxic air contaminants. As such, the project would not result in a significant impact to sensitive receptors.

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of carbon monoxide (CO), known as "CO hotspots." An air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 parts per million or the federal and California 8-hour standard of 9 parts per million is exceeded. The project is anticipated to result in minimum new vehicle trips in the project vicinity. An average of 21 AM peak hour and 35 PM peak hour driveway trips are calculated for the project (Appendix C). As shown in **Table 3**, the project would result in minimal CO emissions compared to the SJVAPCD threshold. Emissions at a given intersection would be lower because, after leaving the project site, these trips would be distributed over multiple intersections. The project's minimal vehicle trips would not be sufficient to significantly increase congestion at intersections on the project site. This impact would be less than significant.

Therefore, the impact for both project construction and operation would be less than significant.

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

Less Than Significant Impact. The SJVAPCD has developed a list of recommended odor screening distances for specific odor-generating facilities. These facilities include wastewater facilities, waste management facilities, and various industrial and agricultural processes (SJVAPCD 2015). The project is a storage facility that would not include any components that are a typical source of substantial odor. Therefore, the impact would be less than significant.

2.4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Environmental Setting

The following discussion is based on a database search, analysis of the results, and reconnaissance field survey of the project site conducted by a Harris & Associates biologist (Will Lawton) on May 20th, 2024. Refer to **Appendix D**, Biological Resources.

The undeveloped project site is located at 6358 North Figarden Drive (between North Figarden Drive, West Bullard Avenue, and the AT&SF rail line) in an urbanized area within the City of Fresno, California. This vacant 228,989-square-foot parcel falls within a Light Industrial (IL) zoning district. The landscape is characterized by dry bare dirt and scattered non-native plant species. These plants, primarily weedy in nature, are regularly mowed or tilled for fire control purposes. The project site lacks trees, although there are trees adjacent to the project site along the northwest and southeast perimeter.

Impact Analysis

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

Less than Significant with Mitigation Incorporated. The project site is located on a vacant area characterized by non-native weedy plants and dirt.

Sensitive Plants

Database search results returned one sensitive plant species known to occur within 1 mile of the project site: Sanford's Arrowhead (*Sagittaria sanfordii*), a special-status plant species documented in 1980. Sanford's Arrowhead is a wetland obligate species, and its occurrence on the site is not expected due to the absence of wetland habitat.

Sensitive Wildlife Species

Database searches of special-status wildlife species identified no recorded species within a 1-mile radius of the project site. However, during the reconnaissance field survey, the biologist identified a pellet from a western burrowing owl (*Athene cunicularia* ssp. *hypugaea*) adjacent to the AT&SF rail line, just outside the project footprint.

Burrowing owls typically prefer open areas with sparse vegetation and bare ground, characteristics often found in vacant dirt land, making it an attractive habitat for nesting and shelter. In California, the burrowing owl breeding season extends from February 1st to August 31st (CDFG and Western Field Ornithologists 2008) with some variances by geographic location and climatic conditions.

The project site is currently undeveloped, characterized by bare dirt and non-native weeds, which provides suitable conditions for burrowing owls. During the biological reconnaissance field survey, an owl pellet was discovered near an existing burrow adjacent to the AT&SF rail line, which indicates a high potential for burrowing owls in the vicinity. Additionally, multiple burrows of a suitable size for use by burrowing owls were identified throughout the site. Therefore, there is high potential for this species to occur at the project site.

Implementation of the project could impact burrowing owls by removing their foraging and nesting habitat, potentially causing significant effects. Implementation of **Mitigation Measure BIO-1** (Western Burrowing Owl Clearance Surveys) would reduce this impact to a less than significant level.

Nesting Birds

Project implementation has the potential to impact nesting bird species that are protected under The Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (CFGC) Section

3510 and 3503. Suitable nesting habitat for multiple bird species occurs within and adjacent to the project site. If construction is conducted during the general bird breeding season (February 1 through September 1), temporary direct impacts from disturbance and displacement of nesting birds during vegetation removal could result in significant direct impacts on bird species protected under the MBTA and CFGC. In addition, indirect impacts from construction noise and vibration during clearing, grubbing, and trenching activities, if conducted during the bird breeding season, could result in significant indirect impacts on bird species protected under the MBTA and CFGC.

Implementation of **Mitigation Measure BIO-2** (Nesting Birds Protection Measures) would reduce impacts to nesting birds to less than significant.

Therefore, this impact would be less than significant with mitigation incorporated.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

Less Than Significant Impact. During the May 2024 biological reconnaissance survey, no riparian or otherwise sensitive natural communities were observed on the project site. The project site is located on a vacant area characterized by non-native weedy plants and dirt, which is not classified as a sensitive community. Therefore, the project would not result in impacts to sensitive vegetation communities resulting from project implementation. The impact would be less than significant.

c. Would the project 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?

Less Than Significant Impact. The only potentially jurisdictional aquatic feature near the project site is a non-vegetated pond located north-east of the project site and north of the AT&SF rail line, approximately 224 feet away from the property line. No potentially jurisdictional wetlands are present on the project site; therefore, no impacts to potentially jurisdictional wetlands would occur as a result of project implementation, and no mitigation is required. Due to the substantial distance of 224 feet, the project would not have a substantial adverse effect on this aquatic feature through direct removal, filling, hydrological interruption, or other means.

d. Would the project 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?

Less Than Significant Impact. The project site is bordered by urbanized commercial development to the northwest, residential development to the south, AT&SF rail line corridor and a paved/unpaved pedestrian trail to the northeast and east. The project site itself is vacant dirt parcel, and no significant wildlife corridors are known to occur on the project site. No routes of movement

for large mammals were identified as occurring on the project site. The area may provide local wildlife movement opportunities, but these species are capable of moving through developed areas, and any disruption of this movement would be minor and temporary in nature (during construction only). No known wildlife nursery sites are located on the project site, and wildlife is not expected to use the site seasonally for significant breeding or migration opportunities.

Therefore, implementation of the project would not 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. The impact would be less than significant.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The project site lacks trees, although there are trees adjacent to the project site along the northwest and southeast perimeter, which would remain unaffected by construction activities and do not require removal. Therefore, the project does not conflict with any local policies or ordinances protecting biological resources. The impact would be less than significant.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project does not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Mitigation Measures

BIO-1 **Burrowing Owl Clearance Surveys.** A burrowing owl clearance survey shall be conducted in suitable habitat before any ground-disturbing activities in accordance with the Department of Fish and Wildlife guidelines (Staff Report on Burrowing Owl Mitigation, March 7, 2012). Two pre-construction clearance surveys shall be conducted 14–30 days and 24 hours before ground-disturbing activities to document the continued absence of burrowing owl from the project site. If any burrowing owls or active burrows are identified, a protective buffer zone will be established around each burrow to prevent disturbance from project activities. The buffer zone size will be determined in accordance with California Department of Fish and Wildlife guidelines and site-specific conditions to ensure adequate protection. Additionally, if any burrowing owls are discovered on the project site, coordination with California Department of Fish and Wildlife will be undertaken to develop and implement a relocation plan for the burrowing owls, ensuring compliance with state guidelines to minimize impacts on the owl population.

BIO-2 **Nesting Birds Protection Measures.** No grubbing, trimming, or clearing of vegetation from the project site or off-site improvements area shall occur during the general bird

breeding season (February 1 through August 31). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than 72 hours before the start of vegetation grubbing, trimming, or clearing to determine if active bird nests are present on the project site.

If one or more active nests are found during the pre-construction survey, a buffer of appropriate size based on species and observed behavior shall be established around the nest, as determined by a qualified biologist. No disturbance shall be allowed within the buffer until a qualified biologist determines and documents that the nest is no longer active. If no nesting birds are on the project site, as confirmed by a qualified biologist, grubbing, trimming, or clearing may proceed.

2.4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☒		☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒		☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Environmental Setting

The following description is based on an intensive pedestrian/Phase 1 field survey of the project site conducted by a Harris & Associates archaeologist (Jasmine Alvarez-Ceja) on June 24, 2024, and a records search of the surrounding area using the California Historic Resources Inventory System (CHRIS Background Data). Refer to **Appendix E**, Cultural Resources.

The project site is undeveloped with scattered non-native plant species, primarily weedy in nature, that are regularly mowed or tilled for fire control purposes. Dumping on site is evident, and visibility was fair due to dense vegetation. The survey area was relatively level, and greater assessment was focused on open areas. No historic or archaeological resources were identified during the cultural survey.

Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant Impact with Mitigation Incorporated. Staff conducted a records search of the surrounding area using the California Historic Resources Inventory System (CHRIS Background Data). Development in the area began in 1998 and has continued through 2020. Five studies have been conducted within a 0.25-mile radius. Of those, all were negative for the presence of resources, and one intersects with the project site. In addition, as stated above, a pedestrian survey was conducted by an archaeologist on June 24, 2024, to identify the location of any cultural resource that may be present on site. The survey was conducted in 5-meter transects and inspected for evidence of archaeological remains. No historical or archaeological resources were identified during the cultural survey, and previously recorded resources were not located within the Area of

Potential Effect. There are no historical or archaeological resources on the project site. However, there is potential for unknown archaeological resources to be discovered during project construction. Implementation of **Mitigation Measure CUL-1** (Inadvertent Discovery) would reduce potential impacts to archaeological resources to less than significant. Therefore, this impact would be less than significant with mitigation incorporated.

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant. No cemeteries, formal or informal, have been identified on site or within the project vicinity. It is not anticipated that human remains would be encountered on the project site during construction-related activities. If human remains are encountered during the excavation and remedial grading stage of the project, however, the project would comply with Section 15064.5 of the CEQA Guidelines, California Public Resources Code Section 5097.98, and California Health and Safety Code Section 7050.5 regarding the discovery and disposition of human remains. Therefore, the impact would be less than significant.

The results of the records search, research, and field survey conducted for the project are summarized in the Fresno Storage Facility: Cultural Resources Survey – Negative Findings (Harris 2024). Refer to **Appendix E**. Note, the confidential information (Attachments 3 and 4) are available with the City of Fresno Planning Department.

Mitigation Measures

CUL-1 **Inadvertent Discovery of Cultural and Tribal Cultural Resources**. In the event that buried prehistoric archaeological, historical, or tribal cultural resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines Section 15064.5. If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the City of Fresno. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the City of Fresno approves the measures to protect these resources. Any prehistoric archaeological, historical, or tribal cultural artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

2.4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☒		☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Environmental Setting

Natural gas and electricity service is provided to the City by Pacific Gas and Electric Company (PG&E). The PG&E service area includes approximately 70,000 square miles in northern and central California. As of 2022, PG&E's energy source mix included approximately 40% electricity from renewable resources including biopower, geothermal, small hydroelectric, solar and wind power. A large portion (57 percent) of electricity is also provided from nuclear and large hydroelectric power, such that 95 percent of customers' electricity is provided from greenhouse gas (GHG)-free resources (PG&E 2024).

Impact Analysis

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

Less than Significant with Mitigation Incorporated. Construction activities for the project would require heavy-duty off-road equipment and construction-related vehicle trips, primarily using diesel and gasoline fuel. These activities must adhere to California Air Resources Board's (CARB's) airborne toxic control measures, limiting heavy-duty diesel vehicle idling to 5 minutes, as well as the Off-Road Diesel-Fueled Fleets Regulation that phases out older, less-fuel efficient equipment. While petroleum use during construction is temporary and essential for development, it is not wasteful or inefficient. Following construction, the project would consume more electricity annually compared to the existing vacant lot. The project is calculated to result in an annual demand of approximately 1.8 million kWH of electricity and 6.0 million kBTU based on CalEEMod modeling for the air quality and GHG emissions analysis. This estimate is conservative because it is based on the default CalEEMod utility use estimates for general industrial use. Storage units would be a more passive use compared to typical light industrial facilities. Therefore, the site would likely result in reduced energy demand compared to the estimated demand for buildout of allowable light industrial use on the site. Additionally, the project would adhere to current building code requirements for energy efficiency, including Title 24 Building Energy Efficiency Standards.

There are no unusual features leading to wasteful energy usage. Outdoor and drive-up garage units minimize energy use by limiting climate control to interior units, which would be managed to avoid inefficiency. Furthermore, as discussed in Section 2.4.8, the proposed project, with implementation of mitigation measure GHG-1, would be consistent with the greenhouse gas and energy measures included in the General Plan and the greenhouse gas emissions impact thresholds recommended to ensure that the proposed project would reduce its "fair share" of emissions needed to support State goals for long-term greenhouse gas emissions reductions and carbon neutrality. With implementation of mitigation measure GHG-1, the project would not include natural gas use, and would install electric vehicle chargers, consistent with statewide goals to decarbonize development and reduce fossil fuel use for transportation. Therefore, the project's energy consumption would not be wasteful or inefficient, and the impact would be less than significant with mitigation.

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

Less than Significant. The City of Fresno currently does not have an adopted Climate Action Plan (CAP); however, the City's General Plan includes policies for energy use. The General Plan encourages energy-efficient buildings (RC-5-c, RC-8-a-g) and the use of alternative energy sources (RC-8-h-k) (City of Fresno 2014).

The project would comply with all applicable energy efficiency requirements and would have minimal impact on local VMT, as discussed in Section 2.4.17, Transportation. The project is located in an area surrounded by commercial and residential development uses and would not require the extension of alternative transportation facilities. Existing bus stops are located on West Bullard Ave and North Figarden Drive approximately 0.25 mile west of the storage facility. The impact would be less than significant.

Refer to Section 2.4.8, Greenhouse Gas Emissions, for a discussion of the project's consistency with updated SJVAPCD guidelines for energy us as it relates to GHG impacts.

Mitigation Measures

GHG-1 Greenhouse Gas Emissions Reducing Design Features. As a condition of approval, the applicant shall demonstrate that the project would be:

- An all-electric development that does not include natural gas appliances or natural gas plumbing, and no natural gas service would be provided to the site; and
- Consistent with the 2022 CALGreen Standards, Tier 2 voluntary provisions for electric vehicle capable parking for non-residential development (2022 California Green building Standards Code, Appendix A5, Table A5.106.5.3.2).

2.4.7 Geology and Soils

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

Environmental Setting

The project site is located in the City of Fresno, which is along the eastern section of the southern San Joaquin Valley portion of the Great Valley Geomorphic Province of California (Great Valley). The San Joaquin Valley is bordered to the north by the Sacramento Valley portion of the Great Valley, to the east by the Sierra Nevada, to the west by the Coast Ranges, and to the south by the Transverse Ranges. The San Joaquin sedimentary basin is separated from the Sacramento basin to the north by the buried Stockton arch and associated Stockton Fault.

Most of Fresno is situated within an area of relatively low seismic activity and is not located within a known active earthquake fault zone. The project is not located within an Alquist-Priolo Earthquake Fault Zone and there are no known active faults within the City of Fresno. The nearest major fault is the San Andreas Fault, located 100 miles from the project site. The San Andreas Fault is the dominant active tectonic feature of the Coast Ranges and represents the boundary of the North American and Pacific plates. The San Joaquin Fault is located approximately 56 miles west of the project site (DOC 2024c).

The potential for liquefaction, which is the loss of soil strength due to seismic forces, is dependent on soil types and density, the groundwater table, and the duration and intensity of ground shaking. Although no specific liquefaction hazard areas have been identified in Fresno County, this potential is recognized throughout the San Joaquin Valley where unconsolidated sediments and a high-water table coincide. Soil types along the Valley floor are not generally conducive to liquefaction because they are generally too course (CGS 2022). Furthermore, the average depth to groundwater within the City of Fresno is approximately 85 to 95 feet which also minimizes liquefaction potential (City of Fresno 2021a).

The potential for paleontological resources is dependent on soil types. Based on a review of geologic maps of the City of Fresno, the city is primarily underlain by two surficial deposits: Marine and Nonmarine (Continental) Sedimentary Rocks (Pleistocene) and Marine and Nonmarine (Continental) Sedimentary Rocks (Pleistocene -Holocene) (DOC 1965). The project site is mainly underlain by Marine and Nonmarine (Continental) Sedimentary Rocks (Pleistocene) deposits, which are known for their high paleontological sensitivity due to the presence of sediments with the potential to yield significant fossil resources (California Department of Conservation, 2010). This distribution is illustrated in **Figure 4**, Geologic Map, which outlines the surficial deposits across the area.

Impact Analysis

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

ii. Strong seismic ground shaking?

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act of 1972 aims to reduce the risk of surface faulting by prohibiting the construction of buildings intended for human occupancy on known fault lines. While ground shaking can cause damage over large distances, fault ruptures are confined to the area immediately surrounding the fault line where it intersects

the surface. The project site is not located within an Alquist-Priolo Earthquake Fault Zone or any other designated fault rupture hazard zone (DOC 2024c). Thus, the project would not cause rupture of a known earthquake fault.

There are no known active earthquake faults in Fresno, which has historically been subject to low to moderate ground shaking. In addition, the Fresno area is classified by the State of California as being in a moderate seismic risk zone, Category "C" or "D," depending on the soils underlying the specific location being categorized and that location's proximity to the nearest known fault lines. The project site is relatively flat and has stable, native soils and is not in proximity to any fault lines. In addition, the project would be required to conform to current seismic protection standards in the California Building Code, which are intended to minimize potential risks. Therefore, because of the project's stable soils and distance from active fault lines, and because of the project's conformance to California Building Code seismic safety standards, the impact would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The project site's soil types are not prone to liquefaction due to their coarse texture or high clay content. While some areas nearby experience significant ground accelerations, they have greater groundwater depth, reducing liquefaction risks. Consequently, seismic-related ground failure, including liquefaction, isn't expected to be a significant concern for the project. Therefore, the impact would be less than significant.

iv. Landslides?

Less Than Significant Impact. The topography of the project site is flat and is not situated near any mapped landslides. This flat terrain significantly reduces the risk of slope failure, particularly during seismic events or periods of saturated surface runoff. Therefore, the impact would be less than significant.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Development of the Project site would require typical site preparation activities such as grading and trenching which may result in the potential for short-term soil disturbance or erosion impacts. Construction would also involve the use of water which may cause further soil disturbance. Such impacts would be addressed through compliance with regulations set by the State Water Resources Control Board. The State Water Resources Control Board requires sites larger than 1 acre to comply with the General Permit for Discharges of Storm Water Associated with Construction Activity (i.e., General Permit Order No. 2012-0006-DWQ). The General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. The SWPPP estimates the sediment risk associated with construction activities and includes best management practices (BMP) to control

erosion. BMPs specific to erosion control cover erosion, sediment, tracking, and waste management controls. Implementation of the SWPPP minimizes the potential for the project to result in substantial soil erosion or loss of topsoil (California State Water Resources Control Board 2013). Therefore, the impact would be less than significant.

c. Would the project 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?

Less than Significant Impact. The site is relatively flat with stable soils and no apparent unique or significant landforms. Furthermore, the project site is in an area of infrequent and low historic seismic activity of nearby faults. Such factors minimize the potential for other geologic hazards such as landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, any development on the native, stable soils is unlikely to become unstable and result in geologic hazards. In addition, the project does not have any aspect that could result in a landslide, lateral spreading, subsidence, liquefaction, or collapse. The impact would be less than significant.

d. Would the project 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?

Less than significant Impact. The project site is underlain by Marine and Nonmarine (Continental) Sedimentary Rocks (Pleistocene) deposits, including older and younger deposits. Based soil types there is potential for the presence of expansive soils. Expansive soils can pose significant risks to life and property due to their tendency to undergo volume changes in response to variations in moisture content. In compliance with the City of Fresno Municipal Code Ordinance Section 12-1022, the project would be required to prepare a soil report that would identify potential site-specific soil issues such as expansive soils, and identify foundation support and grading parameters for project design to address site-specific soil conditions. Preliminary soil reports may include measures that should be incorporated into project plans that reduce potential impacts related to expansive soil or other potentially hazardous soil conditions. Further, grading and erosion control measures are required under Section 15-1603 of the City of Fresno Municipal Code (City of Fresno 2024). Therefore, with compliance with the City's municipal code, the impact would be less than significant.

e. Would the project 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?

No Impact. The project site is within city limits and thus would be required to connect to City wastewater services. Therefore, no septic tanks or alternative wastewater disposal systems would be installed, and no impact would occur.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated. The project site contains no known surface-level paleontological resources or unique geological features based on the field survey conducted by the Harris archaeologist. However, because the site is primarily underlain by Marine and Nonmarine (Continental) Sedimentary Rocks (Pleistocene) deposits (**Figure 4**), which are considered to have high paleontological sensitivity, there is potential for subsurface paleontological resources to be present and inadvertently discovered (DOC 1965). The project involves grading, excavation, and utility trenching, which could result in the inadvertent discovery of these sensitive subsurface resources. Implementation of **Mitigation Measure GEO-1**, which would protect any paleontological resources that may be discovered during construction, would reduce this impact to a less than significant level. Therefore, this impact would be less than significant with mitigation incorporated.

Mitigation Measures

GEO-1 Inadvertent Discovery of Paleontological Resources If paleontological resources or unique geological features are discovered during ground-disturbing activities, the City or construction contractor shall immediately stop work in the vicinity of the find, notify the City, and retain a qualified paleontologist to assess whether the resources require further study. If the resources are deemed potentially significant, the paleontologist shall provide recommendations to the City of Fresno for protecting the resources. This may include, but is not limited to, excavation and evaluation of the find, and ensuring the resources are transferred to an appropriate institution or individual capable of long-term preservation for future scientific study.

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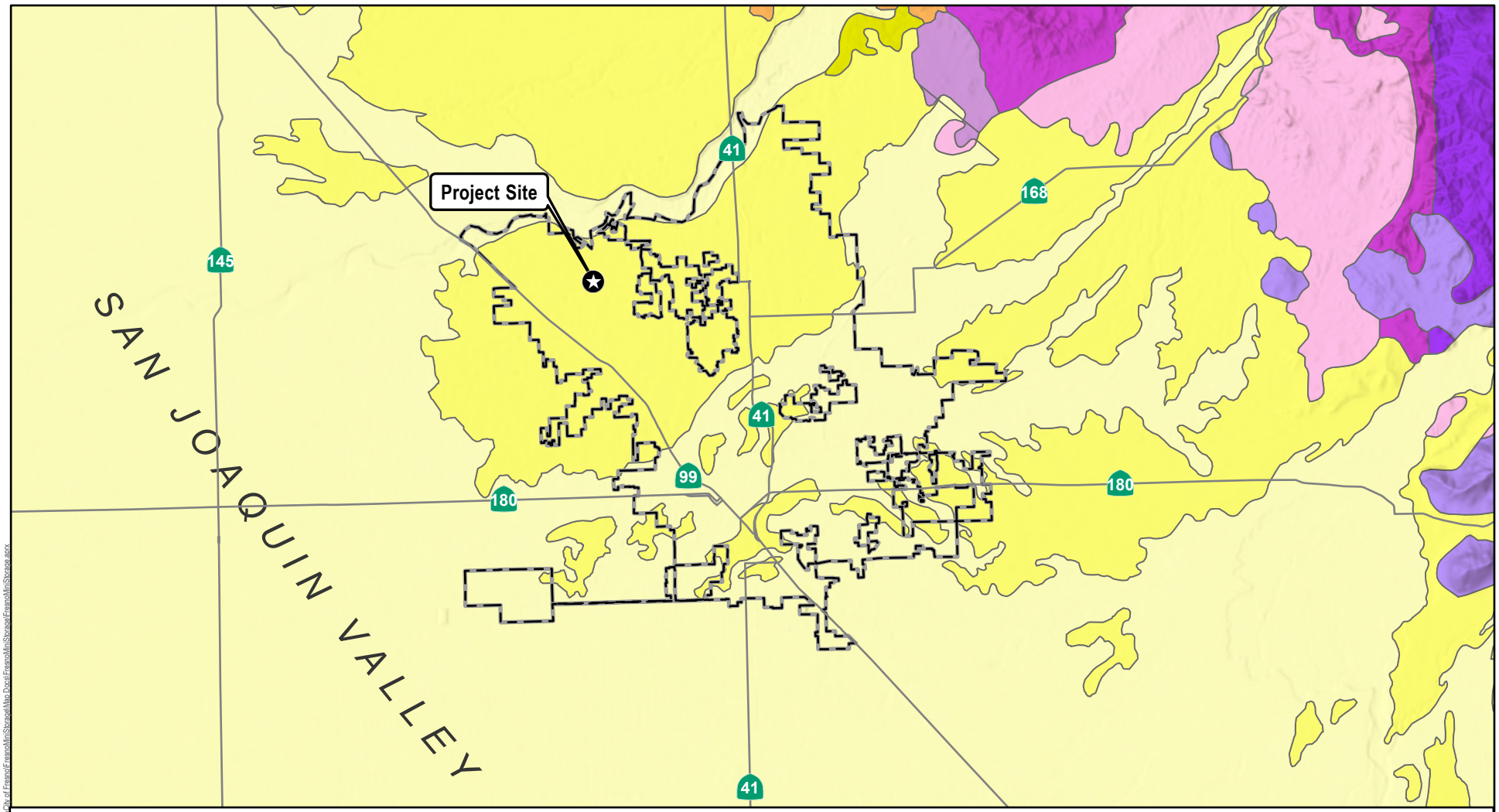

Source: California Department of Conservation, 2010.

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Figure 4

Geologic Map

Fresno Self Storage

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2.4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒		☐

Environmental Setting

A GHG is any gas that absorbs infrared radiation and traps heat in the atmosphere. GHGs are produced from natural processes and human activities. The accumulation of GHGs in the atmosphere influences the long-term atmospheric temperatures and contributes to global climate change. In California, per Assembly Bill (AB) 32 (2016), GHGs are defined to include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, plus chlorofluorocarbons and other chlorine- or bromine-containing gases. Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful GHGs that are emitted from a variety of industrial processes and the production of chlorodifluoromethane. Construction or operation of the project would not include any industrial processes, and chlorodifluoromethane has been mostly phased out of use in the United States, with the exception of feedstock production (USEPA 2000); therefore, these GHGs are not discussed further in this memorandum. CO_2 accounts for the largest amount of GHG emissions, and collectively, CO_2, CH_4, and N_2O amount to 80 percent of the total radiative forcing from well-mixed GHGs (CARB 2014). For each GHG, a global warming potential has been calculated to reflect how long emissions remain in the atmosphere and how strongly each GHG absorbs energy on a per-kilogram basis relative to CO_2. For example, 1 pound of CH_4 has 25 times more heat-capturing potential than 1 pound of CO_2. To simplify reporting and analysis, GHG emissions in this analysis are reported in metric tons of carbon dioxide equivalent (CO_2e).

California has enacted various legislation relating to climate change, much of which has set aggressive goals for GHG emissions reductions throughout the state. Most recently, AB 1279, the California Climate Crisis Act, was enacted in September 2022. The bill established a statewide goal to achieve net-zero GHG emissions by 2045 and to achieve and maintain net-negative GHG emissions thereafter. The CARB 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279 (CARB 2022).

Impact Analysis

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

Less than Significant Impact with Mitigation. Consistent with CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project that demonstrates consistency with a qualified plan for reducing GHG emissions would be considered to result in less than significant GHG emissions. The City adopted a GHG Reduction Plan in December 2014. The 2014 Plan included a target to reduce local community GHG emissions to 1990 levels by the year 2020, consistent with the state objectives set forth in AB 32. The City of Fresno is currently preparing an updated Climate Adaptation Plan as part of its General Plan Update; however, no draft targets or GHG reduction measures are currently available. Additionally, the GHG Reduction Plan Update does not meet all requirements of a "qualified plan" under Section 15183.5 of the CEQA Guidelines.

As such, the City of Fresno does not have a current GHG reduction plan, and the SJVAPCD also does not have adopted thresholds of significance for GHG emissions. Therefore, in the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the Bay Area Air District (BAAD) Project Level Climate Impacts, as outlined in Chapter 6 of the BAAD's 2022 CEQA Guidelines (BAAD CEQA Guidelines) (BAAD 2022). Prior to approval, the BAAD prepared a Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans (Justification Report), included as Appendix B to the BAAD CEQA Guidelines. The BAAD thresholds establish whether a project would be consistent with California's efforts to meet long-term climate goals as established in the State's 2022 Scoping Plan, including achieving carbon neutrality by 2045. As outlined in the Justification Report, if a project is designed and built to incorporate design elements related to natural gas, energy, VMT, and EVs, then it would contribute its portion of what is necessary to achieve California's long-term climate goals — its "fair share" — and an agency reviewing the project under CEQA can conclude that the project would not make a cumulatively considerable contribution to global climate change.

The Justification Report provides substantial evidence supporting the use of the BAAD thresholds for projects throughout California because the thresholds are applicable to meeting the State's established greenhouse gas reduction goals. The design requirements, listed below, are aligned with the recommendations of the 2022 Scoping Plan, which assesses progress toward the statutory 2030 target and identifies a path to achieving carbon neutrality by 2045 (CARB 2022). Appendix D of the 2022 Scoping Plan includes recommendations for new development for local jurisdictions to demonstrate consistency with state emissions reduction goals. The priority strategies include increasing access to alternative transportation options and requiring new development to be all-electric. BAAD determined that deployment of EV infrastructure beyond current mandatory California Green Building Standards Code (CALGreen) requirements was necessary to achieve a

project's fair share of EV charging infrastructure to meet state EV use goals. The more aggressive Tier 2 voluntary standards were determined to represent a project's fair share, to be updated with subsequently more aggressive Tier 2 standards in future CALGreen cycles. The CALGreen Tier 2 standards are also the most aggressive standards for EV charging infrastructure available to projects in Fresno. As such, in the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the identified project design elements as the applicable thresholds of significance to establish if the proposed project is achieving its "fair share" of emission reductions to support long-term State goals for GHG emissions and carbon neutrality. A project that implements the BAAD recommendations may be considered to achieve its fair share of emissions reductions in alignment with the AB 1279 emissions reduction goal of statewide net-zero GHG emissions by 2045 and would have a less than significant impact. Consistent with the BAAD significance thresholds, construction GHG emissions are assumed to represent a very small portion of a project's lifetime GHG emissions. Construction emissions are quantified for the project for informational purposes but are not evaluated as part of the project's potential contribution to cumulative GHG emissions.

In accordance with the BAAD threshold for project-level impacts, a project would have a less-than-significant impact related to GHG emissions if it would include the following project design elements:

1. Buildings

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

2. Transportation

    a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
        - Residential projects: 15 percent below the existing VMT per capita
        - Office projects: 15 percent below the existing VMT per employee
        - Retail projects: no net increase in existing VMT

    b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

The City of Fresno adopted CEQA Guidelines for Vehicle Miles Traveled Thresholds that identify City thresholds as 14 VMT per capita threshold for residential land uses and a 22.3 VMT per employee threshold for employee-based land uses. As this threshold was determined based on Governor's Office of Planning and Research guidance for Senate Bill 743 compliance and is established to address the City-specific fair share of regional VMT impacts, the City's VMT threshold is the applicable threshold for determining consistency with GHG threshold 2.a.

The project design elements outlined above are utilized in the following analysis as the thresholds of significance to evaluate the project's potential GHG emissions impact. Project GHG emissions are quantified below for informational purposes.

Construction Greenhouse Gas Emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Using CalEEMod, it is estimated that the annual emissions associated with construction of the proposed project would be approximately 508 metric tons (MT) of CO_2e (carbon dioxide equivalent) per year. Construction GHG emissions were amortized over the life of the project (assumed to be 30 years) and added to the operational emissions. When annualized over the life of the project, amortized construction emissions would be approximately 17 MT CO_2e per year.

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

Following guidance from the SJVAPCD, GHG emissions for operation of the project were calculated using CalEEMod. Based on the analysis results, summarized in **Table 4**, Greenhouse Gas Emissions, the proposed project would result in emissions of approximately 937 MT CO_2e

per year. These estimated emissions are provided for informational purposes, and the significance of the proposed project is further analyzed below.

Table 4. Greenhouse Gas Emissions

Emission Type	Operational Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	CO_2e
Mobile Sources	236	0.01	0.01	241
Area Sources	3.34	<0.005	<0.005	3.36
Energy Sources	483	0.05	<0.005	486
Water Sources	36.1	1.72	0.04	91.4
Waste Sources	25.3	2.53	<0.005	88.5
Refrigerants	--	--	--	9.82
Amortized Construction Emissions				17
			Total Operational Emissions	937.08

Source: CalEEMod, version 2022.1.1.24.

Notes: CH_4 = methane; CO_2 = carbon dioxide; CO_2e = carbon dioxide equivalent; N_2O = nitrous oxide

Consistency with GHG-Reducing Project Features. As outlined above, in the absence of any City or SJVAPCD specific guidelines or thresholds, this analysis evaluates the proposed project for consistency with the BAAD threshold for project-level impacts, which identifies project design elements as the applicable thresholds of significance. If a project is designed and built to incorporate design elements related to natural gas, energy, VMT, and EVs, then it would contribute its portion of what is necessary to achieve California's long-term climate goals — its "fair share" — and an agency reviewing the project under CEQA can conclude that the project would not make a cumulatively considerable contribution to global climate change.

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

Natural Gas Usage. A less than significant GHG impact would occur if the project does not include natural gas appliances or natural gas plumbing. The proposed project may be all-electric, but this design feature has not yet been incorporated into project plans. Therefore, mitigation measure GHG-1 (Greenhouse Gas Emissions Reducing Design Features) is required for the proposed project to commit the project to be consistent with this design element.

Energy Use. Under this design criterion, the project must not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines. As described above in Section 2.4.6, Energy, the project would not result in waste, inefficient, or unnecessary energy usage. In summary, the project would comply with applicable energy efficiency standards and would not include any unusual components that would result in wasteful energy use. Climate control would be limited to indoor units to avoid unnecessary energy usage. Therefore, the project would be consistent with this design element.

Vehicle Miles Traveled. As discussed above, development that meets the locally adopted SB 743 VMT target would be considered to have a less than significant GHG emissions impact from transportation sources. As outlined in Section 2.4.17, Transportation, the project would generate 335 average daily trips (ADT), which is below the City's 500 ADT threshold. Therefore, because the project would generate minimal new vehicle trips, the project's potential impact related to VMT would be less than significant. Therefore, the project would be consistent with this design element.

Electric Vehicle Requirements. Under this design criterion, the project must demonstrate consistency with the Tier 2 measures for off-street EV parking included in the most recently adopted version of the CALGreen Code. The proposed project may include EV parking in accordance with Tier 2 standards, but this design feature has not yet been incorporated into project plans. Therefore, mitigation measure GHG-1 (Greenhouse Gas Emissions Reducing Design Features) is required for the project to commit the project to be consistent with this design element.

The proposed project could be consistent with the project design elements related to natural gas, energy, VMT, and EVs, which demonstrate that the project is achieving its "fair share" of GHG emission reductions. However, design elements related to building electrification and EV parking have not yet been incorporated into project design. Therefore, the proposed project would potentially generate substantial greenhouse gas emissions, or conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions prior to mitigation. The impact would be potentially significant, and reduced to less-than-significant with Mitigation Measure GHG-1.

Compliance with the above design requirements shall be included on project building design plans submitted to the City Planning and Development Department prior to final approval.

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

Less than Significant Impact with Mitigation Incorporated. As discussed above, the project is consistent with the State's GHG reduction goals. In addition, the project is evaluated for consistency with the statewide emissions reduction target in AB 1279 through consistency with the 2022 Scoping Plan. The 2022 Scoping Plan acknowledges that new technologies will be required to be developed to meet the AB 1279 emissions reductions target. As such, requiring individual projects to meet the AB 1279 target of net zero would not be appropriate, and sufficient guidance is not available to establish a fair share of the 85 percent reduction in anthropogenic emissions target. Therefore, the project is compared to 2022 Scoping Plan priorities for land use development, as outlined in Appendix D to the 2022 Scoping Plan, Local Actions. For non-residential development, the Scoping Plan emphasizes VMT reductions consistent with regional Sustainable Community Strategies, transportation electrification, and building electrification, including a target of electric-only appliances in new commercial construction beginning in 2029. The Scoping Plan also emphasizes infill development to support VMT reduction.

As discussed in Section 2.4.17, Transportation, the project was evaluated for consistency with VMT standards. The project would generate less than the 500 ADT screening level, and would therefore generate minimal new vehicle traffic. Additionally, the project would be locally-serving infill development in an existing developed area. The project would be constructed prior to 2029 and would not be subject to the CARB target for electric-only appliances. However, the project would comply with all applicable energy efficiency requirements, including Title 24 Building Energy Efficiency Standards, to obtain building permits, and the project does not include any usual features that would result in wasteful, inefficient, or unnecessary energy usage. Additionally, with implementation of Mitigation Measure GHG-1, the project would not include natural gas use. The project would minimize energy use by offering outdoor and drive-up garage units so that climate control is limited to interior units in Building B requiring this service. Climate-control equipment would be managed to avoid inefficient or unnecessary use. The project would provide new EV charging spaces and would support expansion of EV charging infrastructure.

In summary, the project would provide infill development that would generate minimal new VMT, would limit natural gas use on the site, and would provide new EV infrastructure. As such, the project would be consistent with applicable 2022 Scoping Plan priorities. The impact would be less than significant with mitigation incorporated.

Mitigation Measures

GHG-1 Greenhouse Gas Emissions Reducing Design Features. As a condition of approval, the applicant shall demonstrate that the project would be:

- An all-electric development that does not include natural gas appliances or natural gas plumbing, and no natural gas service would be provided to the site; and
- Consistent with the 2022 CALGreen Standards, Tier 2 voluntary provisions for electric vehicle capable parking for non-residential development (2022 California Green building Standards Code, Appendix A5, Table A5.106.5.3.2).

2.4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, 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?	☐	☐	☒	☐

Environmental Setting

"Hazardous wastes" are defined in California Health and Safety Code Section 25141(b) as wastes that: ". . . because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause or significantly contribute to an increase in mortality or an increase in serious illness, or pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed." A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Code of

Regulations, Title 22, Sections 66261.20-24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

Hazardous waste generators may include industries, businesses, public and private institutions, and households. Federal, state, and local agencies maintain comprehensive databases that identify the location of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require risk management plans to protect surrounding land uses. The release of hazardous materials would be subject to existing federal, state, and local regulations and is similar to the transport, use, and disposal of hazard materials.

The California Department of Toxic Substance Control's EnviroStor database and the State Water Resources Control Board's GeoTracker database include hazardous release and contamination sites. A search of each database was conducted on June 13, 2024. The searches revealed no hazardous material release sites on the project site or within 1,000 feet of the site. The closest hazardous site in the project vicinity identified was a cleanup program site approximately 1 mile southwest of the project site, located at 4838 W Jacquelyn No 102. This site has been closed.

The nearest airport available for public use is the privately-owned Sierra Sky Park Airport, located at 7398 North Doolittle Drive, approximately 1 mile north of the project site. Sierra Sky Park Airport has one (1) runway that is approximately 2,920 feet long and 50 feet wide. Other airports in the Fresno area include the Fresno Chandler Executive Airport, located at 510 West Kearney Boulevard, approximately 9 miles south of the project site and the Fresno Yosemite International Airport, located approximately 9 miles southeast of the project site.

Impact Analysis

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. The project involves the construction and operation of a self-storage facility. Construction activities would involve the use of heavy equipment, which would contain fuels and oils, and various other products. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used. However, the project construction contractor would be required to comply with California Health and Safety Code, Chapter 6.95, which would minimize risks from routine use, transport, handling, storage, disposal, and release of hazardous materials.

The project would not result in the routine generation, storage, disposal, or transportation of hazardous materials. However, prior to constructing Building B with the interior storage units, this portion of the project site may be used for outdoor, open air storage of RV, boats, and other vehicles which may contain hazardous components including fuel and oil. Additionally, as stated

in Section 1.3 Project Components, the project would be constructed and operated in accordance with the City of Fresno Municipal Code Section 15-2747. Section 15-2747c states that as part of the rental process, the facility manager shall inform all tenants of conditions restricting storage of hazardous materials and limitation on the use of the storage units. Through compliance with City Municipal Code Section 15-2747, the project is not expected to create a significant hazard to the public or the environment. Therefore, the impact would be less than significant.

b. Would the project 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?

Less Than Significant Impact. The project site is currently vacant, undeveloped, and scattered with non-native weedy plant species that are regularly mowed or tilled for fire control purposes. As described under criterion a) above, it is not anticipated that the project would involve any operations that would require routine transport, use, or disposal of hazardous materials and therefore is not anticipated to create a significant hazard to the public or the environment through release of hazardous materials. Construction-related transport and disposal of hazardous materials would be short-term and temporary, and associated risk of release would be minimized through compliance with local, state, and federal regulations in addition to standard equipment operating practices. Therefore, the impact would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools within 0.25 miles of the project site. The closest school is Little Oak Daycare located 0.38 miles to the southwest. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No impact would occur.

d. Would the project 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?

Less than Significant Impact. Based on a regulatory database search, the project site has not been subject to a release of hazardous substances that would create a significant hazard to the public or environment. In addition, no sites have been identified within 1,000 feet of the project site. Therefore, the project would not create a significant hazard to the public or environment. The impact would be less than significant.

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

Less than Significant. The nearest airport available for public use that is within 2 miles of the project site is the privately-owned Sierra Sky Park Airport, located at 7398 North Doolittle Drive, approximately 1 mile north of the project site. Although the project is within two miles of the Sierra Sky Park Airport, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. It is a small general aviation airport that can only accommodate smaller planes due to its runway length, and the airport has no commercial service or terminal facilities. The project is a storage facility, and there would be no residents on the project site. It is anticipated the leasing office hours would be staffed by two to three employees at any given time Monday through Friday (8 a.m. to 6 p.m.). The airport is small enough and far enough away that there would not be a safety hazard for people working at the proposed storage facility. The impact would be less than significant.

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The project would not involve any new or altered infrastructure associated with evacuation, emergency response, and emergency access routes within the City or County of Fresno. Furthermore, the project would be subject to compliance with applicable standards for on-site emergency access including turn radii and fire access. The project site is accessed from a driveway extending from North Figarden Drive to the northwest end of the project site (**Figure 2**). The main gate access would operate from 7:00 a.m. to 7:00 p.m. every day of the year, using a security code. There would be separate entry and exit gates, each 20 feet wide. Additionally, there would be a 20-foot-wide emergency access gate at the south end of the project site onto West Bullard Avenue. Therefore, through compliance with applicable standards for access, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The impact would be less than significant.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. According to the Fresno General Plan, wildfire threats to Fresno are minimal because the City is largely urbanized or working agricultural land and lacks steep topographies (City of Fresno 2014). Although the City is proximate to high and very high fire hazard designated area, the urbanized area is categorized as little or no threat or moderate fire hazard which is attributed to its paved areas. Furthermore, the project site is not identified by the California Department of Forestry and Fire Protection as a Very High Fire Hazard Severity Zone within the Local Responsibility Area. In addition, the project would require to be constructed in accordance with the Wildland Urban Interface Codes and Standards of the California Building Code Chapter 7A. Compliance with such regulations would ensure that the project meets standards

to help prevent loss, injury, or death involving wildland fires. Additionally, the project would reduce the existing risk of fire associated with the dry weedy vegetation on the site (which is regularly mowed or tilled for fire control purposes), by replacing the vegetation with a paved and developed surface. The impact would be less than significant.

2.4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
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 offsite?	☐	☐	☒	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Environmental Setting

The City of Fresno overlies the Kings Subbasin of the San Joaquin Valley Groundwater Basin (SJV Basin). The Kings Subbasin underlies Fresno, Kings, and Tulare Counties and has a surface area of 976,000 acres (1,530 square miles). The Kings Subbasin has not been adjudicated. The Department of Water Resources classified the Kings Basin as being in a state of critical overdraft in its Bulletin 118-80 (DWR 2019).

The SJV Basin comprises the southern portion of the Great Central Valley of California and is bounded to the north by the Sacramento-San Joaquin Delta and Sacramento Valley, to the east by the Sierra Nevada, to the south by the San Emigdio and Tehachapi Mountains, and to the west by the Coast Ranges.

The Kings Subbasin, located within the southern half of the SJV Basin, is bounded to the north by the San Joaquin River, to the east by the alluvium-granite rock interface of the Sierra Nevada foothills, and to the west by the Delta-Mendota and Westside Subbasins. The Kings Subbasin is bounded to the south by the northern boundary of the Empire West Side Irrigation District, the southern fork of the Kings River, the southern boundary of the Laguna Irrigation District, the northern boundary of the Kings County Water District, and the western boundary of Stone Corral Irrigation District (DWR 2018).

The project site is relatively flat and does not contain streams or rivers. The Fresno Metropolitan Flood Control District (FMFCD) manages stormwater runoff in Fresno. The major elements of the FMFCD's flood control system include dams, reservoirs, and detention basins. The FMFCD is responsible for reviewing development proposals to assess drainage and flood control impacts and needs, in addition to determining applicable requirements and modifications needed to implement the Storm Drainage and Flood Control Master Plan (City of Fresno 2021a).

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. Construction of the project would require minor grading and excavation of soils, which would loosen sediment and result in the potential to mix with surface water runoff and degrade water quality. Additionally, construction would require the use of heavy equipment and construction-related chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. These potentially harmful materials could be accidentally spilled or improperly disposed of during construction and, if mixed with surface water runoff, could wash into and pollute receiving waters.

Because the project would disturb greater than one acre of soil, it is required to comply with the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWG and 2012-0006-DWQ, NPDES No. CAS000002) (Construction General Permit). The project is also subject to Article 7, Urban Storm Water Quality Management and Discharge Control, Section 6-714, Requirement to Prevent, Control, and Reduce Storm Water Pollutants of the City's Municipal Code (City of Fresno 2024).

The Construction General Permit requires the preparation of a SWPPP and implementation of construction best management practices (BMPs). Construction BMPs would include, but not be limited to, erosion and sediment control, designed to minimize erosion and retain sediment on-site, and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Section 6-714 of the City's Municipal Code also requires the implementation of BMPs to the maximum extent technologically and economically feasible to

prevent and reduce pollutants from entering stormwater during construction (City of Fresno 2024). Therefore, adherence to the required SWPPP and the City's Municipal Code, which requires implementation of construction BMPs, would reduce the potential for the discharge of pollutants and impacts associated with the violation of water quality standards or waste discharge requirements would be less than significant. Post construction, operation of the project could result in surface water pollution associated with chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and waste that may be spilled or leaked and have the potential to be transported via runoff during periods of heavy precipitation into nearby water bodies. The City of Fresno operates under the California Regional Water Quality Control Board, Central Valley Regional NPDES Permit and Waste Discharge Requirements General Permit for Discharges from Municipal Separate Storm Sewer Systems (MS4) (Order No. R5-2016-0040-014, NPDES No. CAS0085324). Consistent with the City of Fresno's MS4 Permit, the project would implement stormwater quality controls recommended in the Fresno-Clovis Storm Water Quality Management Construction and Post-Construction Guidelines (California State Water Resources Control Board 2013). If applicable, the project would also be subject to the Statewide General Permit for Stormwater Discharges Associated with Industrial Activities (Order 2014-0057-DWQ as amended in 2015 and 2018) (Industrial General Permit) and would be required to develop and implement an SWPPP, eliminate non-stormwater discharges, conduct routine site inspections, train employees in permit compliance, sample stormwater runoff and test for pollutant indicators, and submit an annual report to the State Water Resources Control Board. Adherence to the City of Fresno's MS4 Permit, including implementation of the Stormwater Management Post-Construction Guidelines, as specified in the Industrial General Permit, would reduce the potential for the discharge of pollutants during project operations and impacts associated with the violation of water quality standards or waste discharge requirements would be less than significant.

In summary, the impact for both project construction and operation would be less than significant.

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

Less than Significant Impact. The City of Fresno overlies the Kings Subbasin, which is part of the greater San Joaquin Valley Groundwater Basin. The City is one of many water purveyors that use groundwater from the Kings Subbasin. The City has a network of over 270 municipal wells and currently operates approximately 202 municipal supply wells within the Kings Subbasin. Until late 2004, the City relied solely on groundwater to meet the water demands. The City's desire is to continue to use groundwater within a larger conjunctive use program that maximizes its existing water rights and surface water supply sources (City of Fresno 2021a).

Post construction, operation of the project would not require groundwater extraction. Following project implementation, there would be an increase in impervious surface area. An increase in

impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater. However, the small increase in impervious area would not substantially decrease any infiltration that currently may occur on the site. Therefore, the project would not impede the Central Valley Regional Water Quality Control Board's ability to manage groundwater. Thus, the project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable management of the Kings Subbasin.

In summary, the impact for both project construction and operation would be less than significant.

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

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

Less than Significant Impact. During construction of the project, excavated soil would be exposed and disturbed, drainage patterns would be temporarily altered, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed previously, the Construction General Permit requires preparation of a SWPPP to identify construction BMPs to be implemented as part of the project to reduce impacts to water quality during construction, including those impacts associated with soil erosion and siltation. With compliance with the requirements in the Construction General Permit and implementation of the construction BMPs, and with compliance with the City's Municipal Code, construction impacts related to on- or off-site erosion or siltation would be less than significant.

Post construction, the project would increase the amount of impervious surface, which would increase the volume of runoff during a storm, and which can more effectively transport sediments to receiving waters. At project completion, much of the project site would be impervious surface area and not prone to on-site erosion or siltation because no exposed soil would be present in these areas. The remaining portion of the site would consist of pervious surface area, which would contain landscaping that would minimize on-site erosion and siltation by stabilizing the soil. Additionally, the project applicant would be required to establish and maintain existing drainage patterns of the site. Therefore, the project would not alter the existing drainage pattern of the site or increase the rate or amount of surface runoff in a manner that would result in an impact related to substantial erosion or siltation on- or off-site. Compliance with existing regulatory requirements would reduce or eliminate the project's potential to substantially alter the existing drainage pattern of the site. As such, the impact would be less than significant.

In summary, the impact for both project construction and operation would be less than significant.

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

Less than Significant Impact. During construction of the project, soil would be disturbed and compacted, and drainage patterns would be temporarily altered, which can increase the volume and velocity of stormwater runoff and increase the potential for localized flooding compared to existing conditions. As discussed above, the Construction General Permit requires the preparation of a SWPPP and implementation of construction BMPs to control and direct surface runoff on-site. With adherence to the Construction General Permit, construction impacts related to altering the existing drainage pattern of the site or area or increase the rate or amount of surface runoff in a manner that would result in flooding on-site or off-site would be less than significant.

Post construction, the project would permanently increase the impervious surface area on the project site, the project would maintain the overall on-site drainage patterns. According to the FMFCD review of the project, construction and dedication of Storm Drainage and Flood Control Master Plan facilities are not required. Permanent drainage service is available for the project site and runoff can be safely conveyed to existing Master Plan facilities. Additionally, the applicant would be required to pay for all necessary improvement costs if the City determines that the City's storm drain system or storm drain pumping capacity requires expansion or modification as a result of the project. Therefore, the project would not alter the existing drainage pattern of the site or area or increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be less than significant.

In summary, the impact for both project construction and operation would be less than significant.

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

Less than Significant Impact. As discussed above (ii), FMFCD reviewed the project and determined that construction and dedication of Storm Drainage and Flood Control Master Plan facilities are not required because permanent drainage services are available for the project site. Further, project-specific grading and drainage plans are subject to review by the FMFCD prior to the final development approval for compliance with the Storm Drainage and Flood Control Master Plan. Therefore, review and approval of such plans by FMFCD would ensure that surface runoff is controlled in a manner which would not result in the creation or contribution of runoff water that would exceed the capacity of existing or planned stormwater drainage services or provide substantial additional sources of polluted runoff. The impact would be less than significant.

iv. Impede or redirect flood flows?

Less than Significant Impact. Although the construction of the project would increase impervious surfaces, the project would not alter drainage patterns because project-specific grading and

drainage plans are required to be reviewed by the FMFCD before development approval for compliance with the Storm Drainage and Flood Control Master Plan. As a result of compliance with the Storm Drainage and Flood Control Master Plan, the project would not impede or redirect flood flows. The impact would be less than significant.

d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The project site is not located in flood hazard, tsunami, or seiche zones. Additionally, as discussed in Section 2.4.9, Hazards and Hazardous Materials, the project would comply with applicable federal, state, and local laws and regulations regarding the use of hazardous materials on the project site. As a result, the risk for the release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones would be minimal. The impact would be less than significant.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The City is located within the Kings Subbasin, which is part of the larger San Joaquin Valley Groundwater Basin. The Project site is located within the North Kings Groundwater Sustainability Area (GSA) plan area. A groundwater sustainability plan (GSP) update was adopted for the Kings Groundwater Sub-basin on January 16, 2025, by the North Kings Groundwater Sustainability Agency, of which the City of Fresno is a member. The North Kings GSA is projected to reach sustainability by 2040 if groundwater flows from within the North Kings GSA plan area to neighboring GSAs and basins are reduced and projects are developed to address present and future projected groundwater conditions (North Kings Groundwater Sustainability Agency 2025). The project would be consistent with the City of Fresno Urban Water Management Plan (City of Fresno 2021a) and would not impede management actions included in the GSP. Because the project would not decrease groundwater supplies or interfere with groundwater recharge such that implementation of a sustainable groundwater management would be impeded, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact would be less than significant.

2.4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Environmental Setting

As described in Section 1.2, Project Location, the undeveloped project site is surrounded by light industrial, commercial, residential, and undeveloped land. Specifically, the project site is surrounded by the AT&SF rail line and a paved/unpaved pedestrian trail to the northeast; light industrial buildings to the northwest; commercial buildings, including retail, office space, and NorthPointe Community Church (or LifeWay Baptist Church) to the west; and undeveloped land (zoned Public and Institutional and Light Industrial) to the south. There are also residential neighborhoods to the northeast on the other side of the AT&SF rail line and south of W Bullard Avenue. (Refer to the aerial photograph shown in **Figure 2**.)

The general plan land use designation and zoning designation of the project site is Light Industrial (IL) (City of Fresno 2014). According to the Fresno Municipal Code, Chapter 15, Article 13, Section 15-1301, the intent of the Light Industrial district is to facilitate diverse light industrial activities, including manufacturing, research, warehousing, and distribution, while also allowing for small-scale retail and office uses. Light Industrial areas also serve as buffers between Heavy Industrial areas and are strategically located with good transportation access, like along railroads and freeways (City of Fresno 2024).

Impact Analysis

a. Would the project physically divide an established community?

No Impact. The project would not physically divide an established community. The surrounding community is established. There is currently no pathway for people to travel through the project site from one area of the community to the other, so developing the site would not impede or otherwise divide the community. The existing AT&SF rail line already divides the community (i.e., the residential neighborhoods located on each side of the rail line), with the nearest access across the railroad at North Figarden Drive. The project would actually improve community connectivity by extending the paved trail located along the northeast portion of the project site, adjacent to the AT&SF rail line. Therefore, there would be no impact.

b. Would the project 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?

Less Than Significant Impact. As proposed, the storage facility project is consistent with the City's Light Industrial land use and zoning designations for the project site. With implementation of identified regulatory requirements, as well as the mitigation measures (BIO-1 and BIO-2), discussed throughout this Initial Study, the project would not 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.

The project aligns with the permitted and conditionally permitted uses for the Light Industrial general plan land use designation and zoning district, which allows for the construction of 14 exterior one-story drive-up storage buildings one interior four-story building. The project also includes some limited landscaping along portions of the northeast and south perimeter, as well as at the leasing office and main gate island (refer to **Appendix A**, sheet L1.1).

The City's Municipal Code outlines specific requirements for parking lot landscaping, particularly in Article 24, Section 15-2421, which mandates that a landscape area at least five feet wide must be provided between any parking area with four or more spaces and the property line. This provision is designed to reduce visual impacts, enhance aesthetic quality, and contribute to environmental sustainability. However, the municipal code also includes Section 15-2747, which specifically governs personal storage facilities (City of Fresno 2024). This section takes precedence over other landscaping requirements if they conflict. For mini storage developments, the code stipulates that no side or rear setbacks are required as long as the building height is under 11 feet. Additionally, the storage buildings themselves can function as a required fence or wall. A 10-foot landscaping setback is only mandated on the front or street side of the property. Given these conditions, the project does not conflict with the relevant municipal code sections. The project adheres to the specific requirements for personal storage facilities by providing the necessary landscaping along the street side and using the storage buildings as a substitute for fencing or walls along the side and rear property lines.

The impact would be less than significant.

2.4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Refer to Section 2.2.

2.4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 groundborne vibration or groundborne 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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	

Environmental Setting

The project site is vacant undeveloped land surrounded by the AT&SF rail line; developed commercial, residential, and industrial uses; and undeveloped land. There is a low level of ambient noise from the surrounding uses, including from existing vehicle traffic and multiple daily train passes. Existing sensitive receptors to noise levels include the adjacent residences to the south (on the north side of West Bullard Avenue).

The nearest airport available for public use is the privately-owned Sierra Sky Park Airport, located at 7398 North Doolittle Drive, approximately one mile north of the project site. Sierra Sky Park Airport has one runway that is approximately 2,920 feet long and 50 feet wide. Other airports in the Fresno area include the Fresno Chandler Executive Airport, located at 510 West Kearney Boulevard, approximately nine miles south of the project site and the Fresno Yosemite International Airport, located approximately nine miles southeast of the project site.

Impact Analysis

a. **Would the project result in 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?**

Less Than Significant Impact. The Noise Ordinance of the City Fresno limits operational noise in industrial zones to 70 decibels. The project would not exceed this threshold during operations and may only occasionally exceed the threshold during construction. Construction activities in industrial zones are not limited to 70 decibels provided that work is completed according to a valid

permit and takes place during the hours of 7:00 a.m. to 10:00 p.m., Monday through Saturday. Therefore, construction-related increases in ambient noise levels would be less than significant.

Operational noise from the proposed self-storage facility could result in an increase in ambient noise compared to existing conditions for the adjacent residences, particularly those to the south (on the north side of West Bullard Avenue). Noise sources would include increased activity on the site and operation of HVAC units for climate-controlled buildings. However, the storage facility would be enclosed by a concrete masonry unit wall, ranging in height from approximately 6 feet to 11.5 feet on all sides (including the south side), except the far northwest side where the main gate and leasing office are located. The adjacent land uses on the northwest side are light industrial uses that are not considered noise sensitive.

The City's General Plan Noise Element, mandated by California Government Code Section 65302(f), identifies the City's noise considerations, including proximity to major rail corridors, frequent freight train activity, airports, and multiple highways and streets carrying high volumes of traffic (City of Fresno 2014). According to the General Plan, noise mitigation is required when an increase of 3 A-weighted decibel (dBA) or more would significantly impact residents or businesses (City of Fresno 2014). The plan establishes specific noise level standards for different land uses, with maximum average exterior noise levels set at 65 dBA for residential areas and 70 dBA for industrial areas. Mitigation measures for new developments include conducting acoustical analyses to determine impacts and implementing appropriate measures such as noise screening, increased setbacks, and soundproofing materials. Alternative acoustical designs may be considered if they meet specified noise reduction targets, and developers may propose constructing noise walls along roadways as a last resort.

The proposed storage facility with surrounding soundwall is not anticipated to increase the existing noise levels or otherwise substantially increase ambient noise levels at surrounding receptors. Therefore, the impact would be less than significant.

b. Would the project result in the generation of excessive ground borne vibration or ground borne noise levels?

Less than Significant Impact. The project is expected to have a less than significant impact in terms of generating excessive groundborne vibration or groundborne noise levels. Construction and grading equipment may produce periodic vibration on the project site, but no vibration-sensitive receptors are located within the screening distances for potential vibration impacts. Per guidance from the California Department of Transportation, major construction within 200 feet of vibration-sensitive operations may be potentially disruptive (Caltrans 2020). Vibration-sensitive uses are those where low levels of vibration are essential, such as for the operation of medical or other specialized equipment. The nearest existing vibration-sensitive receptors, medical and dental facilities, are located more than 200 feet from the construction area, which is sufficient distance

for minimal potential impacts. Residences on the north side of West Bullard Avenue may be exposed to occasional nuisance vibration during construction when equipment is operating in the area adjacent to residences. However, as described above, construction would only occur during less-sensitive daytime hours. Furthermore, the operation of the project does not involve heavy equipment or components that would generate substantial vibration. As a result, both during construction and operation, the impact on groundborne vibration and noise levels is anticipated to be less than significant, and no mitigation measures are required.

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 be residing or working in the project area to excessive noise levels?

Less than Significant. The nearest airport available for public use that is within two miles of the project site is the privately-owned Sierra Sky Park Airport, located at 7398 North Doolittle Drive, approximately one mile north of the project site. Although the project is within two miles of the Sierra Sky Park Airport, the project would not expose people residing or working in the project area to excessive noise levels. It is a small general aviation airport that can only accommodate smaller planes due to its runway length, and the airport has no commercial service or terminal facilities. The project is a storage facility, and there would be no residents on the project site. It is anticipated the leasing office hours would be staffed by two to three employees at any given time Monday through Friday (8 a.m. to 6 p.m.). The airport is small enough and far enough away that people working at the proposed storage facility would not be exposed to excessive noise levels related to aircraft. The impact would be less than significant.

2.4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Refer to Section 2.2.

2.4.15 Public Services

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

Refer to Section 2.2.

2.4.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Refer to Section 2.2.

2.4.17 Transportation

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

Environmental Setting

The project site is located at 6358 North Figarden Drive (between North Figarden Drive, West Bullard Avenue, and the AT&SF rail line) in an urbanized area within the City, and the site would be accessed from North Figarden Drive as shown in **Figure 2**.

Impact Analysis

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. The project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. The planned access from North Figarden Drive using the existing driveway would not disrupt existing transportation infrastructure (**Figure 2**). The project's proximity to the railway would not directly impact rail operations. The project would not conflict with the pedestrian trail along the northeast side of the site by AT&SF rail line, and it would improve non-vehicular circulation and pedestrian connectivity in the area by extending the paved portion of the trail (i.e., paving the unpaved portion).

Access to the storage facility (from the Figarden driveway) would be provided via a 20-foot-wide gate on the northwest side for entry and exit, with separate lanes to ensure efficient traffic flow and prevent congestion on adjacent roads. An additional 20-foot-wide emergency access gate on the southeast side prioritizes safety and emergency response.

The impact would be less than significant

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

Less than Significant Impact. Senate Bill 743 requires that relevant CEQA analysis of transportation impacts be conducted using a metric known as vehicle miles traveled (VMT) instead of Level of Service (LOS). VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact.

The CEQA Guidelines were amended to implement Senate Bill 743, by adding Section 15064.3. Among its provisions, Section 15064.3 confirms that, except with respect to transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, level of service measures of impacts on traffic facilities are no longer relevant as CEQA criteria for transportation impacts.

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

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

The City of Fresno VMT Thresholds adopted a screening standard and criteria that can be used to screen out qualified projects that meet the adopted criteria from needing to prepare a detailed VMT analysis. The City of Fresno VMT Thresholds Section 3.0 regarding project Screening discusses a variety of projects that may be screened out of a VMT analysis including specific development and transportation projects. For development projects, conditions may exist that would presume that a development project has a less than significant impact. These may be size, location, proximity to transit, or trip-making potential. For transportation projects, the primary attribute to consider with transportation projects is the potential to increase vehicle travel, sometimes referred to as "induced travel."

The project is eligible to be screened out because the project generates a low volume of daily traffic. According to the City of Fresno VMT Thresholds screening standard and criteria, a project with 500 Average Daily Trips (ADT) would generally have total project emissions that could be less than 1,300 metric tons of carbon dioxide equivalent (CO2e) per year. A common GHG emissions threshold is 3,000 metric tons of CO2e/year. Therefore, at this level of ADT, GHG emissions would be less than the common GHG emissions threshold. And as such, the emissions of GHG from a project up to 500 ADT would typically be less than significant. Therefore, the City allows screening out projects if the project would generate less than 500 ADT.

The trip generation rates for the project site were obtained from Trip Generation Analysis prepared for the project, based on the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers. **Table 5**, Project Trip Generation**,** presents the total trip generation for the project site with trip generation rates for mini warehouses as required by the City of Fresno. Per the Institute of Transportation Engineers Trip Generation Manual, the project is estimated to generate approximately 335 daily trips, 21 AM peak hour and 35 PM peak hour driveway trips. Since the total ADT is below the 500 ADT threshold, the project's potential impact can be determined to be less than significant and is consistent with CEQA Guidelines Section 15064.3(b). Therefore, the impact would be less than significant.

Table 5. Project Trip Generation

Land Use (ITE Code)	Size	Unit	Daily (ADT)		AM Peak Hour		PM Peak Hour	
			Rate	Total	Rate	Total	Rate	Total
Mini Warehouse	231,199	KSF	1.45	335	0.9	21	0.15	35
Total Project Driveway Trips				**335**		**21**		**35**

Source: JLB Traffic Engineering, Inc. 2023 (Appendix C).

Notes: ADT = average daily trips; KSF=thousand square feet

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

Less Than Significant. The project includes the construction and operation of a storage facility, and it does not include any hazardous design features or incompatible uses with the surrounding area. The project site is accessed from an existing driveway extending from North Figarden Drive to the northwest end of the project site where there would be a 20-foot-wide gate for entry and exit, with separate lanes to ensure efficient traffic flow and prevent congestion on adjacent roads. The current design provides adequate site distance for drivers entering and exiting the main gate to see other drivers or pedestrians. Additionally, there would be a 20-foot-wide emergency access gate on the southeast side prioritizes safety and emergency response.

The project site is configured to accommodate a variety of large vehicles, such as emergency vehicles, garbage collector trucks, and RVs/trucks with trailers, facilitating convenient access in

and out of the site. The project design does not contain any geometric design features that would create hazards. The impact would be less than significant.

d. Would the project result in inadequate emergency access?

Less than Significant Impact. As stated above, the project site would be accessed from the existing driveway extending from North Figarden Drive to the northwest end of the project site. The main gate would have separate entry and exit gates on each side of the landscaped island, each 20 feet wide. The main driveway provides sufficient fire truck turning radius to include a 34-foot interior radius, a 44-foot centerline radius, and a 54-foot exterior radius. Additionally, there would be a 20-foot-wide emergency access gate at the south end of the project site onto West Bullard Avenue. Therefore, the project would not result in inadequate emergency access and would actually improve emergency access to the site by providing access points on both the northwestern and southeastern sides. The impacts would be less than significant.

2.4.18 Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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:				
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	☐	☐	☒	☐
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.	☐	☒		☐

Environmental Setting

As stated in Section 2.4.5, Cultural Resources, an intensive pedestrian/Phase 1 field survey of the project site conducted by a Harris & Associates archaeologist (Jasmine Alvarez-Ceja) on June 24, 2024. The project site is undeveloped with scattered non-native plant species, primarily weedy in nature, that are regularly mowed or tilled for fire control purposes. Dumping on site is evident, and visibility was fair due to dense vegetation. The survey area was relatively level, and greater assessment was focused on open areas.

No consultation has been requested by Native American tribes.

Impact Analysis

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

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Less than Significant. The cultural survey conducted on June 24, 2024, by Jasmine Alvarez-Ceja of Harris & Associates found no historical or archaeological resources present on the project site. Historical topographic maps and aerials from 1957 to 2020 indicate that the site has been largely undeveloped and subject to grading and clearing activities, which have disturbed the ground. Therefore, the project site does not contain resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The impact would be less than significant.

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.

Less than Significant Impact with Mitigation. Harris submitted a request for review of the Sacred Lands files from Native American Heritage Commission (NAHC) on June 17, 2024. The NAHC provided a response dated June 20, 2024, which stated the result of the search was negative and no records were identified. The response also included a Native American Contact List. Harris subsequently conducted outreach to the list of Tribes provided by the NAHC for information related to sacred lands. One tribe responded to the sacred lands tribal outreach (Table Mountain Rancheria) requesting additional information about the project, which was provided. No sacred lands were identified by the tribe.

In addition, the cultural resource analysis (Harris 2024), which included a comprehensive field survey, determined that no historical or archaeological resources exist on the project site, which has been disturbed periodically by agricultural production and is disturbed currently by mowing or tilling for fire control. Although soil disturbance would occur during excavation, the potential for discovery of Tribal Cultural Resources is negligible. As such, no further cultural evaluation or monitoring during ground-disturbing activities is necessary.

Although there is no substantial evidence to support the presence of significant resources pursuant to the criteria in subdivision (c) of Public Resources Code Section 5024.1 and thus the risk is negligible, there is potential for unknown tribal cultural resources to be discovered during project construction. Implementation of **Mitigation Measure CUL-1** (Inadvertent Discovery) would reduce potential impacts to tribal cultural resources to less than significant. Therefore, the impact would be less than significant with mitigation.

Mitigation Measures

CUL-1 **Inadvertent Discovery of Cultural and Tribal Cultural Resources**. In the event that buried prehistoric archaeological, historical, or tribal cultural resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines Section 15064.5. If the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the City of Fresno. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the City of Fresno approves the measures to protect these resources. Any prehistoric archaeological, historical, or tribal cultural artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.

2.4.19 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Analysis

a. Would the project 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?

Less Than Significant Impact. The project would include the construction of a 228,989-square-foot self-storage facility. Only the leasing office would require telecommunication facilities and water and wastewater service for the restrooms; and the project would connect to existing utility lines including City water and sewer lines, located to the northwest, to serve the existing light industrial development or in West Bullard Avenue. As discussed in Section 2.4.10, Hydrology and Water Quality, stormwater drainage service is available for the project site and runoff can be safely conveyed to existing Master Plan facilities, according to the FMFCD. Electricity would be provided by Pacific Gas & Electric, to power the exterior and interior lighting and access gate. Adequate existing municipal services are available to serve the project site. Therefore, the project would not result in the need for relocation or construction of new or expanded water, sewer, electricity, natural gas, or telecommunication distribution lines. Therefore, the impact would be less than significant.

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

Less than Significant. The project would include the construction of a 228,989-square-foot self-storage facility. The project would not require an extensive water supply as the leasing office requires water for the breakroom and two restrooms. Additionally, the project site plans include an automatic irrigation system for the planned landscaping with a maximum applied water allowance of 208,259 gallons per year, consistent with the AB 1881 Water Budget Calculations (refer to **Appendix A**, sheet L1.1).

Therefore, the project would not generate significantly greater water demand than would otherwise occur with a higher intensity land use. Based on the project review by the City's Water Division, the existing and planned water supply and distribution system would be adequate to serve the project during normal, dry, and multiple dry years. Additionally, the project would adhere to connection requirements and recommendations pursuant to the City's water supply planning efforts (i.e., compliance with California Plumbing Code, efficient appliances, efficient landscaping, etc.). Therefore, the impact would be less than significant.

c. Would the project 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?

Less than Significant. The project would not significantly impact the City's wastewater treatment efficacy for the project site or any site within the vicinity. The wastewater generated on the project site would not increase dramatically compared to existing conditions as only two restrooms are proposed at the leasing office. Based on the project review by the City's Wastewater Management Division, there is adequate capacity to accommodate the project. Therefore, the impact would be less than significant.

d. Would the project 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?

See explanation below, under question "e".

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The project includes a covered trash enclosure located within the property fencing, between the leasing office and Building B, which would be used by office staff and would not be available to customers. Solid waste disposal would be provided by the City, and the operational component of the project would not result in a substantial increase of solid waste production. Any excess construction materials from the project would be hauled to the American Avenue Landfill, which is not projected to reach capacity until 2031(CalRecycle 2019). Therefore, the project would not result in substantial impacts to solid waste, and would comply with all applicable federal, state, and local management regulations pertaining to solid waste. The impact would be less than significant.

2.4.20 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Refer to Section 2.2.

2.4.21 Mandatory Findings of Significance

Does the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Impact Analysis

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

Less Than Significant Impact with Mitigation. The project site is located in a developed and urbanized area of the City. However, the undeveloped and disturbed project site provides foraging and nesting habitat for burrowing owls, which could result in a significant impact. Implementation of Mitigation Measure BIO-1 (Western Burrowing Owl Clearance Surveys) would reduce this impact to a less than significant level. In addition, suitable nesting habitat for multiple bird species occur within and adjacent to the project site. If construction is conducted during the general bird breeding season (February 1 through September 1), temporary direct impacts from disturbance and displacement of nesting birds during vegetation removal could result in significant direct impacts on bird species protected under the MBTA and CFGC. In addition, indirect impacts from

construction noise and vibration during clearing, grubbing, and trenching activities, if conducted during the bird breeding season, could result in significant indirect impacts on bird species protected under the MBTA and CFGC. Implementation of Mitigation Measure BIO-2 (Nesting Birds Protection Measures) would reduce impacts to nesting birds to less than significant. No riparian habitat, other sensitive natural community, or potential jurisdictional features were observed on the project site or within 100-foot boundary.

No historical or archaeological resources were identified during the cultural survey, and previously recorded resources were not located within the Area of Potential Effect. Therefore, the project would not eliminate important examples of the major periods of California history or prehistory, and this impact would be less than significant.

The overall impact would be less than significant with mitigation incorporated.

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

Less Than Significant Impact. CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects.

As noted in the project location described above, the project is surrounded by established and existing commercial development and a church to the west, and single-family homes to the south, within the larger existing neighborhoods of single-family homes in the larger surrounding area. Within one half mile of the subject property, generally only six acres consist of vacant land, not including the proposed project site. This limits the opportunity for other projects that could combine with the proposed project to contribute to cumulatively considerable impacts. Further, as discussed in this Initial Study, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to the environmental factors or topics addressed. While the proposed development could result in minor impacts which inherently contribute to cumulative impacts in some instances, the project would not result in a substantial contribution to any significant cumulative impacts in the project area or region (e.g., air quality, GHG emissions, groundwater sustainability). Therefore, the project would not result in impacts considered cumulatively considerable.

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

Less Than Significant. Effects on human beings are generally associated with impacts related to issue areas such as aesthetics, air quality, geology and soils, noise, hazards and hazardous materials, traffic, and wildfire. As discussed in this Initial Study, the project would have less than significant impacts related to aesthetics, air quality, geology and soils, noise, hazards and hazardous materials, and traffic. Therefore, the project is not expected to have significant impacts, either long-term or short-term, or result in any substantial adverse effects on human beings, directly or indirectly.

Section 3 List of Preparers

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Appendix A. Project Site Plan

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GENERAL NOTES

A. ALL WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH ALL GOVERNING BUILDING CODES AND REGULATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK THAT HAS BEEN PERFORMED WHICH DOES NOT MEET THESE CODES AND REGULATIONS.

B. ALL WORK SHALL BE PERFORMED IN STRICT ACCORDANCE TO THE ARCHITECT'S CONSTRUCTION DOCUMENTS, PROJECT MANUAL AND SPECIFICATIONS. THE CONTRACTOR IS RESPONSIBLE FOR REPORTING IMMEDIATELY TO THE ARCHITECT ANY DISCREPANCIES OR DETAILS WHICH DO NOT MEET BUILDING CODES AND CONSTRUCTION STANDARDS.

C. THE CONTRACTOR SHALL VERIFY ALL CONDITIONS ON SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. IN THE EVENT OF CONFLICTS OR CHANGES BETWEEN DETAILS, OR BETWEEN THE PLANS AND SPECIFICATIONS, THE ARCHITECT SHALL BE NOTIFIED IMMEDIATELY.

D. THE CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES AND PIPING BEFORE BEGINNING WORK.

E. THE GC SHALL COORDINATE ALL OPERATIONS WITH THE OWNER, INCLUDING SPECIAL CONDITIONS OR NOISY WORK, TIMING OF WORK AND INTERRUPTION OF ANY SERVICES PRESENTLY SERVING THE SITE. NOTICE SHALL BE GIVEN TO THE OWNER AND ARCHITECT AT LEAST ONE (1) WEEK IN ADVANCE OF THE TIME SUCH WORK IS TO COMMENCE.

F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LEGAL REMOVAL AND DISPOSAL OF ALL DEBRIS FROM THE SITE. ALL COSTS FOR THE REMOVAL OF CONSTRUCTION DEBRIS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

G. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLEANING OF ALL DEBRIS AND DUST THROUGHOUT THE SITE WHICH IS A RESULT OF THIS CONSTRUCTION PROJECT.

H. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE HIGHEST STANDARD OF WORKMANSHIP IN GENERAL AND WITH SUCH STANDARDS AS ARE SPECIFIED.

I. DAMAGE TO ANY EXISTING ON-SITE STRUCTURES AS A RESULT OF WORK DONE UNDER THIS CONTRACT SHALL BE REPAIRED TO ORIGINAL CONDITION AND FINISHED TO MATCH ADJACENT FINISHES, SUBJECT TO ARCHITECT'S APPROVAL, AND AT NO ADDITIONAL COST TO THE OWNER. ALL REPLACEMENT MATERIALS REQUIRED TO MATCH EXISTING MATERIALS SHALL DO SO WITH RESPECT TO TYPE, PATTERN, TEXTURE, SIZE, SHAPE, COLOR AND METHOD OF INSTALLATION INSOFAR AS PRACTICABLE, AND SHALL BE APPROVED BY THE ARCHITECT AND OWNER PRIOR TO INSTALLATION.

J. ALL DIMENSIONS ARE TO FACE OF CONCRETE, MASONRY, INDICATED FACE OF STUD AND CENTERLINES OF COLUMNS AND GRIDS, UNLESS OTHERWISE NOTED.

K. DIMENSIONS OF THE SITE CONDITIONS ARE FROM A SURVEY BY OTHERS. THE ARCHITECT BEARS NO RESPONSIBILITY FOR ACCURACY OF SURVEY. GENERAL CONTRACTOR TO VERIFY ALL SITE DIMENSIONS AND NOTIFY ARCHITECT OF ANY DISCREPANCIES

L. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR APPLYING FOR AND SECURING ALL NECESSARY FIRE PROTECTION PERMITS INCLUDING FIRE SPRINKLERS & FIRE ALARM SYSTEMS.

M. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF ALL SPECIAL INSPECTIONS.

N. PROVIDE GALVANIC ISOLATION BETWEEN DISSIMILAR METALS.

O. PROVIDE PRESSURE TREATED WOOD AT ALL LOCATIONS WHERE WOOD IS EXPOSED TO THE EXTERIOR U.O.N. AND WHERE WOOD COMES IN CONTACT WITH CONCRETE OR SOIL.

P. ALL PAINT AND WALL COVERINGS TO BE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS PER THE PROJECT MANUAL AND SPECIFICATIONS.

Q. PREPARE FLOOR SLAB AND SUB-FLOOR AREAS PER MANUFACTURERS' RECOMMENDATIONS AND TOLERANCES. PROVIDE LEVEL FLOORING AREAS AND LEVEL TRANSITIONS.

R. DO NOT SCALE DRAWINGS: THE CONTRACTOR SHALL USE DIMENSIONS SHOWN ON THE DRAWINGS AND ACTUAL FIELD MEASUREMENTS. NOTIFY ARCHITECT IMMEDIATELY IF DISCREPANCIES ARE FOUND.

S. PROVIDE WATERPROOFING PER DRAWINGS AND SPECIFICATIONS AT ALL BELOW GRADE WALLS AND CONDITIONS.

T. THE GENERAL CONTRACTOR SHALL HAVE A COPY OF THE PLANS APPROVED BY THE AUTHORITY HAVING JURISDICTION ON SITE WHENEVER CONSTRUCTION IS IN PROGRESS.

U. THE GENERAL CONTRACTOR SHALL CONSULT ALL CONSULTANT PLANS FOR ALL OPENINGS AND PENETRATIONS THROUGH SLABS, CEILINGS, WALLS AND ROOFS AND SHALL VERIFY SIZE AND LOCATION WITH RESPECTIVE CONTRACTORS

V. THE GENERAL CONTRACTOR SHALL COORDINATE THE INSTALLATION OF EQUIPMENT INCLUDED IN THIS CONTRACT. OBTAIN ROUGH-IN DIMENSIONS AND REQUIREMENTS FOR BACKING AND LOCATION OF ITEMS IN PARTITIONS PRIOR TO START OF WORK

W. REPETITIVE FEATURES MAY BE DRAWN ONLY ONCE BUT SHALL BE COMPLETELY PROVIDED AS IF DRAWN IN FULL

X. PROVIDE BACKING IN WALLS AS REQUIRED FOR THE INSTALLATION OF WALL MOUNTED ITEMS

Y. THE DRAWING ABBREVIATION LEGENDS IN THE DRAWINGS ARE FOR EASE OF REFERENCE.

Z. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.

AA. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.

AB. TWO WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444.

AC. THE PERFORMANCE OF ANY WORK WITHIN THE PUBLIC STREET RIGHT-OF-WAY REQUIRES A STREET WORK PERMIT PRIOR TO COMMENCEMENT OF WORK. ALL REQUIRED STREET IMPROVEMENTS MUST BE COMPLETED AND ACCEPTED BY THE CITY PRIOR TO OCCUPANCY.

AD. DEED ARE REQUIRED TO PROVIDE EASEMENTS TO THE CITY FOR REQUIRED PUBLIC IMPROVEMENTS. THEY SHALL BE PREPARED BY THE OWNER/DEVELOPER'S ENGINEER. EXECUTED COPIES SHALL BE SUBMITTED TO THE CITY WITH VERIFICATION OF OWNERSHIP PRIOR TO THE ISSUANCE OF BUILDING PERMITS.

AE. SUBMIT STREET CONSTRUCTION PLANS TO THE PUBLIC WORKS DEPARTMENT.

AF. SUBMIT TRAIL CONSTRUCTION PLANS TO THE PUBLIC WORKS DEPARTMENT.

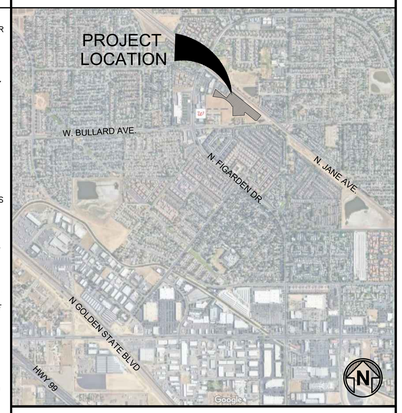
AG. SUBMIT SIGNING AND STRIPING PLANS TO THE PUBLIC WORKS DEPARTMENT. COMPLY WITH THE CURRENT CALTRANS STANDARDS.

AH. PROVIDE A 4' MINIMUM PATH OF TRAVEL ALONG THE PUBLIC SIDEWALK DIRECTLY IN FRONT OF PROPERTY, TO MEET CURRENT ACCESSIBILITY REGULATIONS. A PEDESTRIAN EASEMENT MAY BE REQUIRED IF REQUIREMENTS ARE NOT MET.

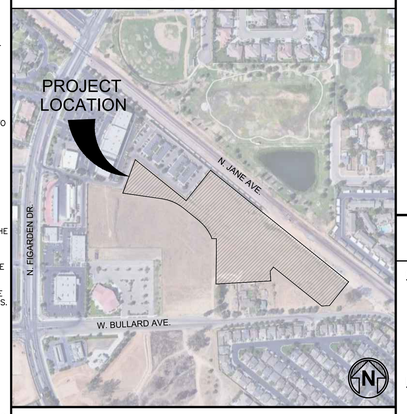
AI. CONTACT THE PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEERING AT 559-621-8800, 10 WORKING DAYS PRIOR TO ANY OFFSITE CONCRETE CONSTRUCTION.

AJ. ALL DEVELOPMENT SHALL TAKE PLACE IN ACCORDANCE WITH ALL CITY RAILROAD LAWS AND REGULATIONS.

VICINITY MAP



LOCUS MAP



NEW CONSTRUCTION
FRESNO SELF STORAGE

6358 N. FIGARDEN DRIVE
FRESNO, CA 93722

PROJECT TEAM

CLIENT:
PACIFIC STORAGE FRESNO
4201 W SAN JOSE AVE
FRESNO, CA 93722
PH: (559) 369-2209

CONTACT: SPENCER FREEMAN
spencerjfreeman@gmail.com

LANDSCAPE ARCHITECT:
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13355 SILVERADO CT.
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CONTACT: COLLEEN NOLAN
cnolan@cox.net

ARCHITECT:
MAGELLAN ARCHITECTURE
10540 TALBERT AVE. SUITE 175
FOUNTAIN VALLEY, CA 92708
PH: (949) 515-9600
CELL: (714) 381-3732

AOR: PATRICK ANDERSEN
caprojects@magellanarchitects.com

SITE & BUILDING DATA

LEGAL DESCRIPTION
PARCEL A OF PARCEL MAP NO.2008-18, RECORDED IN COOK 73 OR PARCEL MAPS, AT PAGES 89 AND 90, FRESNO COUNTY RECORDS.

SITE AND PARKING DATA:

ADDRESS:	6358 N. FIGARDEN DR., FRESNO, CA 93722
PARCEL NUMBER:	506320685
EXISTING ZONING:	IL (LIGHT INDUST.)
PROPOSED ZONING:	IL (LIGHT INDUST.)
EXISTING LAND USE:	VACANT PARCEL
PLANNED LAND USE:	MULTI
COMMUNITY PLAN:	BULLARD
OCCUPANCY TYPES:	S-I, B
BUILDING CONSTRUCTION TYPE:	II-B, SINGLE STORY BLDGS: NONSPRINKLERED MULTI-STORY BLDGS: SPRINKLERED
BUILDINGS AREA:	228,989 SF
SITE SIZE:	7.64 AC (332,798 SF)
PROPOSED USE:	SELF-STORAGE FACILITY
BLDG HEIGHT:	60'-0" MAX.
FAR: (BUILDING AREA)/(LOT AREA) (228,989 SF)/(332,798 SF) =	0.69 (1.5 MAX)
LANDSCAPE AREA:	1,763 SF (SITE), 7,872 SF (TRAIL)

REQUIRED SETBACKS:	BY CODE	PROPOSED
FRONT:	15'-0"	92'-6"
NORTH:	0'-0"	38'-8"
SOUTH:	0'-0"	3'-2"
REAR:	0'-0"	27'-1"

PARKING REQUIREMENTS & CALCULATIONS:

VEHICLE PARKING:
-1 SPACE/300SF OF OFFICE = 4 SPACES
-1 SPACE PER 100 STORAGE UNITS = 1,369/100 = 13.69 = 14 SPACES (BUILDING B)
-ADA STALLS REQUIRED (1/25): 1 SPACES (INCLUDED IN COUNT)
-LOADING = 3 PER 90,001 S.F - 150,000 S.F. = 3 (BUILDING B)

TOTAL REQUIRED VEHICLE PARKING:	21 SPACES
TOTAL PROVIDED VEHICLE PARKING:	36 SPACES
STANDARD	24
EV	8
ADA	1
LOADING	3
TOTAL:	36 SPACES

PROPOSED BUILDING AREA (GROSS):

BUILDING A STORAGE AREA:	3,150 SF
BUILDING B STORAGE AREA:	
LEVEL 1	35,692 SF
LEVEL 2	35,692 SF
LEVEL 3	37,192 SF
LEVEL 4	37,192 SF
BUILDING C STORAGE AREA:	4,468 SF
BUILDING D STORAGE AREA:	2,100 SF
BUILDING E STORAGE AREA:	5,100 SF
BUILDING F STORAGE AREA:	7,500 SF
BUILDING G STORAGE AREA:	8,800 SF
BUILDING H STORAGE AREA:	12,800 SF
BUILDING I STORAGE AREA:	12,800 SF
BUILDING J STORAGE AREA:	5,050 SF
BUILDING K STORAGE AREA:	3,600 SF
BUILDING L STORAGE AREA:	4,800 SF
BUILDING M STORAGE AREA:	6,250 SF
BUILDING N STORAGE AREA:	4,600 SF
BUILDING O STORAGE AREA:	1,000 SF
TOTAL GROSS STORAGE AREA:	227,786 SF
OFFICE AREA:	1,203 SF
TOTAL GROSS BUILDING AREA:	228,989 SF

SCOPE OF WORK

THE PROPOSED PROJECT SHALL CONSIST OF THE CONSTRUCTION OF A FUTURE SELF-STORAGE FACILITY, TOTALING APPROXIMATELY 228,989 SQUARE FEET. THE PROPOSED FACILITY WILL CONSISTED OF NON-CLIMATE-CONTROLLED ONE-STORY DRIVE-UP STORAGE BUILDINGS, A CLIMATE-CONTROLLED MULTI-STORY STORAGE BUILDING, AND A CLIMATE-CONTROLLED RENTAL OFFICE. IN ADDITION, FUTURE SITE IMPROVEMENTS CONSIST OF GRADING, LANDSCAPING, UTILITY IMPROVEMENTS, PARKING AND BUFFER ENHANCEMENTS ACROSS A TOTAL SITE AREA OF 332,798 SQUARE FEET (7.64 ACRES).

DESIGN CODES

2022	CALIFORNIA BUILDING CODE (CBC)
2022	CALIFORNIA ELECTRICAL CODE (CEC)
2022	CALIFORNIA FIRE CODE (CFC)
2022	CALIFORNIA MECHANICAL CODE (CMC)
2022	CALIFORNIA PLUMBING CODE (CPC)
2022	CALIFORNIA ENERGY CODE (CEC)

FRESNO MUNICIPAL CODE

SECTION 15-2747

A. BUSINESS ACTIVITY. ALL PERSONAL STORAGE FACILITIES SHALL BE LIMITED TO DEAD STORAGE ONLY. NO RETAIL, REPAIR, OR OTHER COMMERCIAL USE (SUCH AS STORAGE FOR COMMERCIAL GAIN) SHALL BE CONDUCTED OUT OF THE INDIVIDUALS RENTAL STORAGE UNITS.

C. NOTICE TO TENANTS. AS PART OF THE RENTAL PROCESS, THE FACILITY MANAGER SHALL INFORM ALL TENANTS OF CONDITIONS RESTRICTING STORAGE OF HAZARDOUS MATERIALS AND LIMITATION ON THE USE OF THE STORAGE UNITS.

F. FENCING
1. A SIX-FOOT-HIGH SECURITY FENCE SHALL BE PROVIDED ROUND THE PERIMETER OF THE DEVELOPMENT AT LOCATIONS WHERE THE SOLID FACADES OF THE STORAGE STRUCTURES DO NOT PROVIDE A PERIMETER BARRIER.
3. A STORAGE BUILDING LOCATED ON THE SIDE OR REAR PROPERTY LINE MAY BE USED AS A REQUIRED FENCE OR WALL.

G. HOURS OF OPERATIONS. HOURS OF OPERATION SHALL BE LIMITED TO THE HOURS OF 7 A.M. TO 7 P.M. IF THE FACILITY ABUTS RESIDENTIAL USES OR DISTRICTS, INCLUDING RESIDENTIAL THAT MAY BE PART OF A MIXED-USE DEVELOPMENT. IF THE FACILITY ABUTS COMMERCIAL, INDUSTRIAL, OR PUBLIC FACILITIES, IT MAY REMAIN OPEN UNTIL 10 P.M.

HOURS OF OPERATION

NUMBER OF STORAGE UNITS:	APPROX. 2,062 UNITS
HOURS OF OPERATIONS:	GATE HOURS: 6AM-10PM (ALL 365 DAYS/YEAR) OFFICE HOURS: 8:00AM-6:00PM CLOSED MAJOR HOLIDAYS
PROPOSED SECURITY:	PIN ACTIVATED BUILDING ACCESS PAD LOCKED UNITS CLOSE CIRCUIT SECURITY CAMERAS

SHEET INDEX

ARCHITECTURAL:

A0.10	COVER SHEET & PROJECT DATA
A1.10	ARCHITECTURAL SITE PLAN & PROJECT DATA
A1.11	ENLARGED SITE PLAN WEST
A1.12	ENLARGED SITE PLAN EAST
A1.13	ARCHITECTURAL SITE PLAN - PHASE 1
A2.10	LEASING OFFICE FLOOR PLAN & DETAILS
A2.20	BUILDING A FLOOR PLAN
A2.30	BUILDING B LEVEL 1 FLOOR PLAN
A2.31	BUILDING B LEVEL 2 FLOOR PLAN
A2.32	BUILDING B LEVEL 3 FLOOR PLAN
A2.33	BUILDING B LEVEL 4 FLOOR PLAN
A2.40	BUILDINGS C, D, E, F, & J FLOOR PLANS
A2.50	BUILDINGS G, H, & I FLOOR PLANS
A2.60	BUILDINGS K, L, M, N, & O FLOOR PLANS
A3.10	LEASING OFFICE & BUILDING A EXTERIOR ELEVATIONS
A3.20	BUILDING B EXTERIOR ELEVATIONS
A3.21	BUILDING B EXTERIOR ELEVATIONS
A3.30	BUILDINGS D, E, & F EXTERIOR ELEVATIONS
A3.40	BUILDINGS G, H, & I EXTERIOR ELEVATIONS
A3.50	BUILDINGS L, M, & N EXTERIOR ELEVATIONS
A3.60	BUILDINGS K & O EXTERIOR ELEVATIONS

LANDSCAPE:

L1.1	PRELIMINARY LANDSCAPE PLAN

ALTA SURVEY:

S-1	UTILITY PLOT

ABBREVIATIONS

A.B.E.	AVG. BUILDING ELEVATION	ENCL	ENCLOSURE	MECH	MECHANICAL	R.F.	RUBBER FLOORING
A.C.	AIR CONDITIONER	EQ	EQUAL	MEZZ	MEZZANINE	R.O.	ROUGH OPENING
ACOUST	ACOUSTICAL	EXH	EXHAUST	MTL	METAL	S.A.M.	SELF ADHESIVE MEMBRANE
ADJ	ADJUSTABLE, ADJACENT	EXIST	EXISTING	MFG	MANUFACTURING	SCHED	SCHEDULE
ADMIN	ADMINISTRATION	E.J.	EXPANSION JOINT	MFR	MANUFACTURER	S.C.	SOLID CORE
A.F.F	ABOVE FINISH FLOOR	EXP	EXPANSION	M.H.	MANHOLE	S.G.	SAFETY GLASS
ALUM	ALUMINUM	EXT	EXTERIOR	MIN.	MINIMUM	SHT	SHEET
ANOD	ANODIZED	F.C.I.C.	FURNISH BY CONTRACTOR INSTALL BY CONTRACTOR	MISC	MISCELLANEOUS	SIM	SIMILAR
ANSI	AMERICAN NAT'L STDS INST.	F.D.	FLOOR DRAIN	M.O.	MASONRY OPENING	SPEC'D	SPECIFIED
APPROX	APPROXIMATE	FDN	FOUNDATION	M.R.	MOISTURE RESISTANT	SQ	SQUARE
ASR	AUTOMATIC SPRINKLER RISER	F.F.	FINISH FLOOR	MULL	MULLION	S.S.	SERVICE SINK, SANITARY SEWER
AVG	AVERAGE	FHS	FLAT HEAD SCREW	MTD	MOUNTED	SST	STAINLESS STEEL
BD	BOARD	F.I.O.	FURNISHED & INSTALLED BY OWNER	MTG	MOUNTING	STD	STANDARD
BLDG	BUILDING	F.O.I.C.	FURNISHED BY OWNER, INSTALLED BY CONTRACTOR	N.I.C.	NOT IN CONTRACT	STL	STEEL
BLK	BLOCK	FPHB	FROST PROOF HOSE BIBB	NOM	NOMINAL	STRUCT	STRUCTURE, STRUCTURAL
BLK'G	BLOCKING	FRP	FIBER REINFORCED PANEL(S)	N.T.S.	NOT TO SCALE	SUSP	SUSPENDED
BM	BEAM	FTG	FOOTING	O/C	ON CENTER	SYS	SYSTEM
B.O.	BOTTOM OF	GA	GAUGE	O.A.	OVERALL	T	TREAD, TOP
BOT	BOTTOM	GALV	GALVANIZED	O.C.	ON CENTER	T&B	TOP & BOTTOM
BTW	BETWEEN	G.I.	GALVANIZED IRON	O.H.	OVERHEAD	TEL	TELEPHONE
CB	CATCH BASIN	GLP	GYPSUM LATH & PLASTER	OP'G	OPENING	TEMP	TEMPERED
C.C.	CAST IRON	GWB	GYPSUM WALLBOARD	OPP	OPPOSITE	T&G	TONGUE & GROOVE
C.I.A.	CAST IN PLACE	H.B.	HOSE BIBB	PTN	PARTITION	T.G.	TEMPERED GLASS
C.J.	CONTROL JOINT	H.M.	HOLLOW METAL	PERP	PERPENDICULAR	T.O.	TOP OF
CL	CENTER LINE	HORIZ	HORIZONTAL	PL	PLATE, PROPERTY LINE	TYP	TYPICAL
CLG	CEILING	HT	HEIGHT	P-LAM	PLASTIC LAMINATE	UTIL	UTILITY
CMU	CONCRETE MASONRY UNIT	HTR	HEATER	PLYWD	PLYWOOD	U.O.M.	UNLESS OTHERWISE NOTED
COL	COLUMN	INSUL	INSULATION	PLBG	PLUMBING	VCT	VINYL COMPOSITION TILE
CONC	CONCRETE	JT/JTS	JOINT,JOINTS	PNL	PANEL, PANELING	VERT	VERTICAL
CONT	CONTINUOUS	L	LONG, LENGTH	PR	PAIR	W/	WITH
CONSTR	CONSTRUCTION	LAM	LAMINATE, LAMINATED	PROJ	PROJECT	W/O	WITHOUT
CONTR	CONTRACTOR	L.F.	LINEAR FOOT, LINEAL FOOT	PRV	PRESSURE REDUCING VALVE	WD	WOOD
CPT	CARPET	LIQ.	LIQUID	PT	POINT	WDW	WINDOW
C.T.	CERAMIC TILE	LT.WT.	LIGHT WEIGHT	Q.T.	QUARRY TILE	W-MAT	WALK OFF MAT
DBL	DOUBLE	LVL	LEVEL	QTR	QUARTER	W.P.	WATERPROOF
DTL	DETAIL	MAS	MASONRY	R	RADIUS	W.R.	WATER RESISTANT
D.F.	DRINKING FOUNTAIN	MAX	MAXIMUM	R.D.	ROOF DRAIN	WRB	WATER RESISTANT BARRIER
D.S.	DOWNSPOUT	M.B.S.	METAL BUILDING SUPPLIER	R.L.	RAIN LEADER	WT	WEIGHT
DWG	DRAWING	MCT	MARMOLEUM COMPOSITE TILE	REC'D	RECEIVED	WWM	WELDED WIRE MESH
EA	EACH			REF	REFRIGERATOR, REFERENCE	WWF	WELDED WIRE FABRIC
ELEV	ELEVATION, ELEVATOR			REINF	REINFORCING	Y.D.	YARD DRAIN
ELEC	ELECTRICAL			REQ'D	REQUIRED		

LEGEND OF SYMBOLS

- 1A — REVISION NO. (TITLE BLOCK SHOWS REV. DATE)
- INDICATES REVISED AREA
- DETAIL NO. DESIGNATION
- SHEET THAT DETAIL IS SHOWN
- BLDG. SECTION NO.
- SHEET THAT SECTION IS SHOWN
- WALL SECTION NO.
- SHEET THAT SECTION IS SHOWN
- INTERIOR ELEV. NO.
- WALL ORIENTATION
- SHEET THAT INTERIOR ELEV. IS SHOWN
- TRUE NORTH
- PROJECT NORTH
- SHEET KEY NOTE
- DOOR SCHEDULE KEY (CORRESP. TO ROOM NO. WHERE DOOR OCCURS)
- DOOR SUFFIX
- WINDOW SCHEDULE KEY
- ROOM NAME / ROOM NO. / XXX S.F. — ROOM NAME / ROOM NO. / ROOM AREA
- FINISH SCHEDULE KEY
- EQUIP. SCHEDULE KEY
- CASEWORK DTL. NO. / SHEET NO.
- WALL TYPE NO. / INSULATION KEY / WALL TYPE LETTER
- DATUM POINT
- +8'-0" A.F.F. / ACT CEILING — CEILING HEIGHT / FINISH CEILING TYPE
- GRID DESIGNATION
- 1/4:12 — ROOF SLOPE AND DIRECTION KEY
- BREAK LINE SYMBOL (MATCH LINE)

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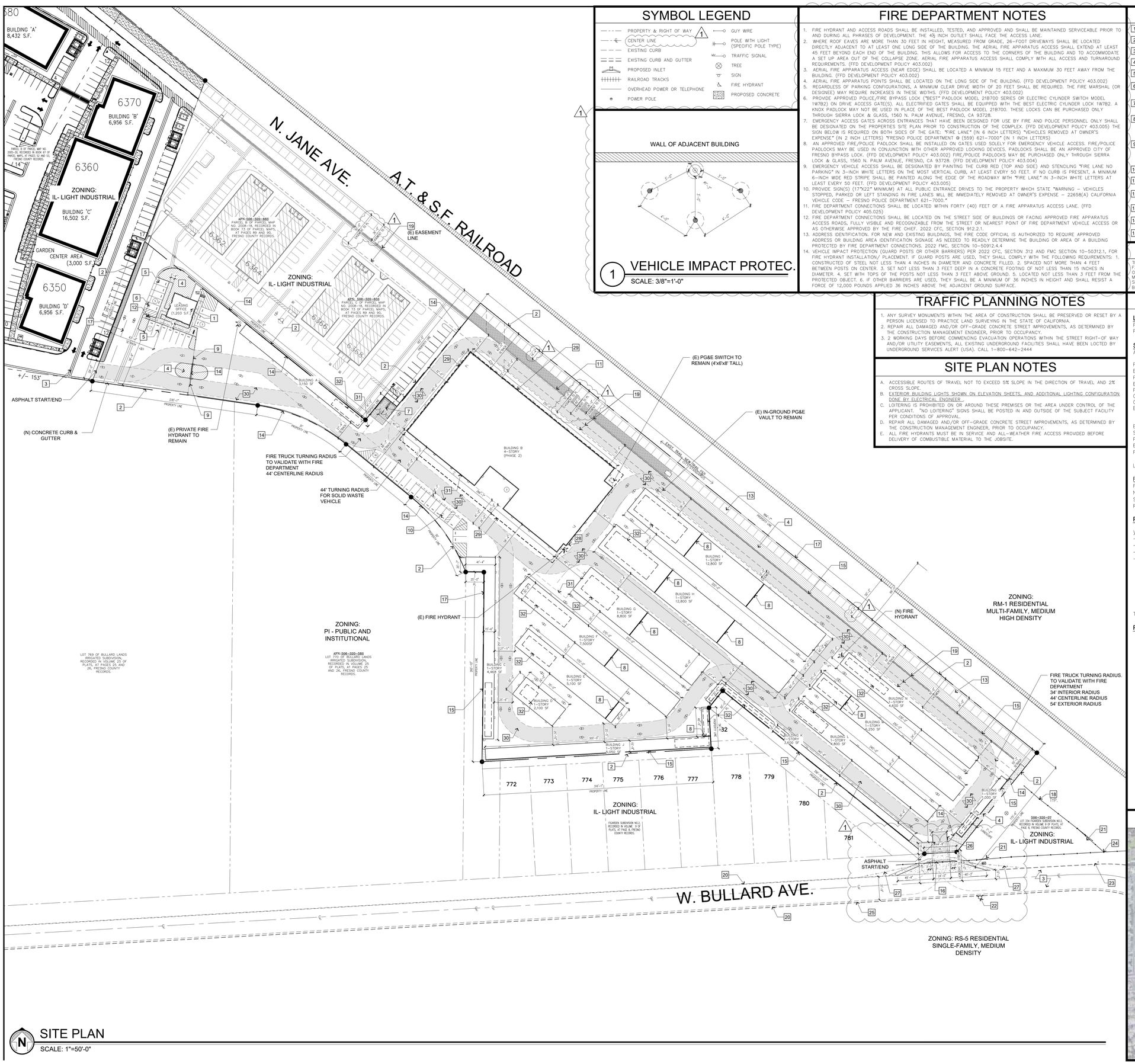
FRESNO SELF-STORAGE
NEW CONSTRUCTION
6358 N. FIGARDEN DR
FRESNO, CA 93722

REVISIONS		
NO.	DATE	BY
1	11/17/23	1ST SUBMITTAL
2	5/20/24	2ND CUP SUBMITTAL
3	-	-
4	-	-
5	-	-
6		
ISSUE DATES		
DESIGN APPROVAL:		
PERMIT SUBMITTAL:		
PERMIT RECEIVED:		
BID DOCS:		
CONSTR. DOCS:		

30"x42" SCALE:	AS NOTED
PLOT DATE:	~~2024-05-23~~
CAD FILE:	~~22-030_A01_COVER~~ SHEET
JOB NUMBER:	22-030
CHECKED:	PA
DRAWN:	CS
STATUS:	PLANNING SET

COVER SHEET & PROJECT DATA

A0.10



SITE PLAN
SCALE: 1"=50'-0"

SYMBOL LEGEND

- PROPERTY & RIGHT OF WAY
- CENTER LINE
- EXISTING CURB
- EXISTING CURB AND GUTTER
- PROPOSED INLET
- RAILROAD TRACKS
- OVERHEAD POWER OR TELEPHONE
- POWER POLE
- GUY WIRE
- POLE WITH LIGHT (SPECIFIC POLE TYPE)
- TRAFFIC SIGNAL
- TREE
- SIGN
- FIRE HYDRANT
- PROPOSED CONCRETE

WALL OF ADJACENT BUILDING

1 VEHICLE IMPACT PROTEC.
SCALE: 3/8"=1'-0"

FIRE DEPARTMENT NOTES

1. FIRE HYDRANT AND ACCESS ROADS SHALL BE INSTALLED, TESTED, AND APPROVED AND SHALL BE MAINTAINED SERVICEABLE PRIOR TO AND DURING ALL PHRASES OF DEVELOPMENT. THE 45' INCH OUTLET SHALL FACE THE ACCESS LANE.
2. WHERE ROOF EAVES ARE MORE THAN 30 FEET IN HEIGHT, MEASURED FROM GRADE, 26–FOOT DRIVEWAYS SHALL BE LOCATED DIRECTLY ADJACENT TO AT LEAST ONE LONG SIDE OF THE BUILDING. THE AERIAL FIRE APPARATUS ACCESS SHALL EXTEND AT LEAST 45 FEET BEYOND EACH END OF THE BUILDING. THIS ALLOWS FOR ACCESS TO THE CORNERS OF THE BUILDING AND TO ACCOMMODATE A SET UP AREA OUT OF THE COLLAPSE ZONE. AERIAL FIRE APPARATUS ACCESS SHALL COMPLY WITH ALL ACCESS AND TURNAROUND REQUIREMENTS. (FFD DEVELOPMENT POLICY 403.002)
3. AERIAL FIRE APPARATUS ACCESS (NEAR EDGE) SHALL BE LOCATED A MINIMUM 15 FEET AND A MAXIMUM 30 FEET AWAY FROM THE BUILDING. (FFD DEVELOPMENT POLICY 403.002)
4. AERIAL FIRE APPARATUS POINTS SHALL BE LOCATED ON THE LONG SIDE OF THE BUILDING. (FFD DEVELOPMENT POLICY 403.002)
5. REGARDLESS OF PARKING CONFIGURATIONS, A MINIMUM CLEAR DRIVE WIDTH OF 20 FEET SHALL BE REQUIRED. THE FIRE MARSHAL (OR DESIGNEE) MAY REQUIRE INCREASES IN THESE WIDTHS. (FFD DEVELOPMENT POLICY 403.002)
6. PROVIDE APPROVED POLICE/FIRE BYPASS LOCK ("BEST" PADLOCK MODEL 21B700 SERIES OR ELECTRIC CYLINDER SWITCH MODEL 1W7B2) ON DRIVE ACCESS GATE(S). ALL ELECTRIFIED GATES SHALL BE EQUIPPED WITH THE BEST ELECTRIC CYLINDER LOCK 1W7B2. A KNOX PADLOCK MAY NOT BE USED IN PLACE OF THE BEST PADLOCK MODEL 21B700. THESE LOCKS CAN BE PURCHASED ONLY THROUGH SIERRA LOCK & GLASS, 1560 N. PALM AVENUE, FRESNO, CA 93728.
7. EMERGENCY ACCESS GATES ACROSS ENTRANCES THAT HAVE BEEN DESIGNED FOR USE BY FIRE AND POLICE PERSONNEL ONLY SHALL BE DESIGNATED ON THE PROPERTIES SITE PLAN PRIOR TO CONSTRUCTION OF THE COMPLEX. (FFD DEVELOPMENT POLICY 403.005) THE SIGN BELOW IS REQUIRED ON BOTH SIDES OF THE GATE: "FIRE LANE" (IN 6 INCH LETTERS) "VEHICLES REMOVED AT OWNER'S EXPENSE" (IN 2 INCH LETTERS) "FRESNO POLICE DEPARTMENT @ (559) 621–7000" (IN 1 INCH LETTERS)
8. AN APPROVED FIRE/POLICE PADLOCK SHALL BE INSTALLED ON GATES USED SOLELY FOR EMERGENCY VEHICLE ACCESS. FIRE/POLICE PADLOCKS MAY BE USED IN CONJUNCTION WITH OTHER APPROVED LOCKING DEVICES. PADLOCKS SHALL BE AN APPROVED CITY OF FRESNO BYPASS LOCK. (FFD DEVELOPMENT POLICY 403.002) FIRE/POLICE PADLOCKS MAY BE PURCHASED ONLY THROUGH SIERRA LOCK & GLASS, 1560 N. PALM AVENUE, FRESNO, CA 93728. (FFD DEVELOPMENT POLICY 403.004)
9. EMERGENCY VEHICLE ACCESS SHALL BE DESIGNATED BY PAINTING THE CURB RED (TOP AND SIDE) AND STENCILING "FIRE LANE NO PARKING" IN 3–INCH WHITE LETTERS ON THE MOST VERTICAL CURB, AT LEAST EVERY 50 FEET. IF NO CURB IS PRESENT, A MINIMUM 6–INCH WIDE RED STRIPE SHALL BE PAINTED ALONG THE EDGE OF THE ROADWAY WITH "FIRE LANE" IN 3–INCH WHITE LETTERS AT LEAST EVERY 50 FEET. (FFD DEVELOPMENT POLICY 403.005)
10. PROVIDE SIGN(S) (17"X22" MINIMUM) AT ALL PUBLIC ENTRANCE DRIVES TO THE PROPERTY WHICH STATE "WARNING – VEHICLES STOPPED, PARKED OR LEFT STANDING IN FIRE LANES WILL BE IMMEDIATELY REMOVED AT OWNER'S EXPENSE – 22658(A) CALIFORNIA VEHICLE CODE – FRESNO POLICE DEPARTMENT 621–7000."
11. FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED WITHIN FORTY (40) FEET OF A FIRE APPARATUS ACCESS LANE. (FFD DEVELOPMENT POLICY 405.025)
12. FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED ON THE STREET SIDE OF BUILDINGS OR FACING APPROVED FIRE APPARATUS ACCESS ROADS, FULLY VISIBLE AND RECOGNIZABLE FROM THE STREET OR NEAREST POINT OF FIRE DEPARTMENT VEHICLE ACCESS OR AS OTHERWISE APPROVED BY THE FIRE CHIEF. 2022 CFC, SECTION 912.2.1.
13. ADDRESS IDENTIFICATION. FOR NEW AND EXISTING BUILDINGS, THE FIRE CODE OFFICIAL IS AUTHORIZED TO REQUIRE APPROVED ADDRESS OR BUILDING AREA IDENTIFICATION SIGNAGE AS NEEDED TO READILY DETERMINE THE BUILDING OR AREA OF A BUILDING PROTECTED BY FIRE DEPARTMENT CONNECTIONS. 2022 FMC, SECTION 10–50912.4.4
14. VEHICLE IMPACT PROTECTION (GUARD POSTS OR OTHER BARRIERS) PER 2022 CFC, SECTION 312 AND FMC SECTION 10–50312.1, FOR FIRE HYDRANT INSTALLATION/ PLACEMENT. IF GUARD POSTS ARE USED, THEY SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS: 1. CONSTRUCTED OF STEEL NOT LESS THAN 4 INCHES IN DIAMETER AND CONCRETE FILLED. 2. SPACED NOT MORE THAN 4 FEET BETWEEN POSTS ON CENTER. 3. SET NOT LESS THAN 3 FEET DEEP IN A CONCRETE FOOTING OF NOT LESS THAN 15 INCHES IN DIAMETER. 4. SET WITH TOPS OF THE POSTS NOT LESS THAN 3 FEET ABOVE GROUND. 5. LOCATED NOT LESS THAN 3 FEET FROM THE PROTECTED OBJECT. 6. IF OTHER BARRIERS ARE USED, THEY SHALL BE A MINIMUM OF 36 INCHES IN HEIGHT AND SHALL RESIST A FORCE OF 12,000 POUNDS APPLIED 36 INCHES ABOVE THE ADJACENT GROUND SURFACE.

TRAFFIC PLANNING NOTES

1. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
2. REPAIR ALL DAMAGED AND/OR OFF–GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
3. 2 WORKING DAYS BEFORE COMMENCING EVACUATION OPERATIONS WITHIN THE STREET RIGHT–OF WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCTED BY UNDERGROUND SERVICES ALERT (USA). CALL 1–800–642–2444

SITE PLAN NOTES

A. ACCESSIBLE ROUTES OF TRAVEL NOT TO EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.
B. EXTERIOR BUILDING LIGHTS SHOWN ON ELEVATION SHEETS, AND ADDITIONAL LIGHTING CONFIGURATION DONE BY ELECTRICAL ENGINEER.
C. LOITERING IS PROHIBITED ON OR AROUND THESE PREMISES OR THE AREA UNDER CONTROL OF THE APPLICANT. "NO LOITERING" SIGNS SHALL BE POSTED IN AND OUTSIDE OF THE SUBJECT FACILITY PER CONDITIONS OF APPROVAL.
D. REPAIR ALL DAMAGED AND/OR OFF–GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
E. ALL FIRE HYDRANTS MUST BE IN SERVICE AND ALL–WEATHER FIRE ACCESS PROVIDED BEFORE DELIVERY OF COMBUSTIBLE MATERIAL TO THE JOBSITE.

KEY NOTES

1. LEASING OFFICE BUILDING.
2. PROPERTY LINE.
3. EXISTING STREET/R.O.W. (PER P/W STD P–50)
4. LANDSCAPE AREA.
5. TYPICAL PARKING STALLS (9'–0" X 19'–0").
6. ACCESSIBLE PARKING SPACE WITH A 8'–0" ACCESS AISLE.
7. PROPOSED TRASH/RECYCLING ENCLOSURE PER CITY OF FRESNO SOLID WASTE STANDARDS AND P/W STD P–13A, P–34, AND P–93.
8. PROPOSED FIRE WALL.
9. PROPOSED WROUGHT IRON ENTRY GATE WITH MAN DOOR AND KEYPAD BOLLARD. A BYPASS LOCK SHALL BE INSTALLED FOR POLICE/FIRE DEPT., SEE NOTE 6 UNDER "FIRE DEPT. NOTES" FOR LOCK TYPE. ELECTRICAL TO PROVIDE POWER TO ENTRY GATES. SEE DETAIL 3/A1.30.
10. EXISTING MANHOLE.
11. EXISTING 16' HIGH SOUND CMU WALL.
12. DIRECT ROUTE, ACCESSIBLE PATH OF TRAVEL. RE:1/A2.10 FOR MORE DETAILS
13. PROPOSED TRAIL EXTENSION TO MATCH EXISTING, PER P/W STD P–59 AND P–60.
14. PROPOSED 6' HIGH CMU WALL, SEE 6/A3.10.
15. PROPOSED 11'–4" HIGH CMU WALL ALONG SITE BUILDING.
16. INSTALL P/W STD. P–67 DRIVE APPROACH
17. SETBACK LINE
18. EXISTING OVERHEAD WOOD UTILITY POLE
19. EXISTING EASEMENTS
20. EXISTING SIDEWALK AND CURB, PER P/W STD P–5
21. EXISTING GUY WIRES
22. EXISTING PUBLIC FIRE HYDRANT TO REMAIN
23. EXISTING PUBLIC SIGN
24. EXISTING OVERHEAD WOOD STREET LIGHT
25. EXISTING PUBLIC DRAIN GUTTER, PER P/W STD P–5
26. PROPOSED 20' WIDE (MIN.) EMERGENCY ACCESS GATES WITH A POLICE/FIRE PADLOCK, SEE NOTE 8 UNDER "FIRE DEPT. NOTES"
27. VISIBILITY TRIANGLE PER FMC 15–2018B
28. FIRE DEPARTMENT CONNECTION.
29. "FIRE LANE NO PARKING" MARKING PER FFD DEVELOPMENT POLICY 403.005.
30. FIRE DEPARTMENT 20'–0" CLEAR ACCESS DRIVE AISLE. 26'–0" CLEAR DRIVE AISLE AROUND BUILDING "B"
31. AERIAL FIRE APPARATUS ACCESS EXTENDING 45' BEYOND EACH END OF BUILDING.
32. LOCATION OF FUTURE SOLAR PANELS

SCOPE OF WORK

THE PROPOSED PROJECT SHALL CONSIST OF THE CONSTRUCTION OF A FUTURE SELF–STORAGE FACILITY, TOTALING APPROXIMATELY 228,989 SQUARE FEET. THE PROPOSED FACILITY WILL CONSISTED OF NON–CLIMATE–CONTROLLED ONE–STORY DRIVE–UP STORAGE BUILDINGS, A CLIMATE–CONTROLLED MULTI–STORY STORAGE BUILDING, AND A CLIMATE–CONTROLLED RENTAL OFFICE. IN ADDITION, FUTURE SITE IMPROVEMENTS CONSIST OF GRADING, LANDSCAPING, UTILITY IMPROVEMENTS, PARKING AND BUFFER ENHANCEMENTS ACROSS A TOTAL SITE AREA OF 332,798 SQUARE FEET (7.64 ACRES).

SITE & PROJECT DATA

LEGAL DESCRIPTION

PARCEL A OF PARCEL MAP NO.2008–18, RECORDED IN COOK 73 OR PARCEL MAPS, AT PAGES 89 AND 90, FRESNO COUNTY RECORDS.

SITE AND PARKING DATA:

ADDRESS:	6358 N. FIGARDEN DR., FRESNO, CA 93722
PARCEL NUMBER:	506320685
EXISTING ZONING:	IL (LIGHT INDUST.)
PROPOSED ZONING:	IL (LIGHT INDUST.)
EXISTING LAND USE:	VACANT PARCEL
PLANNED LAND USE:	MULTI
COMMUNITY PLAN:	BULLARD
OCCUPANCY TYPES:	S–1, B
BUILDING CONSTRUCTION TYPE:	II–B, SINGLE STORY BLDGS: NONSPRINKLERED MULTI–STORY BLDGS: SPRINKLERED
BUILDINGS AREA:	228,989 SF
SITE SIZE:	7.64 AC (332,798 SF)
PROPOSED USE:	SELF–STORAGE FACILITY
BLDG HEIGHT:	60'–0" MAX.
FAR: (BUILDING AREA)/(LOT AREA) (228,989 SF)/(332,798 SF) =	0.69 (1.5 MAX)
LANDSCAPE AREA:	1,763 SF (SITE), 7,872 SF (TRAIL)

REQUIRED SETBACKS:	BY CODE	PROPOSED
FRONT:	15'–0"	92'–6"
NORTH:	0'–0"	38'–8"
SOUTH:	0'–0"	3'–2"
REAR:	0'–0"	27'–1"

PARKING REQUIREMENTS & CALCULATIONS:

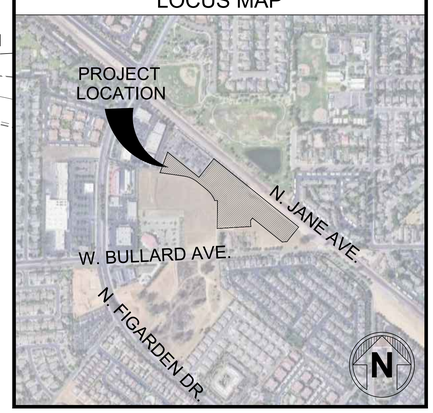
VEHICLE PARKING:
–1 SPACE/300SF OF OFFICE = 4 SPACES
–1 SPACE PER 100 STORAGE UNITS = 1,369/100 = 13.69 = 14 SPACES (BUILDING B)
–ADA STALLS REQUIRED (1/25): 1 SPACES (INCLUDED IN COUNT)
–LOADING = 3 PER 90,001 S.F – 150,000 S.F. = 3 (BUILDING B)

TOTAL REQUIRED VEHICLE PARKING:	21 SPACES
TOTAL PROVIDED VEHICLE PARKING:	36 SPACES
STANDARD	24
EV	8
ADA	1
LOADING	3
TOTAL:	36 SPACES

PROPOSED BUILDING AREA (GROSS):

BUILDING A STORAGE AREA :	3,150 SF
BUILDING B STORAGE AREA (PHASE 2):	
LEVEL 1	35,692 SF
LEVEL 2	35,692 SF
LEVEL 3	37,192 SF
LEVEL 4	37,192 SF
BUILDING C STORAGE AREA :	4,468 SF
BUILDING D STORAGE AREA:	2,100 SF
BUILDING E STORAGE AREA:	5,100 SF
BUILDING F STORAGE AREA:	7,500 SF
BUILDING G STORAGE AREA:	8,800 SF
BUILDING H STORAGE AREA:	12,800 SF
BUILDING I STORAGE AREA:	12,800 SF
BUILDING J STORAGE AREA:	5,050 SF
BUILDING K STORAGE AREA:	3,600 SF
BUILDING L STORAGE AREA:	4,800 SF
BUILDING M STORAGE AREA:	6,250 SF
BUILDING N STORAGE AREA:	4,600 SF
BUILDING O STORAGE AREA:	1,000 SF
TOTAL GROSS STORAGE AREA:	227,786 SF
OFFICE AREA (PHASE 1):	1,203 SF
TOTAL GROSS BUILDING AREA:	228,989 SF

LOCUS MAP



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Magellan ARCHITECTURE
10540 Talbert Avenue, Suite 175
Fountain Valley, California 92708
Tel (949) 515-9600
www.magellanarchitecture.com

FRESNO SELF-STORAGE NEW CONSTRUCTION
6358 N. FIGARDEN DR
FRESNO, CA 93722

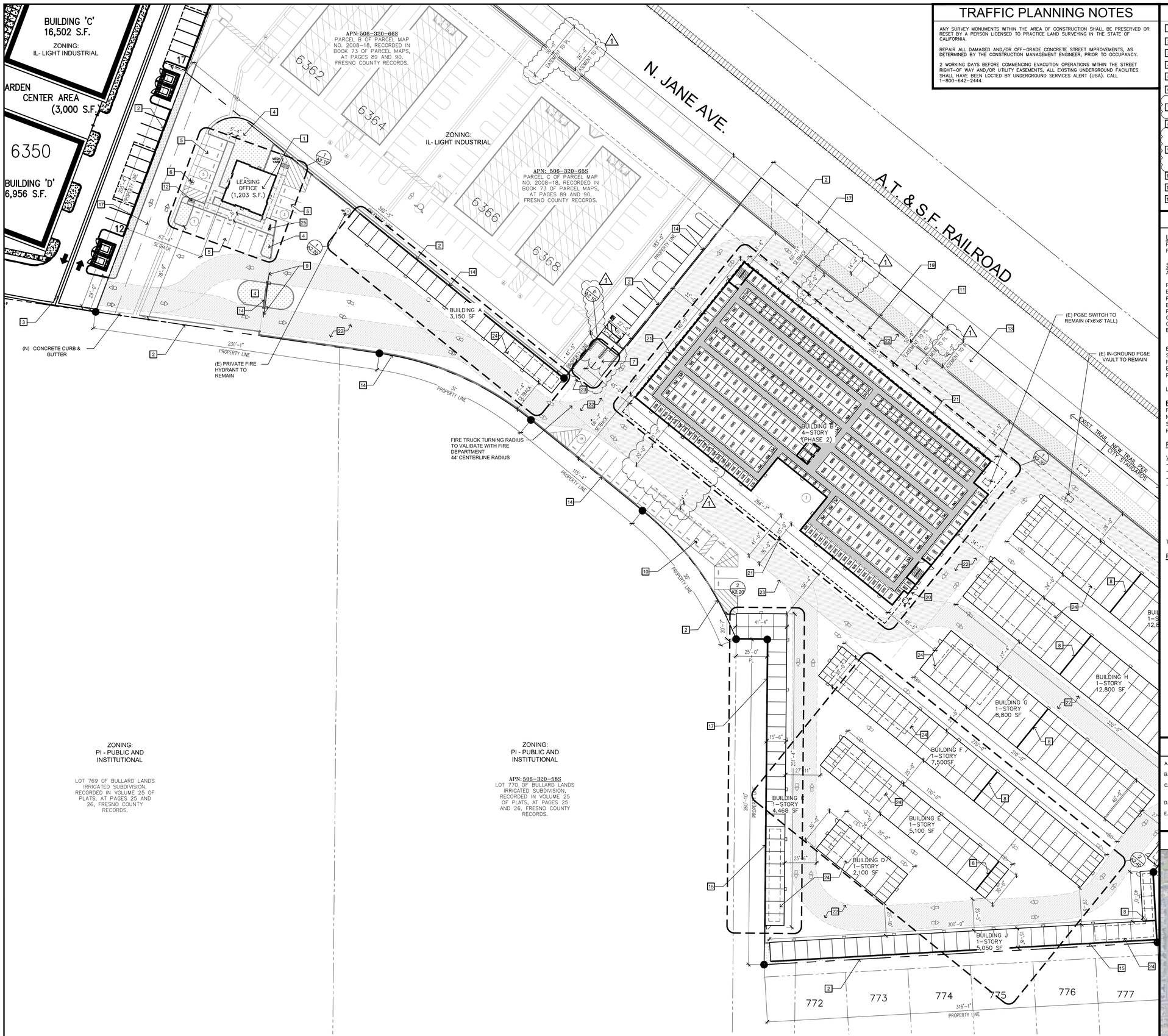
REVISIONS		
NO.	DATE	BY
1	11/17/23	1ST SUBMITTAL
1	5/20/24	2ND CUP SUBMITTAL
2	–	–
3	–	–
4	–	–
5		

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

30"x42" SCALE:	AS NOTED
PLOT DATE:	2024–06–19
CAD FILE:	22-030_A11_SP
JOB NUMBER:	22–030
CHECKED:	PA
DRAWN:	CS
STATUS:	PLANNING SET

ARCHITECTURAL SITE PLAN & PROJECT DATA

A1.10



ENLARGED SITE PLAN - WEST

SCALE: 1"=30'-0"

TRAFFIC PLANNING NOTES

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KEY NOTES

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2. PROPERTY LINE.
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24. LOCATION OF FUTURE SOLAR PANELS.
25. BIKE RACK (2 BICYCLE PARKING SPACES)

SITE & PROJECT DATA

LEGAL DESCRIPTION

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PROPOSED ZONING:	IL (LIGHT INDUST.)
EXISTING LAND USE:	VACANT PARCEL
PLANNED LAND USE:	MULTI
COMMUNITY PLAN:	BULLARD
OCCUPANCY TYPES:	S-1, B
BUILDING CONSTRUCTION TYPE:	II-B, SINGLE STORY BLDGS: NONSPRINKLERED MULTI-STORY BLDGS: SPRINKLERED
BUILDINGS AREA:	228,989 SF
SITE SIZE:	7.64 AC (332,798 SF)
PROPOSED USE:	SELF-STORAGE FACILITY
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OFFICE AREA (PHASE 1):	1,203 SF
TOTAL GROSS BUILDING AREA:	228,989 SF

SITE PLAN NOTES

A. ACCESSIBLE ROUTES OF TRAVEL NOT TO EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.
B. EXTERIOR BUILDING LIGHTS SHOWN ON ELEVATION SHEETS, AND ADDITIONAL LIGHTING CONFIGURATION DONE BY ELECTRICAL ENGINEER.
C. LOITERING IS PROHIBITED ON OR AROUND THESE PREMISES OR THE AREA UNDER CONTROL OF THE APPLICANT. "NO LOITERING" SIGNS SHALL BE POSTED IN AND OUTSIDE OF THE SUBJECT FACILITY PER CONDITIONS OF APPROVAL.
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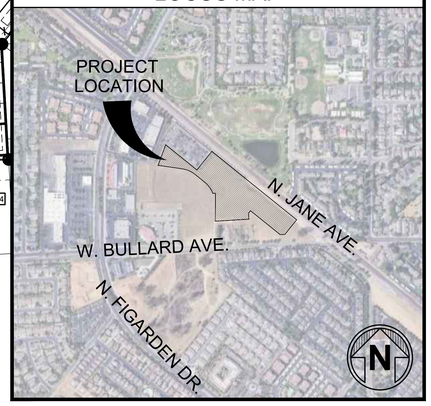
E. ALL FIRE HYDRANTS MUST BE IN SERVICE AND ALL-WEATHER FIRE ACCESS PROVIDED BEFORE DELIVERY OF COMBUSTIBLE MATERIAL TO THE JOBSITE.

LOCUS MAP



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FRESNO SELF-STORAGE NEW CONSTRUCTION

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FRESNO, CA 93722

REVISIONS		
NO.	DATE	BY
1	11/17/23	1ST SUBMITTAL
2	5/20/24	2ND CUP SUBMITTAL
3	–	–
4	–	–
5	–	–
6	–	–
ISSUE DATES		
DESIGN APPROVAL:		
PERMIT SUBMITTAL:		
PERMIT RECEIVED:		
BID DOCS:		
CONSTR. DOCS:		

30"x42" SCALE:	AS NOTED
PLOT DATE:	2024-07-03
CAD FILE:	22-030_A11_SP
JOB NUMBER:	22-030
CHECKED:	PA
DRAWN:	CS
STATUS:	PLANNING SET

ENLARGED SITE PLAN WEST

A1.11

TRAFFIC PLANNING NOTES

ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.

REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.

2 WORKING DAYS BEFORE COMMENCING EVACUTION OPERATIONS WITHIN THE STREET RIGHT-OF WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCTED BY UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444

SITE PLAN NOTES

A. ACCESSIBLE ROUTES OF TRAVEL NOT TO EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.
B. EXTERIOR BUILDING LIGHTS SHOWN ON ELEVATION SHEETS, AND ADDITIONAL LIGHTING CONFIGURATION DONE BY ELECTRICAL ENGINEER.
C. LOITERING IS PROHIBITED ON OR AROUND THESE PREMISES OR THE AREA UNDER CONTROL OF THE APPLICANT. "NO LOITERING" SIGNS SHALL BE POSTED IN AND OUTSIDE OF THE SUBJECT FACILITY PER CONDITIONS OF APPROVAL.
D. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
E. ALL FIRE HYDRANTS MUST BE IN SERVICE AND ALL-WEATHER FIRE ACCESS PROVIDED BEFORE DELIVERY OF COMBUSTIBLE MATERIAL TO THE JOBSITE.

KEY NOTES

1. LEASING OFFICE BUILDING.
2. PROPERTY LINE.
3. EXISTING STREET/R.O.W. PER P/W STD P-50
4. LANDSCAPE AREA.
5. TYPICAL PARKING STALLS (9'-0" X 19'-0").
6. ACCESSIBLE PARKING SPACE WITH A 8'-0" ACCESS AISLE.
7. PROPOSED TRASH/RECYCLING ENCLOSURE PER CITY OF FRESNO SOLID WASTE STANDARDS AND PW STD P-33A, P-34, AND P-93
8. PROPOSED FIRE WALL.
9. AERIAL FIRE APPARATUS ACCESS EXTENDING 45' BEYOND EACH END OF BUILDING.
10. EXISTING MANHOLE.
11. EXISTING 16' HIGH SOUND CMU WALL.
12. DIRECT ROUTE, ACCESSIBLE PATH OF TRAVEL.
13. PROPOSED TRAIL EXTENSION TO MATCH EXISTING, PER P/W STD P-59 AND P-60.
14. PROPOSED 6' HIGH CMU WALL, SEE 6/A3.10.
15. PROPOSED 11'-4" HIGH CMU WALL ALONG SITE BUILDING.
16. INSTALL P/W STD. P-67 DRIVE APPROACH
17. SETBACK LINE
18. EXISTING OVERHEAD WOOD UTILITY POLE
19. EXISTING EASEMENTS
20. EXISTING SIDEWALK AND CURB PER P/W STD P-5
21. EXISTING GUY WIRES
22. EXISTING PUBLIC FIRE HYDRANT TO REMAIN
23. EXISTING PUBLIC SIGN
24. EXISTING OVERHEAD WOOD STREET LIGHT
25. EXISTING PUBLIC DRAIN GUTTER
26. PROPOSED 20' WIDE (MIN.) EMERGENCY ACCESS GATES WITH A POLICE/FIRE PADLOCK, SEE NOTE 8 UNDER "FIRE DEPT. NOTES".
27. VISIBILITY TRIANGLE
28. FIRE DEPARTMENT CONNECTION.
29. "FIRE LANE NO PARKING" MARKING PER FFD DEVELOPMENT POLICY 403.005.
30. FIRE DEPARTMENT 20'-0" CLEAR ACCESS DRIVE AISLE. 26'-0" CLEAR DRIVE AISLE AROUND BUILDING "B"
31. LOCATION OF FUTURE SOLAR PANELS.

SITE & PROJECT DATA

LEGAL DESCRIPTION

PARCEL A OF PARCEL MAP NO.2008-18, RECORDED IN COOK 73 OR PARCEL MAPS, AT PAGES 89 AND 90, FRESNO COUNTY RECORDS.

SITE AND PARKING DATA:

ADDRESS:	6358 N. FIGARDEN DR., FRESNO, CA 93722
PARCEL NUMBER:	506320685
EXISTING ZONING:	IL (LIGHT INDUST.)
PROPOSED ZONING:	IL (LIGHT INDUST.)
EXISTING LAND USE:	VACANT PARCEL
PLANNED LAND USE:	MULTI
COMMUNITY PLAN:	BULLARD
OCCUPANCY TYPES:	S-I, B
BUILDING CONSTRUCTION TYPE:	II-B, SINGLE STORY BLDGS: NONSPRINKLERED MULTI-STORY BLDGS: SPRINKLERED
BUILDINGS AREA:	228,989 SF
SITE SIZE:	7.64 AC (332,798 SF)
PROPOSED USE:	SELF-STORAGE FACILITY
BLDG HEIGHT:	60'-0" MAX.
FAR: (BUILDING AREA)/(LOT AREA) (228,989 SF)/(332,798 SF) =	0.69 (1.5 MAX)
LANDSCAPE AREA:	1,763 SF (SITE), 7,872 SF (TRAIL)

REQUIRED SETBACKS:	BY CODE	PROPOSED
FRONT:	15'-0"	92'-6"
NORTH:	0'-0"	38'-8"
SOUTH:	0'-0"	3'-2"
REAR:	0'-0"	27'-1"

PARKING REQUIREMENTS & CALCULATIONS:

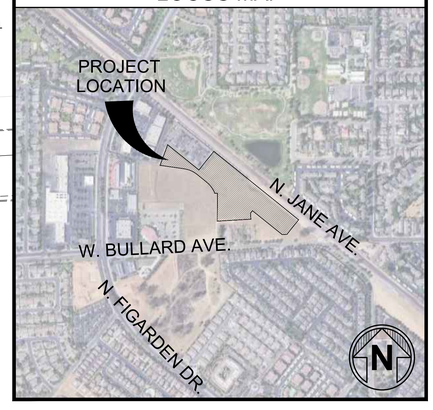
VEHICLE PARKING:
-1 SPACE/3000SF OF OFFICE = 4 SPACES
-1 SPACE PER 100 STORAGE UNITS = 1,369/100 = 13.69 = 14 SPACES (BUILDING B)
-ADA STALLS REQUIRED (1/25): 1 SPACES (INCLUDED IN COUNT)
-LOADING = 3 PER 90,001 S.F - 150,000 S.F. = 3 (BUILDING B)

TOTAL REQUIRED VEHICLE PARKING:	21 SPACES
TOTAL PROVIDED VEHICLE PARKING:	36 SPACES
STANDARD	24
EV	8
ADA	1
LOADING	3
TOTAL:	36 SPACES

PROPOSED BUILDING AREA (GROSS):

BUILDING A STORAGE AREA :	3,150 SF
BUILDING B STORAGE AREA (PHASE 2):	
LEVEL 1	35,692 SF
LEVEL 2	35,692 SF
LEVEL 3	37,192 SF
LEVEL 4	37,192 SF
BUILDING C STORAGE AREA :	4,468 SF
BUILDING D STORAGE AREA:	2,100 SF
BUILDING E STORAGE AREA:	5,100 SF
BUILDING F STORAGE AREA:	7,500 SF
BUILDING G STORAGE AREA:	8,800 SF
BUILDING H STORAGE AREA:	12,800 SF
BUILDING I STORAGE AREA:	12,800 SF
BUILDING J STORAGE AREA:	5,050 SF
BUILDING K STORAGE AREA:	3,600 SF
BUILDING L STORAGE AREA:	4,800 SF
BUILDING M STORAGE AREA:	6,250 SF
BUILDING N STORAGE AREA:	4,600 SF
BUILDING O STORAGE AREA:	1,000 SF
TOTAL GROSS STORAGE AREA:	227,786 SF
OFFICE AREA (PHASE 1):	1,203 SF
TOTAL GROSS BUILDING AREA:	228,989 SF

LOCUS MAP



ZONING: RS-5 RESIDENTIAL SINGLE-FAMILY, MEDIUM DENSITY

ZONING: IL- LIGHT INDUSTRIAL

ZONING: IL- LIGHT INDUSTRIAL

FIRE TRUCK TURNING RADIUS TO VALIDATE WITH FIRE DEPARTMENT 44' CENTERLINE RADIUS

(N) FIRE HYDRANT LOCATION

(N) 20' WIDE (MIN.) EMERGENCY ACCESS GATES

(E) PG&E SWITCH TO REMAIN (4'x6'x8' TALL)

(E) IN-GROUND PG&E VAULT TO REMAIN

EXIST. TRAIL, NEW TRAIL PER CITY STANDARDS

N. JANE AVE.

W. BULLARD AVE.

BUILDING A 3,150 SF

BUILDING B 4-STORY (PHASE 2)

BUILDING C 1-STORY 4,468 SF

BUILDING D 1-STORY 2,100 SF

BUILDING E 1-STORY 5,100 SF

BUILDING F 1-STORY 7,500SF

BUILDING G 1-STORY 8,800 SF

BUILDING H 1-STORY 12,800 SF

BUILDING I 1-STORY 12,800 SF

BUILDING J 1-STORY 5,050 SF

BUILDING K 1-STORY 3,600 SF

BUILDING L 1-STORY 4,800 SF

BUILDING M 1-STORY 6,250 SF

BUILDING N 1-STORY 4,600 SF

BUILDING O 1-STORY 1,000 SF

772 773 774 775 776 777 778 779 780 781

316'-1" PROPERTY LINE

ENLARGED SITE PLAN - EAST

SCALE: 1"=30'-0"

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www.magellanarchitecture.com

FRESNO SELF-STORAGE NEW CONSTRUCTION

6358 N. FIGARDEN DR
FRESNO, CA. 93722

REVISIONS		
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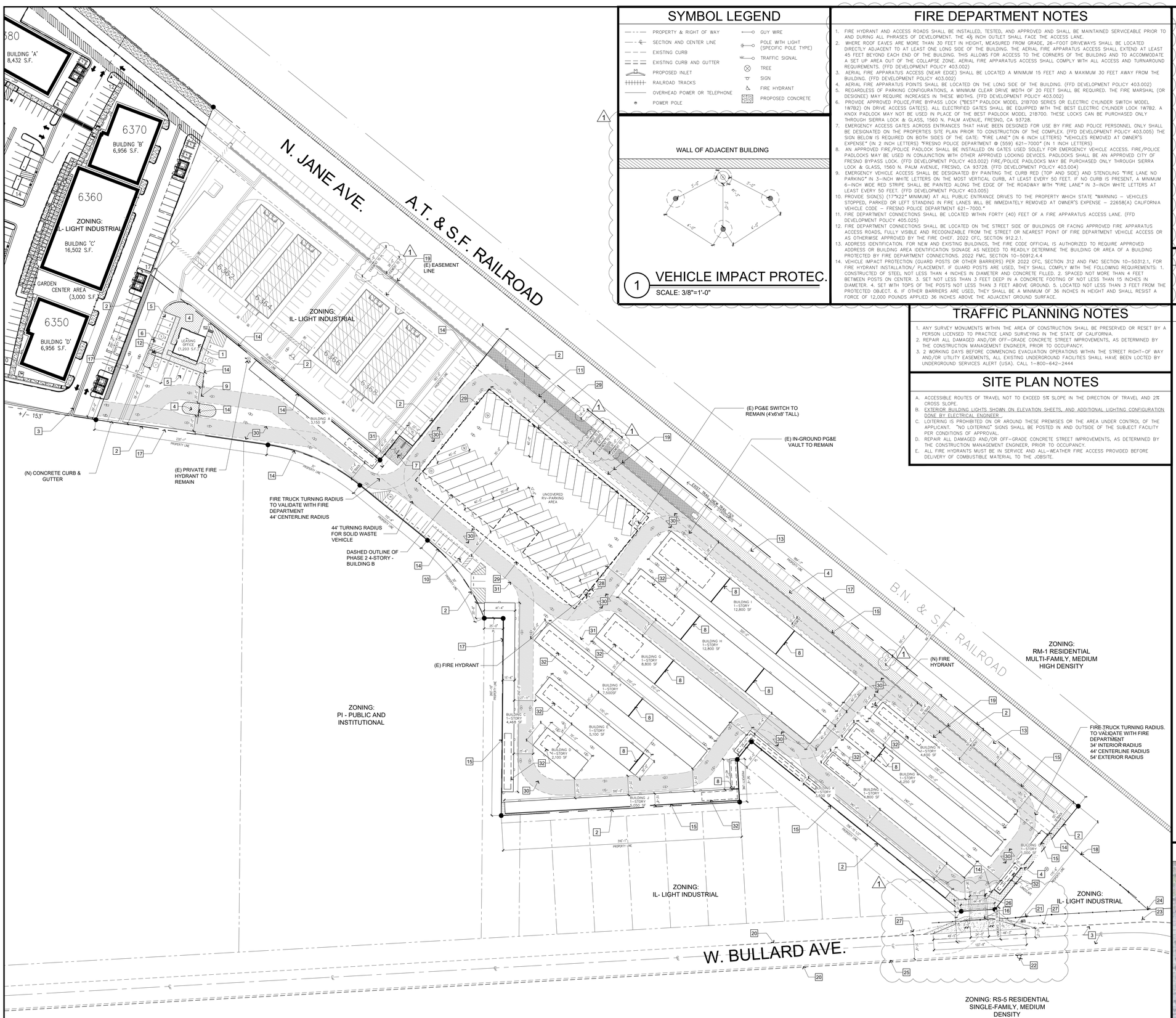
CHECKED:	PA
DRAWN:	CS
STATUS:	PLANNING SET

ENLARGED SITE PLAN EAST

A1.12



SITE PLAN

SCALE: 1"=50'-0"

SYMBOL LEGEND

- PROPERTY & RIGHT OF WAY
- SECTION AND CENTER LINE
- EXISTING CURB
- EXISTING CURB AND GUTTER
- PROPOSED INLET
- RAILROAD TRACKS
- OVERHEAD POWER OR TELEPHONE
- POWER POLE
- GUY WIRE
- POLE WITH LIGHT (SPECIFIC POLE TYPE)
- TRAFFIC SIGNAL
- TREE
- SIGN
- FIRE HYDRANT
- PROPOSED CONCRETE

WALL OF ADJACENT BUILDING

1 VEHICLE IMPACT PROTEC.

SCALE: 3/8"=1'-0"

FIRE DEPARTMENT NOTES

1. FIRE HYDRANT AND ACCESS ROADS SHALL BE INSTALLED, TESTED, AND APPROVED AND SHALL BE MAINTAINED SERVICEABLE PRIOR TO AND DURING ALL PHRASES OF DEVELOPMENT. THE 4§ INCH OUTLET SHALL FACE THE ACCESS LANE.
2. WHERE ROOF EAVES ARE MORE THAN 30 FEET IN HEIGHT, MEASURED FROM GRADE, 26–FOOT DRIVEWAYS SHALL BE LOCATED DIRECTLY ADJACENT TO AT LEAST ONE LONG SIDE OF THE BUILDING. THE AERIAL FIRE APPARATUS ACCESS SHALL EXTEND AT LEAST 45 FEET BEYOND EACH END OF THE BUILDING. THIS ALLOWS FOR ACCESS TO THE CORNERS OF THE BUILDING AND TO ACCOMMODATE A SET UP AREA OUT OF THE COLLAPSE ZONE. AERIAL FIRE APPARATUS ACCESS SHALL COMPLY WITH ALL ACCESS AND TURNAROUND REQUIREMENTS. (FFD DEVELOPMENT POLICY 403.002)
3. AERIAL FIRE APPARATUS ACCESS (NEAR EDGE) SHALL BE LOCATED A MINIMUM 15 FEET AND A MAXIMUM 30 FEET AWAY FROM THE BUILDING. (FFD DEVELOPMENT POLICY 403.002)
4. AERIAL FIRE APPARATUS POINTS SHALL BE LOCATED ON THE LONG SIDE OF THE BUILDING. (FFD DEVELOPMENT POLICY 403.002)
5. REGARDLESS OF PARKING CONFIGURATIONS, A MINIMUM CLEAR DRIVE WIDTH OF 20 FEET SHALL BE REQUIRED. THE FIRE MARSHAL (OR DESIGNEE) MAY REQUIRE INCREASES IN THESE WIDTHS. (FFD DEVELOPMENT POLICY 403.002)
6. PROVIDE APPROVED POLICE/FIRE BYPASS LOCK ("BEST" PADLOCK MODEL 21B700 SERIES OR ELECTRIC CYLINDER SWITCH MODEL 1W782) ON DRIVE ACCESS GATE(S). ALL ELECTRIFIED GATES SHALL BE EQUIPPED WITH THE BEST ELECTRIC CYLINDER LOCK 1W782. A KNOX PADLOCK MAY NOT BE USED IN PLACE OF THE BEST PADLOCK MODEL 21B700. THESE LOCKS CAN BE PURCHASED ONLY THROUGH SIERRA LOCK & GLASS, 1560 N. PALM AVENUE, FRESNO, CA 93728.
7. EMERGENCY ACCESS GATES ACROSS ENTRANCES THAT HAVE BEEN DESIGNED FOR USE BY FIRE AND POLICE PERSONNEL ONLY SHALL BE DESIGNATED ON THE PROPERTIES SITE PLAN PRIOR TO CONSTRUCTION OF THE COMPLEX. (FFD DEVELOPMENT POLICY 403.005) THE SIGN BELOW IS REQUIRED ON BOTH SIDES OF THE GATE: "FIRE LANE" (IN 6 INCH LETTERS) "VEHICLES REMOVED AT OWNER'S EXPENSE" (IN 2 INCH LETTERS) "FRESNO POLICE DEPARTMENT @ (559) 621–7000" (IN 1 INCH LETTERS)
8. AN APPROVED FIRE/POLICE PADLOCK SHALL BE INSTALLED ON GATES USED SOLELY FOR EMERGENCY VEHICLE ACCESS. FIRE/POLICE PADLOCKS MAY BE USED IN CONJUNCTION WITH OTHER APPROVED LOCKING DEVICES. PADLOCKS SHALL BE AN APPROVED CITY OF FRESNO BYPASS LOCK. (FFD DEVELOPMENT POLICY 403.002) FIRE/POLICE PADLOCKS MAY BE PURCHASED ONLY THROUGH SIERRA LOCK & GLASS, 1560 N. PALM AVENUE, FRESNO, CA 93728. (FFD DEVELOPMENT POLICY 403.004)
9. EMERGENCY VEHICLE ACCESS SHALL BE DESIGNATED BY PAINTING THE CURB RED (TOP AND SIDE) AND STENCILING "FIRE LANE NO PARKING" IN 3–INCH WHITE LETTERS ON THE MOST VERTICAL CURB, AT LEAST EVERY 50 FEET. IF NO CURB IS PRESENT, A MINIMUM 6–INCH WIDE RED STRIPE SHALL BE PAINTED ALONG THE EDGE OF THE ROADWAY WITH "FIRE LANE" IN 3–INCH WHITE LETTERS AT LEAST EVERY 50 FEET. (FFD DEVELOPMENT POLICY 403.005)
10. PROVIDE SIGN(S) (17"X22" MINIMUM) AT ALL PUBLIC ENTRANCE DRIVES TO THE PROPERTY WHICH STATE "WARNING – VEHICLES STOPPED, PARKED OR LEFT STANDING IN FIRE LANES WILL BE IMMEDIATELY REMOVED AT OWNER'S EXPENSE – 22658(A) CALIFORNIA VEHICLE CODE – FRESNO POLICE DEPARTMENT 621–7000."
11. FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED WITHIN FORTY (40) FEET OF A FIRE APPARATUS ACCESS LANE. (FFD DEVELOPMENT POLICY 405.025)
12. FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED ON THE STREET SIDE OF BUILDINGS OR FACING APPROVED FIRE APPARATUS ACCESS ROADS, FULLY VISIBLE AND RECOGNIZABLE FROM THE STREET OR NEAREST POINT OF FIRE DEPARTMENT VEHICLE ACCESS OR AS OTHERWISE APPROVED BY THE FIRE CHIEF. 2022 CFC, SECTION 912.2.1.
13. ADDRESS IDENTIFICATION. FOR NEW AND EXISTING BUILDINGS, THE FIRE CODE OFFICIAL IS AUTHORIZED TO REQUIRE APPROVED ADDRESS OR BUILDING AREA IDENTIFICATION SIGNAGE AS NEEDED TO READILY DETERMINE THE BUILDING OR AREA OF A BUILDING PROTECTED BY FIRE DEPARTMENT CONNECTIONS. 2022 FMC, SECTION 10–50912.4.4
14. VEHICLE IMPACT PROTECTION (GUARD POSTS OR OTHER BARRIERS) PER 2022 CFC, SECTION 312 AND FMC SECTION 10–50312.1, FOR FIRE HYDRANT INSTALLATION/ PLACEMENT. IF GUARD POSTS ARE USED, THEY SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS: 1. CONSTRUCTED OF STEEL NOT LESS THAN 4 INCHES IN DIAMETER AND CONCRETE FILLED. 2. SPACED NOT MORE THAN 4 FEET BETWEEN POSTS ON CENTER. 3. SET NOT LESS THAN 3 FEET DEEP IN A CONCRETE FOOTING OF NOT LESS THAN 15 INCHES IN DIAMETER. 4. SET WITH TOPS OF THE POSTS NOT LESS THAN 3 FEET ABOVE GROUND. 5. LOCATED NOT LESS THAN 3 FEET FROM THE PROTECTED OBJECT. 6. IF OTHER BARRIERS ARE USED, THEY SHALL BE A MINIMUM OF 36 INCHES IN HEIGHT AND SHALL RESIST A FORCE OF 12,000 POUNDS APPLIED 36 INCHES ABOVE THE ADJACENT GROUND SURFACE.

SITE PLAN NOTES

A. ACCESSIBLE ROUTES OF TRAVEL NOT TO EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.
B. EXTERIOR BUILDING LIGHTS SHOWN ON ELEVATION SHEETS, AND ADDITIONAL LIGHTING CONFIGURATION DONE BY ELECTRICAL ENGINEER.
C. LOITERING IS PROHIBITED ON OR AROUND THESE PREMISES OR THE AREA UNDER CONTROL OF THE APPLICANT. "NO LOITERING" SIGNS SHALL BE POSTED IN AND OUTSIDE OF THE SUBJECT FACILITY PER CONDITIONS OF APPROVAL.
D. REPAIR ALL DAMAGED AND/OR OFF–GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
E. ALL FIRE HYDRANTS MUST BE IN SERVICE AND ALL–WEATHER FIRE ACCESS PROVIDED BEFORE DELIVERY OF COMBUSTIBLE MATERIAL TO THE JOBSITE.

TRAFFIC PLANNING NOTES

1. ANY SURVEY MONUMENTS WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A PERSON LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF CALIFORNIA.
2. REPAIR ALL DAMAGED AND/OR OFF–GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
3. 2 WORKING DAYS BEFORE COMMENCING EVACUATION OPERATIONS WITHIN THE STREET RIGHT–OF WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCTED BY UNDERGROUND SERVICES ALERT (USA). CALL 1–800–642–2444

KEY NOTES

1. LEASING OFFICE BUILDING.
2. PROPERTY LINE.
3. EXISTING STREET/R.O.W. (PER PW STD P–56)
4. LANDSCAPE AREA.
5. TYPICAL PARKING STALLS (9'–0" X 19'–0").
6. ACCESSIBLE PARKING SPACE WITH A 8'–0" ACCESS AISLE.
7. PROPOSED TRASH/RECYCLING ENCLOSURE PER CITY OF FRESNO SOLID WASTE STANDARDS.
8. PROPOSED FIRE WALL.
9. PROPOSED WROUGHT IRON ENTRY GATE WITH MAN DOOR AND KEYPAD BOLLARD. A BYPASS LOCK SHALL BE INSTALLED FOR POLICE/FIRE DEPT., SEE NOTE 6 UNDER "FIRE DEPT. NOTES" FOR LOCK TYPE. ELECTRICAL TO PROVIDE POWER TO ENTRY GATES. SEE DETAIL 3/A1.30.
10. EXISTING MANHOLE.
11. EXISTING 16' HIGH SOUND CMU WALL.
12. DIRECT ROUTE, ACCESSIBLE PATH OF TRAVEL. RE:1/A2.10 FOR MORE DETAILS
13. PROPOSED TRAIL EXTENSION TO MATCH EXISTING, PER PW STD P–59 AND P–60.
14. PROPOSED 6' HIGH CMU WALL, SEE 6/A3.10.
15. PROPOSED 11'–4" HIGH CMU WALL ALONG SITE BUILDING.
16. INSTALL PW STD. P–67 DRIVE APPROACH
17. SETBACK LINE
18. EXISTING OVERHEAD WOOD UTILITY POLE
19. EXISTING EASEMENTS
20. EXISTING SIDEWALK AND CURB, PER PW STD P–5
21. EXISTING GUY WIRES
22. EXISTING PUBLIC FIRE HYDRANT TO REMAIN
23. EXISTING PUBLIC SIGN
24. EXISTING OVERHEAD WOOD STREET LIGHT
25. EXISTING PUBLIC DRAIN GUTTER, PER PW STD P–5
26. PROPOSED 20' WIDE (MIN.) EMERGENCY ACCESS GATES WITH A POLICE/FIRE PADLOCK, SEE NOTE 8 UNDER "FIRE DEPT. NOTES"
27. VISIBILITY TRIANGLE PER FMC 15–2018B
28. FIRE DEPARTMENT CONNECTION.
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30. FIRE DEPARTMENT 20'–0" CLEAR ACCESS DRIVE AISLE. 26'–0" CLEAR DRIVE AISLE AROUND BUILDING "B"
31. AERIAL FIRE APPARATUS ACCESS EXTENDING 45' BEYOND EACH END OF BUILDING.
32. LOCATION OF FUTURE SOLAR PANELS

SCOPE OF WORK

THE PROPOSED PROJECT SHALL CONSIST OF THE CONSTRUCTION OF A FUTURE SELF–STORAGE FACILITY, TOTALING APPROXIMATELY 228,989 SQUARE FEET. THE PROPOSED FACILITY WILL CONSISTED OF NON–CLIMATE–CONTROLLED ONE–STORY DRIVE–UP STORAGE BUILDINGS, A CLIMATE–CONTROLLED MULTI–STORY STORAGE BUILDING, AND A CLIMATE–CONTROLLED RENTAL OFFICE. IN ADDITION, FUTURE SITE IMPROVEMENTS CONSIST OF GRADING, LANDSCAPING, UTILITY IMPROVEMENTS, PARKING AND BUFFER ENHANCEMENTS ACROSS A TOTAL SITE AREA OF 332,798 SQUARE FEET (7.64 ACRES).

SITE & PROJECT DATA

LEGAL DESCRIPTION

PARCEL A OF PARCEL MAP NO.2008–18, RECORDED IN COOK 73 OR PARCEL MAPS, AT PAGES 89 AND 90, FRESNO COUNTY RECORDS.

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EXISTING LAND USE:	VACANT PARCEL
PLANNED LAND USE:	MULTI
COMMUNITY PLAN:	BULLARD
OCCUPANCY TYPES:	S–1, B
BUILDING CONSTRUCTION TYPE:	II–B, SINGLE STORY BLDGS: NONSPRINKLERED MULTI–STORY BLDGS: SPRINKLERED
BUILDINGS AREA:	228,989 SF
SITE SIZE:	7.64 AC (332,798 SF)
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BLDG HEIGHT:	60'–0" MAX.
FAR: (BUILDING AREA)/(LOT AREA) (228,989 SF)/(332,798 SF) =	0.69 (1.5 MAX)
LANDSCAPE AREA:	1,763 SF (SITE), 7,872 SF (TRAIL)

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NORTH:	0'–0"	38'–8"
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REAR:	0'–0"	27'–1"

PARKING REQUIREMENTS & CALCULATIONS:

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–1 SPACE PER 100 STORAGE UNITS = 1,369/100 = 13.69 = 14 SPACES (BUILDING B)
–ADA STALLS REQUIRED (1/25): 1 SPACES (INCLUDED IN COUNT)
–LOADING = 3 PER 90,001 S.F – 150,000 S.F. = 3 (BUILDING B)

TOTAL REQUIRED VEHICLE PARKING:	21 SPACES
TOTAL PROVIDED VEHICLE PARKING:	36 SPACES
STANDARD	24
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TOTAL: 36 SPACES	

PROPOSED BUILDING AREA (GROSS):

BUILDING A STORAGE AREA :	3,150 SF
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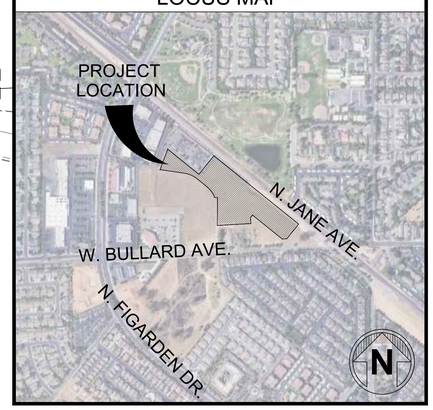
TOTAL GROSS STORAGE AREA:	227,786 SF
OFFICE AREA (PHASE 1):	1,203 SF
TOTAL GROSS BUILDING AREA:	228,989 SF

LOCUS MAP



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FRESNO, CA 93722

REVISIONS		
NO.	DATE	BY
1	11/17/23	1ST SUBMITTAL
2	5/20/24	2ND CUP SUBMITTAL
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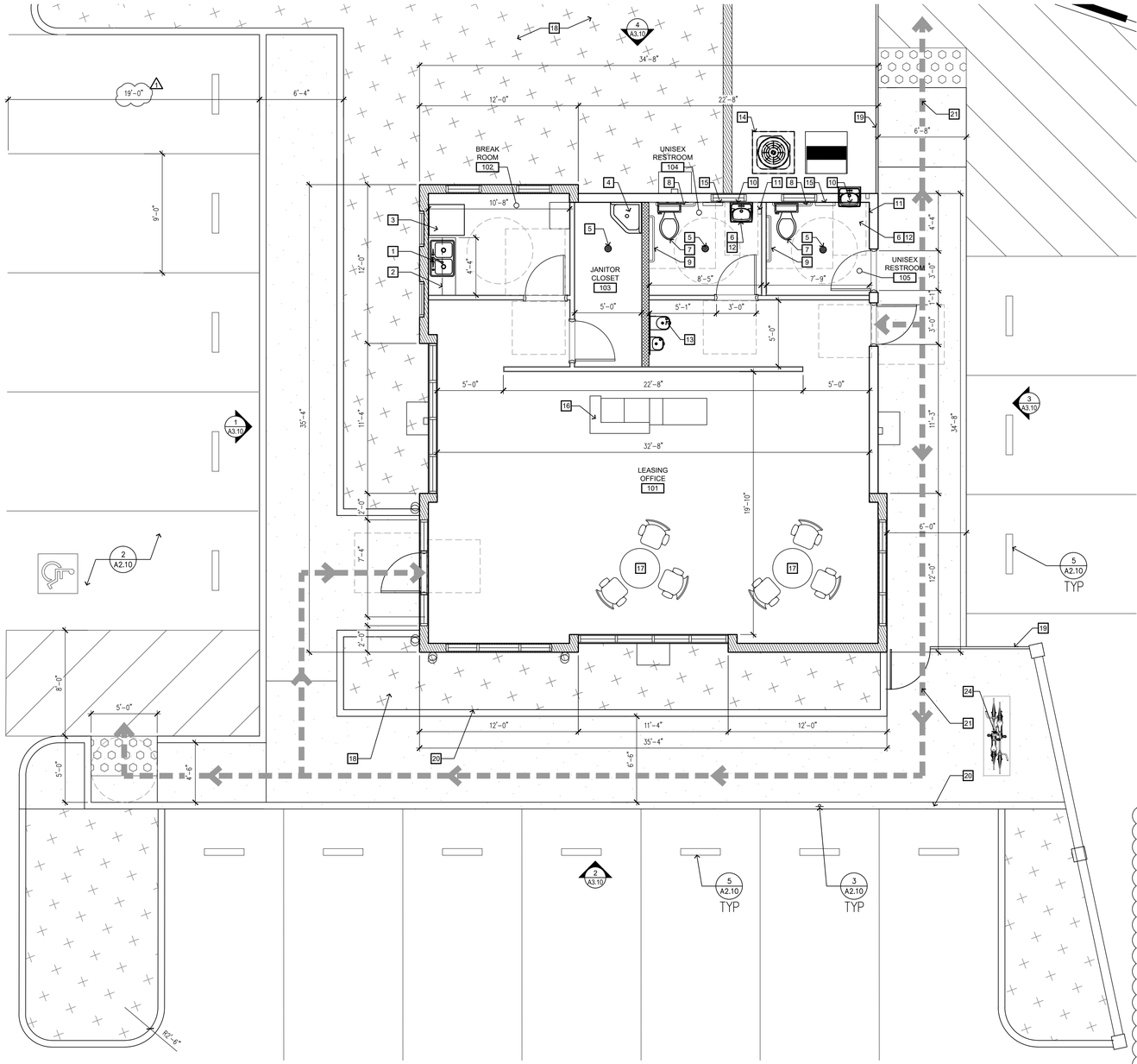
ISSUE DATES		
DESIGN APPROVAL:		
PERMIT SUBMITTAL:		
PERMIT RECEIVED:		
BID DOCS:		
CONSTR. DOCS:		

30"x42" SCALE:	AS NOTED
PLOT DATE:	2024-06-06
CAD FILE:	22-030_A11_SP
JOB NUMBER:	22-030
CHECKED:	PA
DRAWN:	SMV
STATUS:	PLANNING SET

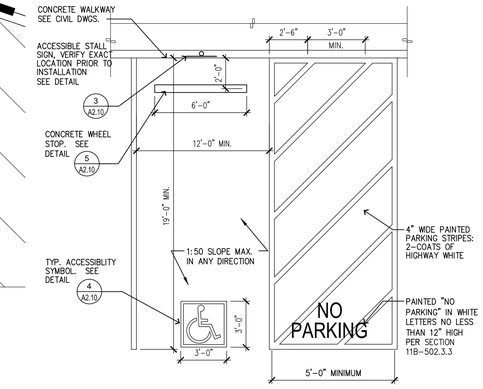
ARCHITECTURAL SITE PLAN - PHASE 1

A1.13



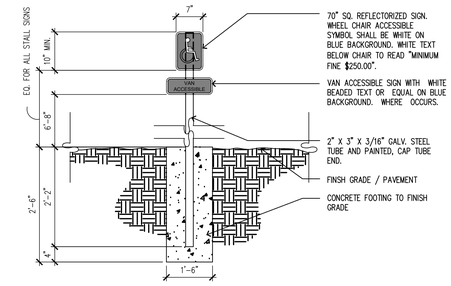
1 LEASING OFFICE FLOOR PLAN

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



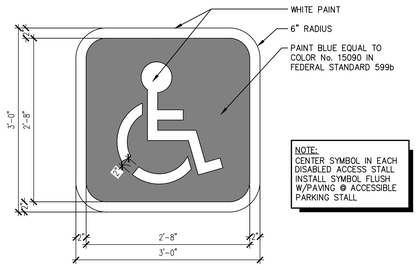
2 VAN ACCESSIBLE PARKING STALL

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



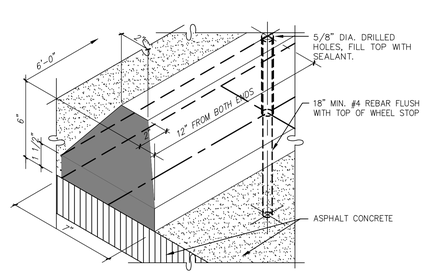
3 VAN ACCESSIBLE SIGNAGE

SCALE: 3/4" = 1'-0" (PER SECTION 11B-502.6)



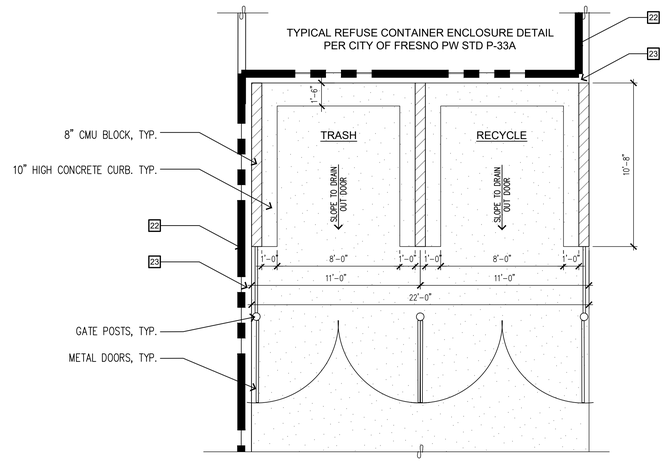
4 ACCESSIBLE PARKING SYMBOL

SCALE: 1" = 1'-0"



5 PRECAST CONCRETE WHEELSTOP

SCALE: N.T.S.



6 TYP. REFUSE ENCLOSURE

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

ADDITIONAL NOTES

NOTE:JANUS PANEL LINER TO BE AT EXTERIOR OF COLUMNS AT HALLWAY LOCATIONS, MAKING UNITS LARGER, NOT SMALLER.

NOTE: SEE EXTERIOR FINISHES AND DIMENSIONS ON ELEVATION SHEETS A3.10-A3.30.

WALL LEGEND

| X | x — WALL TYPE TAG: REFER TO SHEET A2.00 FOR WALL TYPES
- x — INSULATION
- X — SECTION CONFIGURATION
- # — PLAN CONFIGURATION

FEC — FIRE EXTINGUISHER (2A-10BC) IN SEMI-RECESSED CABINET PER DETAIL 2/A9.20 CABINET BY METAL BUILDING SUPPLIER

FE — FIRE EXTINGUISHER (2A-10BC) IN SURFACE MOUNTED BRACKET, MAY NOT PROJECT MORE THAN 4" INTO HALLWAYS AT ANY LOCATION

PLAN NOTES

A. DO NOT SCALE DWGS, WRITTEN DIMENSIONS GOVERN. ALL PARTITION LOCATIONS SHALL BE AS SHOWN ON PARTITION PLAN. IN CASE OF CONFLICT NOTIFY ARCHITECT. PARTITION PLAN BY ARCHITECT TAKES PRECEDENCE OVER ALL OTHER PLANS.

B. ALL GYPSUM BOARD PARTITIONS SHALL BE TAPED, SPACKLED AND SANDED SMOOTH WITH NO VISIBLE JOINTS. PATCH AND REPAIR SURFACES TO MATCH ADJACENT OR ADJOINING SURFACES WHERE REQUIRED. ALL SURFACES SHALL BE ALIGNED.

C. ALL PARTITIONS ARE DIMENSIONED FROM FINISH FACE OF GWB TO FINISH FACE OF GWB UNLESS OTHERWISE NOTED. ALL DIMENSIONS MARKED "CLEAR" OR "CLR" SHALL BE MAINTAINED AND SHALL ALLOW FOR THICKNESSES OF ALL WALL FINISHES. U.O.N.

D. DIMENSIONS MARKED ± MEAN A TOLERANCE NOT GREATER NOR SMALLER THAN 2 INCHES FROM INDICATED DIMENSION, U.O.N. VERIFY FIELD DIMENSIONS EXCEEDING TOLERANCE WITH THE ARCHITECT. SECURE ARCHITECT'S APPROVAL.

E. NOTIFY ARCHITECT IN WRITING OF ANY DISCREPANCIES OR CONFLICTS IN THE LOCATION(S) OF NEW CONSTRUCTION. UPON COMPLETION OF PARTITION LAYOUT, NOTIFY ARCHITECT. VERIFICATION OF THE LAYOUT TO BE PROVIDED BY THE ARCHITECT PRIOR TO PARTITION INSTALLATION.

F. REFER TO SHEET A0.10 FOR ADDITIONAL NOTES, LEGENDS, SYMBOLS, ABBREVIATIONS, AND SCHEDULES.

G. DIMENSIONS LOCATING DOORS ARE TO THE INSIDE EDGE OF JAMB, U.O.N.

H. "ALIGN" MEANS TO ACCURATELY LOCATE FINISHED FACES IN THE SAME PLANE.

I. MODIFY EXISTING SUBSTRATE AS REQUIRED TO RECEIVE NEW FLOORING MATERIALS, THUS PREVENTING NOTICEABLE LUMPS OR DEPRESSIONS.

J. ALL WORK SHALL BE ERECTED AND INSTALLED PLUMB, LEVEL, SQUARE AND TRUE.

K. REFER TO MILLWORK SHOP DWGS FOR SPECIFIC DETAILS OF COORDINATION BETWEEN DRYWALL/MILLWORK CONDITIONS.

L. ALL EXISTING AND NEW FLOOR PENETRATIONS FOR PIPING SHALL BE FULLY PACKED AND SEALED IN ACCORDANCE WITH THE APPLICABLE BUILDING AND FIRE CODES.

M. ALL MILLWORK TO BE FASTENED TO THE PARTITION. PROVIDE NON-COMBUSTIBLE BLOCKING FOR ALL MILLWORK NOT SUPPORTED BY FLOOR OR ABOVE 4'-0" HT. ALL CONCEALED LUMBER & BLOCKING TO BE FIRE TREATED.

N. GC TO PROVIDE SHOP DWGS FOR CASEWORK.

O. ELECTRICAL TO PROVIDE CONVENIENCE OUTLETS EVERY 150 LINEAL FEET IN ALL INTERIOR AREAS. POWER OUTLETS TO BE POWERED TO A SEPARATE CIRCUIT WITH A POWER ON/OFF SWITCH.

DENOTES CBC ACCESSIBLE UNIT. REFER TO A0.60 FOR CALCULATIONS, AND 6/A9.30 FOR SIGNAGE

KEY NOTES

1. SINK AND FAUCET SUPPLIED BY CONTRACTOR.
2. BREAKROOM CABINET WITH UPPERS– PER MILLWORK SPECIFICATIONS
3. REFRIGERATOR PROVIDED BY CLIENT.
4. MOP SINK
5. FLOOR DRAIN
6. ADA COMPLIANT LAVATORY WITH REQUIRED ADA COMPLIANT PIPE PROTECTORS.
7. ADA COMPLIANT FLOOR MOUNTED WATER CLOSET AND SEAT.
8. 36" ADA COMPLIANT GRAB BAR.
9. 42" ADA COMPLIANT GRAB BAR.
10. ADA COMPLIANT MIRROR.
11. SOAP DISPENSER.
12. FAUCET SUPPLIED BY CONTRACTOR.
13. ADA COMPLIANT DRINKING FOUNTAIN .
14. HVAC UNIT.
15. PAPER TOWEL DISPENSER.
16. RECEPTION DESK WITH POS SYSTEM
17. 36" ROUND TABLE AND CHAIRS SUPPLIED BY CLIENT
18. LANDSCAPING.
19. WROUGHT IRON ENTRY GATE WITH MAN DOOR AND KEYPAD BOLLARD. ELECTRICAL TO PROVIDE POWER TO ENTRY GATES. SEE DETAIL 3/A1.30.
20. CONCRETE CURB, 6" MIN. HEIGHT
21. ACCESSIBLE PATH OF TRAVEL
22. PROPERTY LINE.
23. PROPOSED 6' HIGH CMU WALL ALONG PROPERTY LINE. SEE 6/A3.10 FOR TYPICAL WALL DETAIL.
24. BIKE RACK (2 BICYCLE PARKING SPACES)

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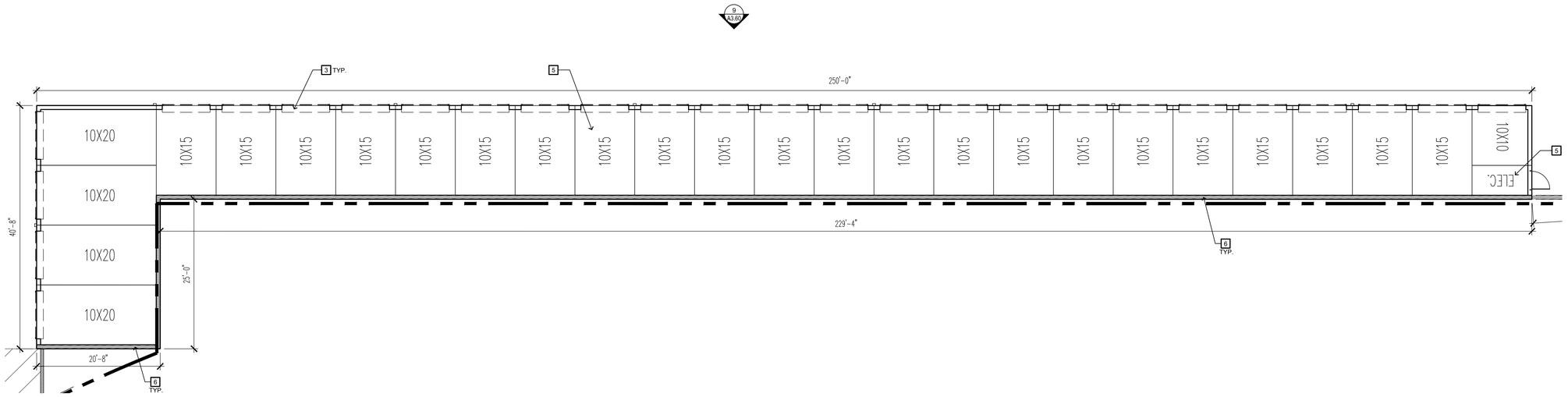
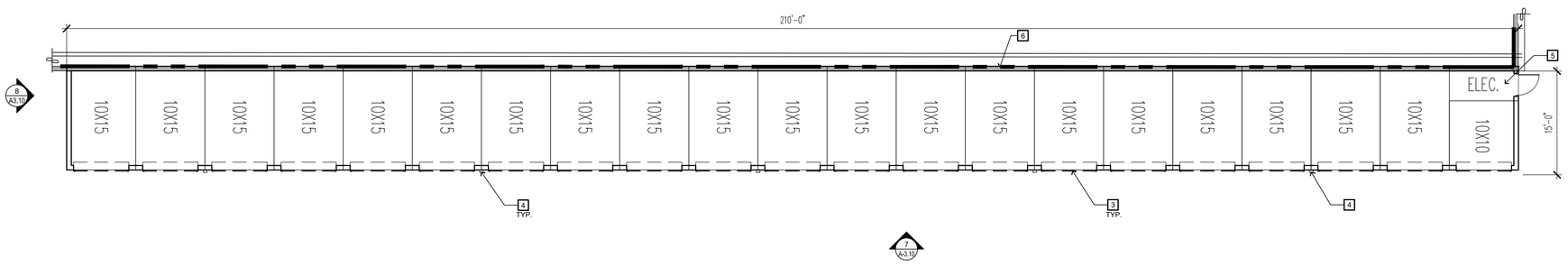
LEASING OFFICE FLOOR PLAN & DETAILS

A2.10



BUILDING C FLOOR PLAN

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



BUILDING A

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

ADDITIONAL NOTES

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NOTE: SEE EXTERIOR FINISHES AND DIMENSIONS ON ELEVATION SHEETS A3.10–A3.30.

WALL LEGEND

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- PLAN CONFIGURATION

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DENOTES CBC ACCESSIBLE UNIT. REFER TO A0.60 FOR CALCULATIONS, AND 6/A9.30 FOR SIGNAGE

KEY NOTES

1. PROPOSED FIRE WALL.
2. PROPOSED ROOF DOWNSPOUT.
3. DRIVE-UP ROLL-UP DOOR.
4. PROPOSED WALL PACK LOCATION.
5. PROPOSED ELECTRICAL ROOM.
6. PROPOSED 11'-4" HIGH CMU WALL ALONG SITE BUILDING.

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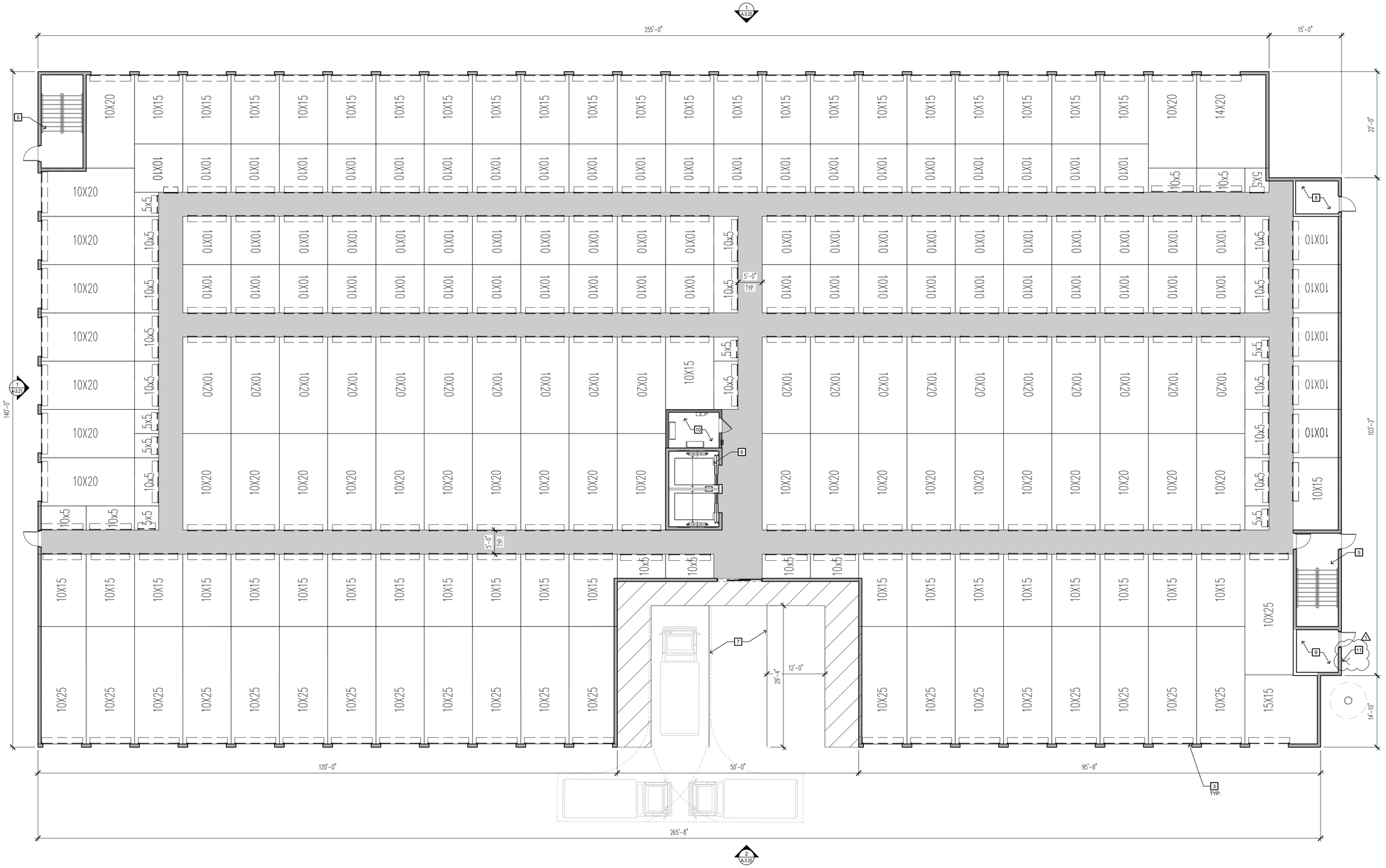
BUILDING A & C FLOOR PLANS

A2.20



BUILDING B LEVEL 1 FLOOR PLAN

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

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KEY NOTES

1. PROPOSED FIRE WALL.
2. PROPOSED ROOF DOWNSPOUT.
3. DRIVE-UP ROLL-UP DOOR.
4. PROPOSED WALL PACK LOCATION.
5. FIRE-RATED STAIR SHAFT.
6. ELEVATOR SHAFT.
7. LOADING AREA.
8. PROPOSED ELECTRICAL ROOM.
9. PROPOSED FIRE RISER ROOM.
10. PROPOSED ELEVATOR MACHINE ROOM.
11. FIRE DEPARTMENT CONNECTION. 1

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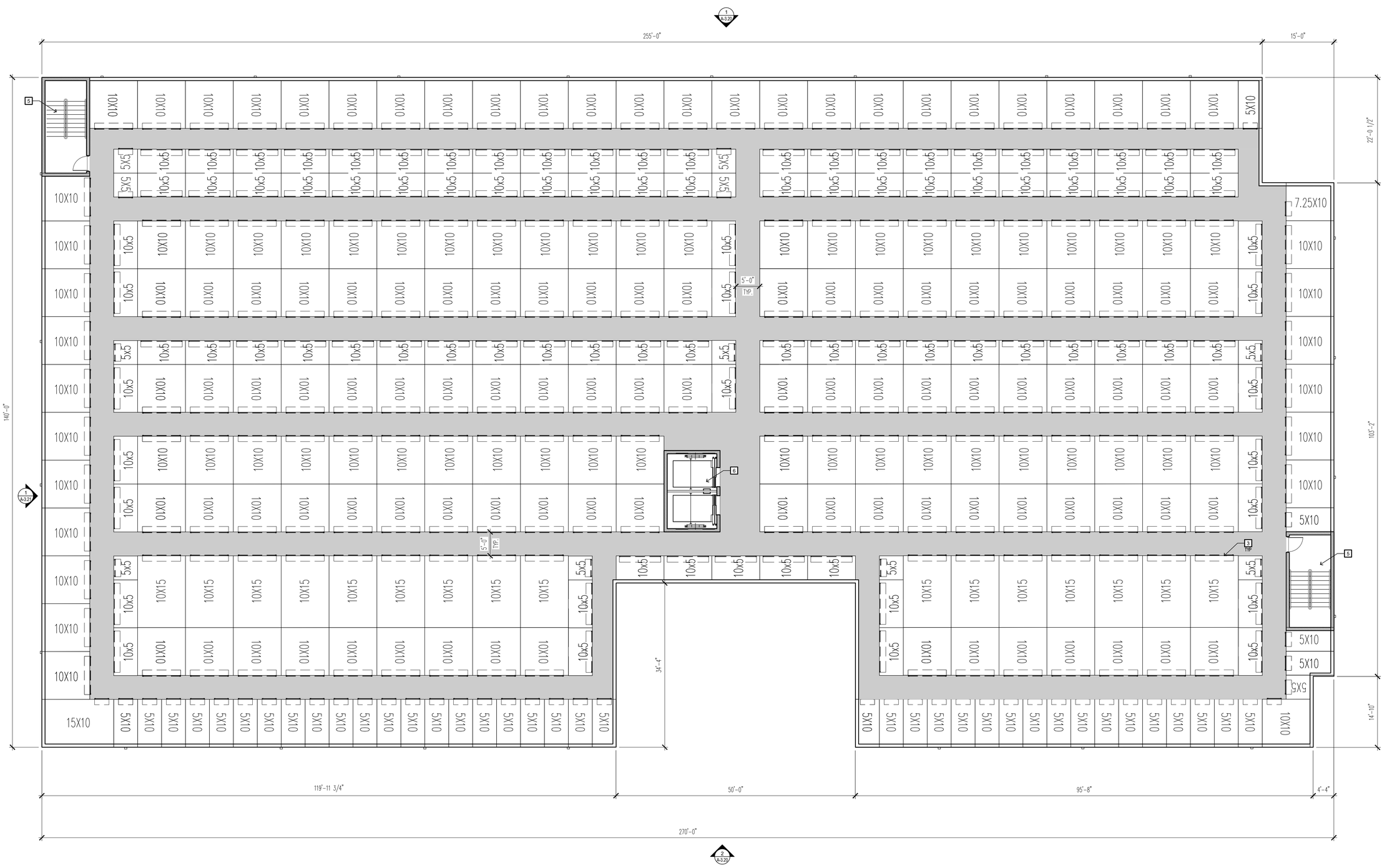
BUILDING B LEVEL 1 FLOOR PLAN

A2.30



1 BUILDING B LEVEL 2 FLOOR PLAN

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

ADDITIONAL NOTES

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E. NOTIFY ARCHITECT IN WRITING OF ANY DISCREPANCIES OR CONFLICTS IN THE LOCATION(S) OF NEW CONSTRUCTION. UPON COMPLETION OF PARTITION LAYOUT, NOTIFY ARCHITECT. VERIFICATION OF THE LAYOUT TO BE PROVIDED BY THE ARCHITECT PRIOR TO PARTITION INSTALLATION.

F. REFER TO SHEET A0.10 FOR ADDITIONAL NOTES, LEGENDS, SYMBOLS, ABBREVIATIONS, AND SCHEDULES.

G. DIMENSIONS LOCATING DOORS ARE TO THE INSIDE EDGE OF JAMB, U.O.N.

H. "ALIGN" MEANS TO ACCURATELY LOCATE FINISHED FACES IN THE SAME PLANE.

I. MODIFY EXISTING SUBSTRATE AS REQUIRED TO RECEIVE NEW FLOORING MATERIALS, THUS PREVENTING NOTICEABLE LUMPS OR DEPRESSIONS.

J. ALL WORK SHALL BE ERECTED AND INSTALLED PLUMB, LEVEL, SQUARE AND TRUE.

K. REFER TO MILLWORK SHOP DWGS FOR SPECIFIC DETAILS OF COORDINATION BETWEEN DRYWALL/MILLWORK CONDITIONS.

L. ALL EXISTING AND NEW FLOOR PENETRATIONS FOR PIPING SHALL BE FULLY PACKED AND SEALED IN ACCORDANCE WITH THE APPLICABLE BUILDING AND FIRE CODES.

M. ALL MILLWORK TO BE FASTENED TO THE PARTITION. PROVIDE NON-COMBUSTIBLE BLOCKING FOR ALL MILLWORK NOT SUPPORTED BY FLOOR OR ABOVE 4'-0" HT. ALL CONCEALED LUMBER & BLOCKING TO BE FIRE TREATED.

N. GC TO PROVIDE SHOP DWGS FOR CASEWORK.

O. ELECTRICAL TO PROVIDE CONVENIENCE OUTLETS EVERY 150 LINEAL FEET IN ALL INTERIOR AREAS. POWER OUTLETS TO BE POWERED TO A SEPARATE CIRCUIT WITH A POWER ON/OFF SWITCH.

DENOTES CBC ACCESSIBLE UNIT. REFER TO A0.60 FOR CALCULATIONS, AND 6/A9.30 FOR SIGNAGE

KEY NOTES

1. PROPOSED FIRE WALL.
2. PROPOSED ROOF DOWNSPOUT.
3. DRIVE-UP ROLL-UP DOOR.
4. PROPOSED WALL PACK LOCATION.
5. FIRE-RATED STAIR SHAFT.
6. ELEVATOR SHAFT.

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DRAWN:	CS
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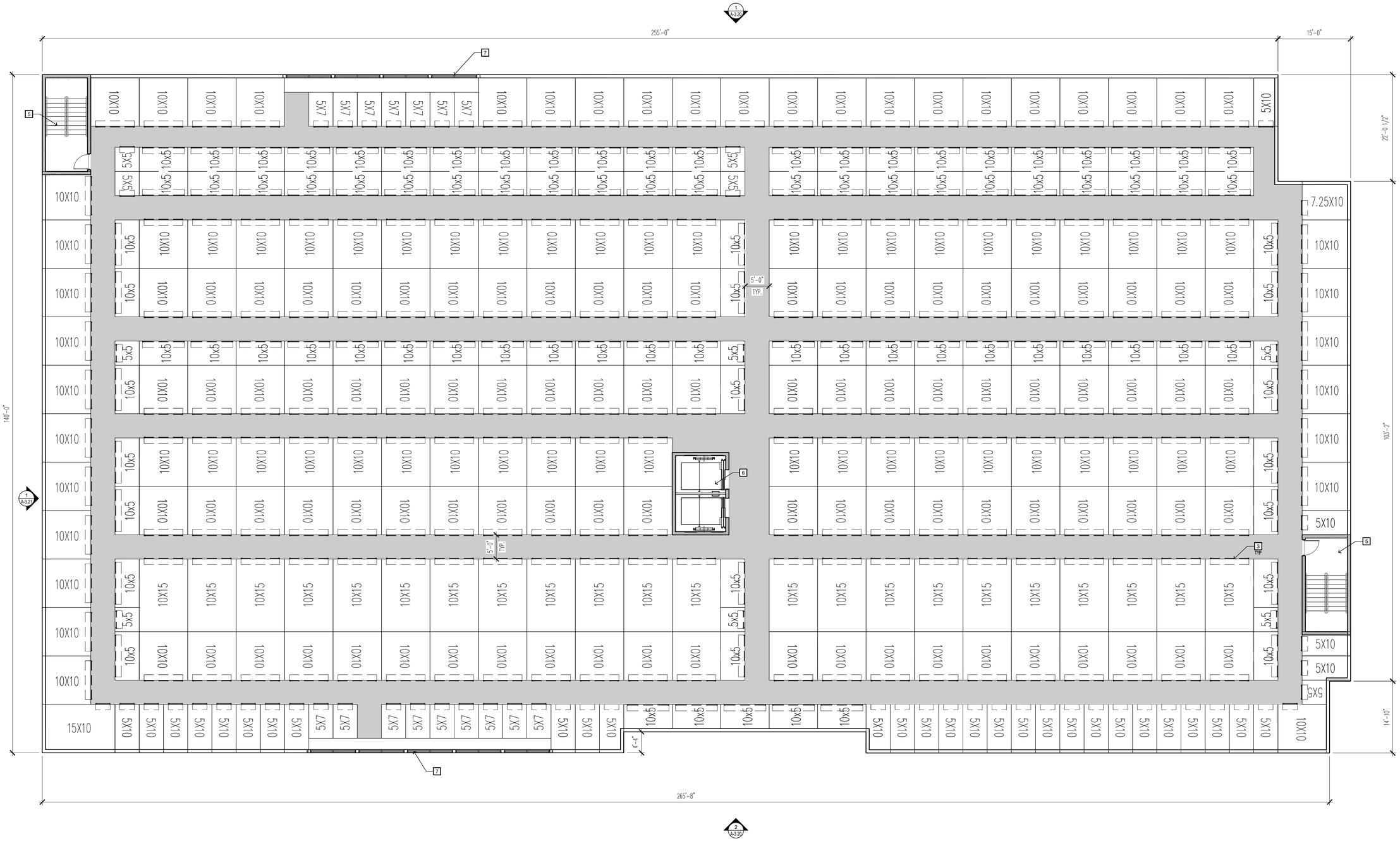
BUILDING B LEVEL 2 FLOOR PLAN

A2.31



BUILDING B LEVEL 3 FLOOR PLAN

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

ADDITIONAL NOTES

NOTE:JANUS PANEL LINER TO BE AT EXTERIOR OF COLUMNS AT HALLWAY LOCATIONS, MAKING UNITS LARGER, NOT SMALLER.

NOTE: SEE EXTERIOR FINISHES AND DIMENSIONS ON ELEVATION SHEETS A3.10–A3.30.

WALL LEGEND

[#][X][x] — WALL TYPE TAG: REFER TO SHEET A2.00 FOR WALL TYPES
- ORIENTATION AND CONFIGURATIONS
- INSULATION
- SECTION CONFIGURATION
- PLAN CONFIGURATION

FEC — FIRE EXTINGUISHER (2A–10BC) IN SEMI–RECESSED CABINET PER DETAIL 2/A9.20 CABINET BY METAL BUILDING SUPPLIER

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PLAN NOTES

A. DO NOT SCALE DWGS, WRITTEN DIMENSIONS GOVERN. ALL PARTITION LOCATIONS SHALL BE AS SHOWN ON PARTITION PLAN. IN CASE OF CONFLICT NOTIFY ARCHITECT. PARTITION PLAN BY ARCHITECT TAKES PRECEDENCE OVER ALL OTHER PLANS.

B. ALL GYPSUM BOARD PARTITIONS SHALL BE TAPED, SPACKLED AND SANDED SMOOTH WITH NO VISIBLE JOINTS. PATCH AND REPAIR SURFACES TO MATCH ADJACENT OR ADJOINING SURFACES WHERE REQUIRED. ALL SURFACES SHALL BE ALIGNED.

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1. PROPOSED FIRE WALL.
2. PROPOSED ROOF DOWNSPOUT.
3. DRIVE–UP ROLL–UP DOOR.
4. PROPOSED WALL PACK LOCATION.
5. FIRE–RATED STAIR SHAFT.
6. ELEVATOR SHAFT.
7. FAUX ROLL–UP DISPLAY

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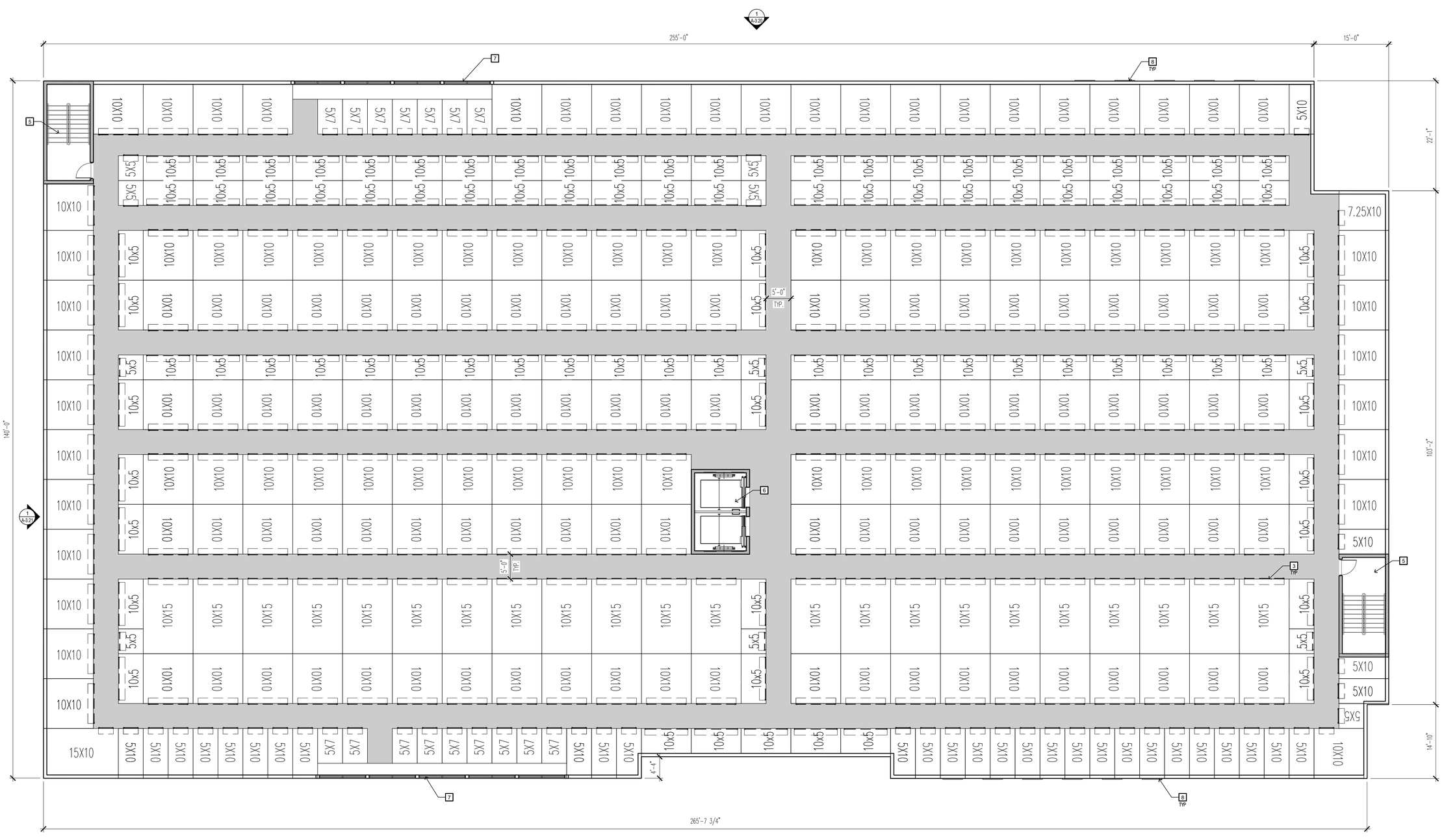
BUILDING B LEVEL 3 FLOOR PLAN

A2.32



BUILDING B LEVEL 4 FLOOR PLAN

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

ADDITIONAL NOTES

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NOTE: SEE EXTERIOR FINISHES AND DIMENSIONS ON ELEVATION SHEETS A3.10–A3.30.

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KEY NOTES

1. PROPOSED FIRE WALL.
2. PROPOSED ROOF DOWNSPOUT.
3. ROLL–UP DOOR.
4. PROPOSED WALL PACK LOCATION.
5. FIRE–RATED STAIR SHAFT.
6. ELEVATOR SHAFT.
7. FAUX ROLL–UP DISPLAY
8. SPANDREL WINDOWS.

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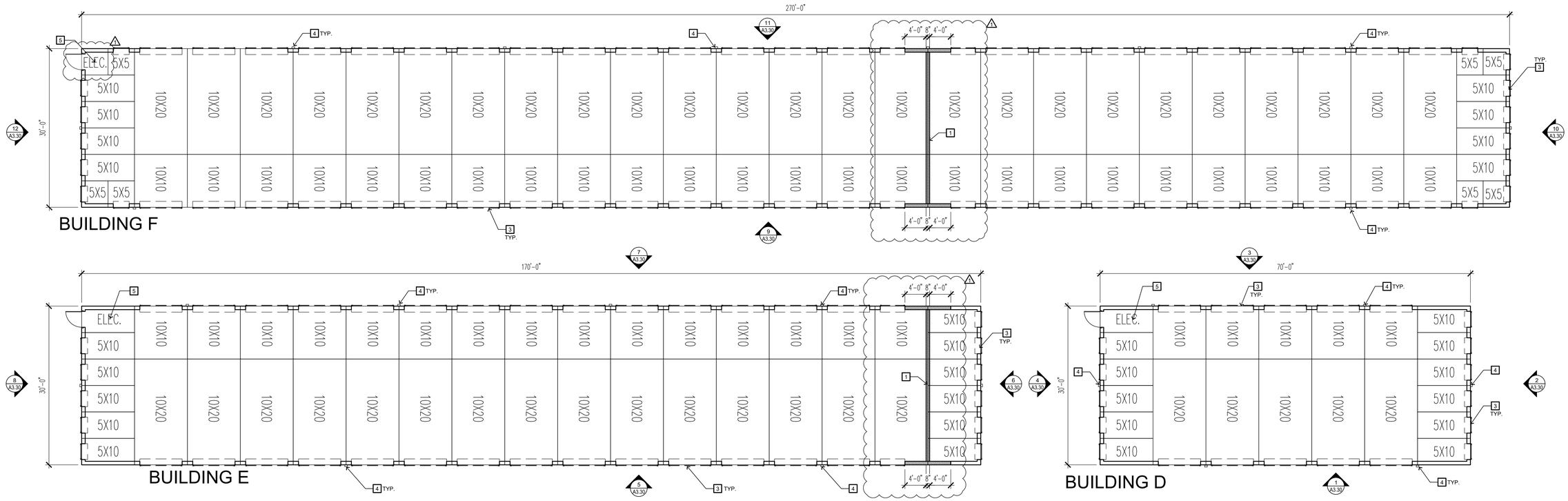
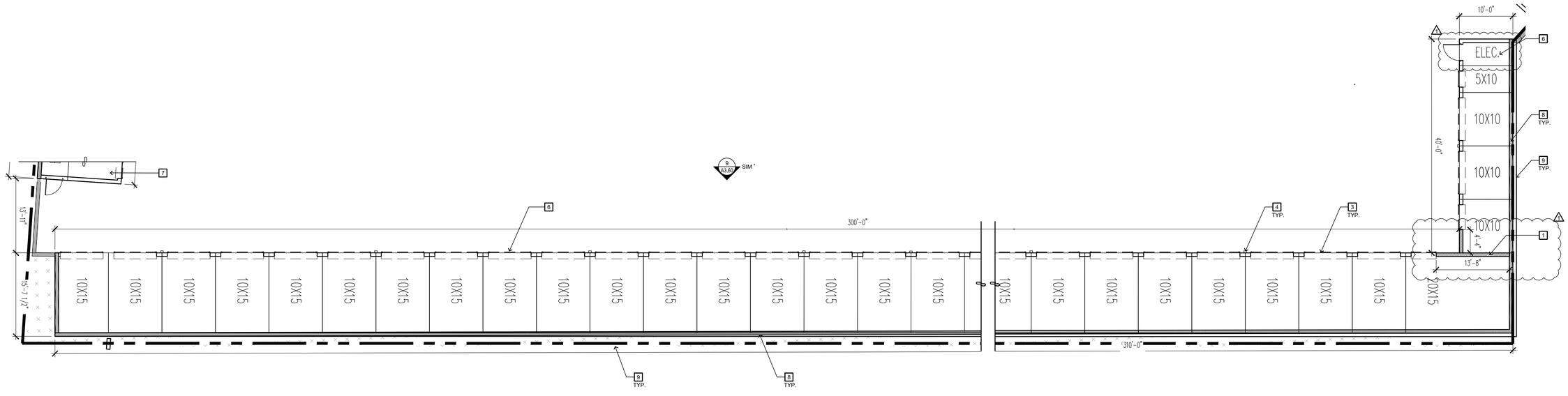
BUILDING B LEVEL 4 FLOOR PLAN

A2.33



BUILDINGS D, E & F FLOOR PLANS

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



BUILDING J FLOOR PLAN

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

ADDITIONAL NOTES

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NOTE: SEE EXTERIOR FINISHES AND DIMENSIONS ON ELEVATION SHEETS A3.10-A3.30.

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- # X x — WALL TYPE TAG: REFER TO SHEET A2.00 FOR WALL TYPES ORIENTATION AND CONFIGURATIONS
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3. DRIVE-UP ROLL-UP DOOR.
4. PROPOSED WALL PACK LOCATION.
5. PROPOSED ELECTRICAL ROOM
6. BUILDING J
7. BUILDING C
8. PROPOSED 11'-4" HIGH CMU WALL ALONG SITE BUILDING.
9. PROPERTY LINE.

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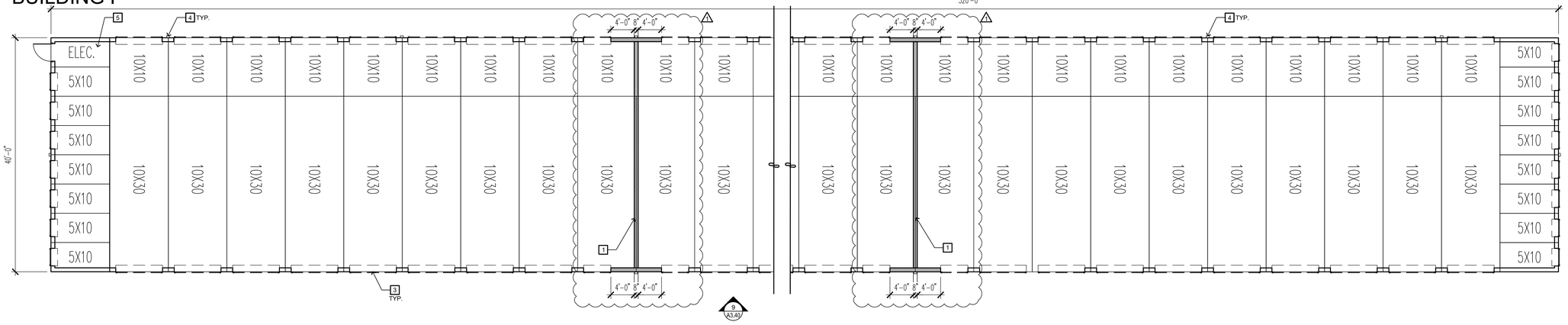
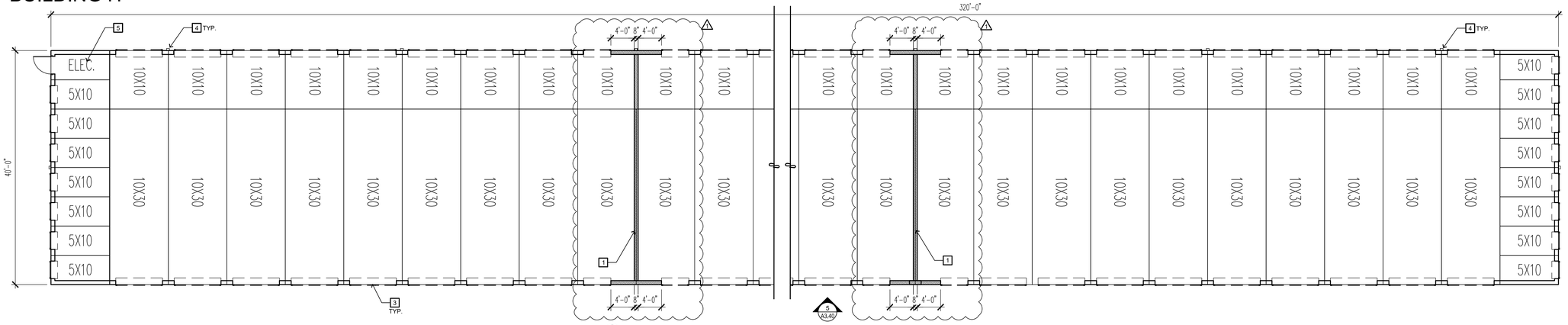
BUILDING D, E, F, & J FLOOR PLANS

A2.40

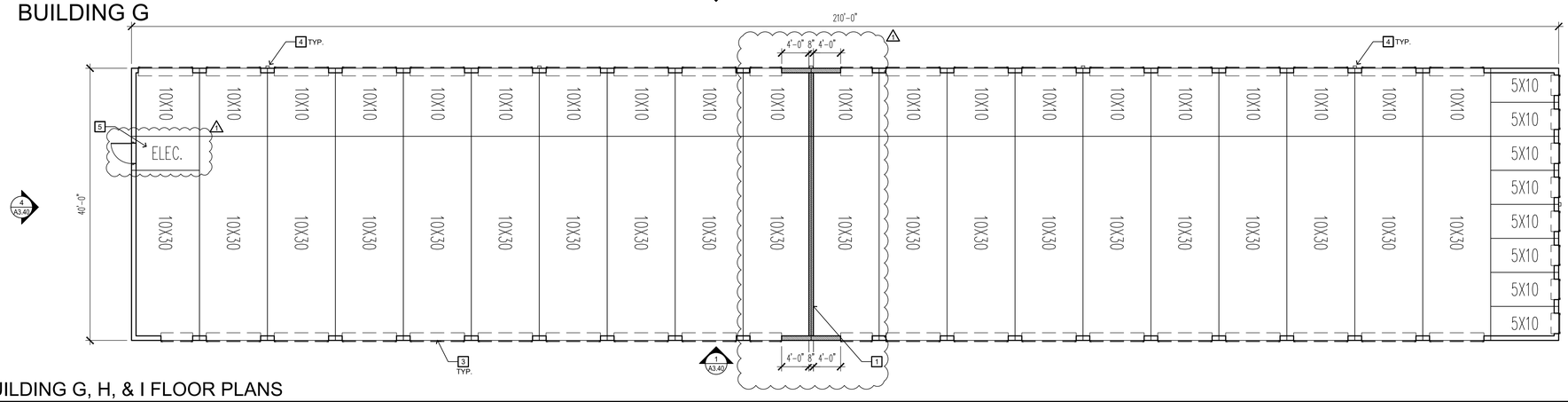
BUILDING I



BUILDING H



BUILDING G



BUILDING G, H, & I FLOOR PLANS

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

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H. "ALIGN" MEANS TO ACCURATELY LOCATE FINISHED FACES IN THE SAME PLANE.

I. MODIFY EXISTING SUBSTRATE AS REQUIRED TO RECEIVE NEW FLOORING MATERIALS, THUS PREVENTING NOTICEABLE LUMPS OR DEPRESSIONS.

J. ALL WORK SHALL BE ERECTED AND INSTALLED PLUMB, LEVEL, SQUARE AND TRUE.

K. REFER TO MILLWORK SHOP DWGS FOR SPECIFIC DETAILS OF COORDINATION BETWEEN DRYWALL/MILLWORK CONDITIONS.

L. ALL EXISTING AND NEW FLOOR PENETRATIONS FOR PIPING SHALL BE FULLY PACKED AND SEALED IN ACCORDANCE WITH THE APPLICABLE BUILDING AND FIRE CODES.

M. ALL MILLWORK TO BE FASTENED TO THE PARTITION. PROVIDE NON-COMBUSTIBLE BLOCKING FOR ALL MILLWORK NOT SUPPORTED BY FLOOR OR ABOVE 4'-0" HT. ALL CONCEALED LUMBER & BLOCKING TO BE FIRE TREATED.

N. GC TO PROVIDE SHOP DWGS FOR CASEWORK.

O. ELECTRICAL TO PROVIDE CONVENIENCE OUTLETS EVERY 150 LINEAL FEET IN ALL INTERIOR AREAS. POWER OUTLETS TO BE POWERED TO A SEPARATE CIRCUIT WITH A POWER ON/OFF SWITCH.

DENOTES CBC ACCESSIBLE UNIT. REFER TO A0.60 FOR CALCULATIONS, AND 6/A9.30 FOR SIGNAGE

KEY NOTES

1. PROPOSED FIRE WALL.
2. PROPOSED ROOF DOWNSPOUT.
3. DRIVE-UP ROLL-UP DOOR.
4. PROPOSED WALL PACK LOCATION.
5. PROPOSED ELECTRICAL ROOM

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JOB NUMBER:	22-030
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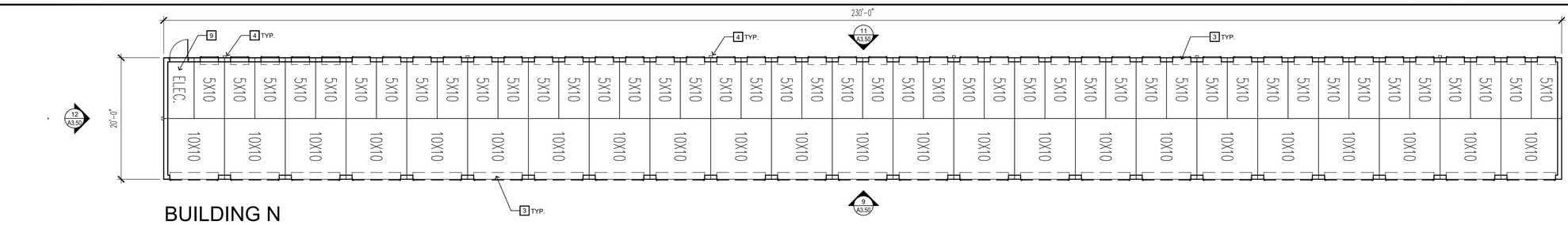
DRAWN:	CS
STATUS:	PLANNING SET

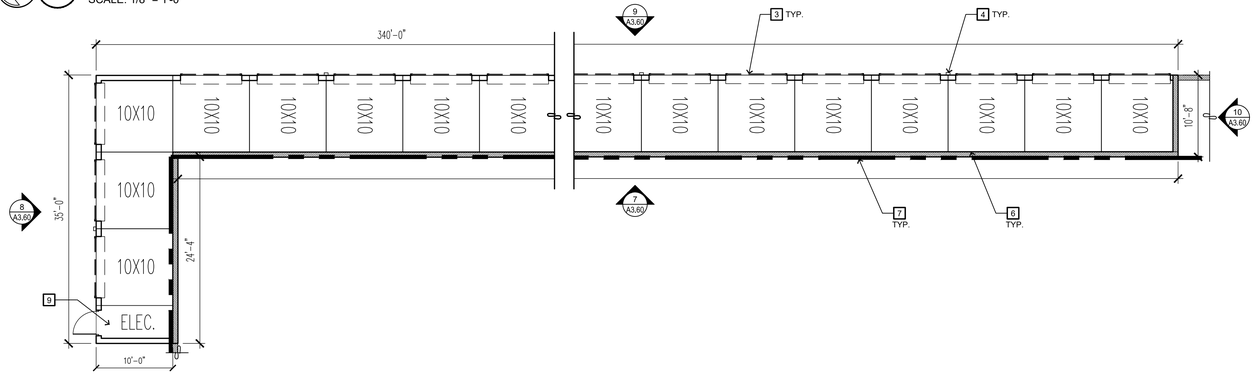
BUILDINGS G, H, & I FLOOR PLANS

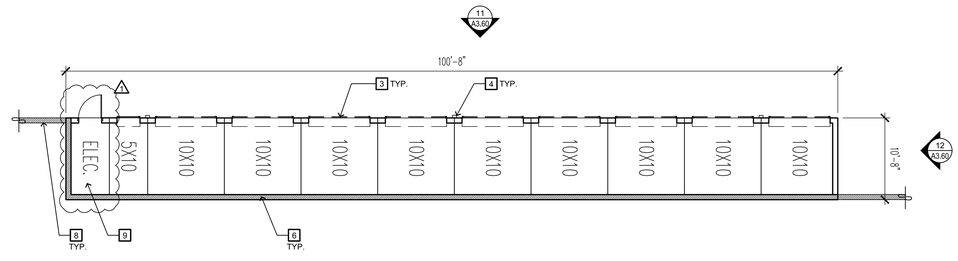
A2.50



3 BUILDINGS L,M,& N FLOOR PLANS

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





1 BUILDING K FLOOR PLAN

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

2 BUILDING O FLOOR PLAN

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

ADDITIONAL NOTES

NOTE:JANUS PANEL LINER TO BE AT EXTERIOR OF COLUMNS AT HALLWAY LOCATIONS, MAKING UNITS LARGER, NOT SMALLER.

NOTE: SEE EXTERIOR FINISHES AND DIMENSIONS ON ELEVATION SHEETS A3.10–A3.30.

WALL LEGEND

X x — WALL TYPE TAG: REFER TO SHEET A2.00 FOR WALL TYPES ORIENTATION AND CONFIGURATIONS
- INSULATION
- SECTION CONFIGURATION
- PLAN CONFIGURATION

FEC — FIRE EXTINGUISHER (2A–10BC) IN SEMI–RECESSED CABINET PER DETAIL 2/A9.20 CABINET BY METAL BUILDING SUPPLIER

FE — FIRE EXTINGUISHER (2A–10BC) IN SURFACE MOUNTED BRACKET, MAY NOT PROJECT MORE THAN 4" INTO HALLWAYS AT ANY LOCATION

PLAN NOTES

A. DO NOT SCALE DWGS, WRITTEN DIMENSIONS GOVERN. ALL PARTITION LOCATIONS SHALL BE AS SHOWN ON PARTITION PLAN. IN CASE OF CONFLICT NOTIFY ARCHITECT. PARTITION PLAN BY ARCHITECT TAKES PRECEDENCE OVER ALL OTHER PLANS.

B. ALL GYPSUM BOARD PARTITIONS SHALL BE TAPED, SPACKLED AND SANDED SMOOTH WITH NO VISIBLE JOINTS. PATCH AND REPAIR SURFACES TO MATCH ADJACENT OR ADJOINING SURFACES WHERE REQUIRED. ALL SURFACES SHALL BE ALIGNED.

C. ALL PARTITIONS ARE DIMENSIONED FROM FINISH FACE OF GWB TO FINISH FACE OF GWB UNLESS OTHERWISE NOTED. ALL DIMENSIONS MARKED "CLEAR" OR "CLR" SHALL BE MAINTAINED AND SHALL ALLOW FOR THICKNESSES OF ALL WALL FINISHES. U.O.N.

D. DIMENSIONS MARKED ± MEAN A TOLERANCE NOT GREATER NOR SMALLER THAN 2 INCHES FROM INDICATED DIMENSION, U.O.N. VERIFY FIELD DIMENSIONS EXCEEDING TOLERANCE WITH THE ARCHITECT. SECURE ARCHITECT'S APPROVAL.

E. NOTIFY ARCHITECT IN WRITING OF ANY DISCREPANCIES OR CONFLICTS IN THE LOCATION(S) OF NEW CONSTRUCTION. UPON COMPLETION OF PARTITION LAYOUT, NOTIFY ARCHITECT. VERIFICATION OF THE LAYOUT TO BE PROVIDED BY THE ARCHITECT PRIOR TO PARTITION INSTALLATION.

F. REFER TO SHEET A0.10 FOR ADDITIONAL NOTES, LEGENDS, SYMBOLS, ABBREVIATIONS, AND SCHEDULES.

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DENOTES CBC ACCESSIBLE UNIT. REFER TO A0.60 FOR CALCULATIONS, AND 6/A9.30 FOR SIGNAGE

KEY NOTES

1. PROPOSED FIRE WALL.
2. ROOF DOWNSPOUT.
3. DRIVE–UP ROLL–UP DOOR.
4. WALL PACK LOCATION.
5. PROPOSED FIRE HYDRANT LOCATION
6. PROPOSED 11'–4" HIGH CMU WALL ALONG SITE BUILDING.
7. PROPERTY LINE.
8. PROPOSED 6' HIGH CMU WALL, RE: 12/A3.60.
9. PROPOSED ELECTRICAL ROOM.

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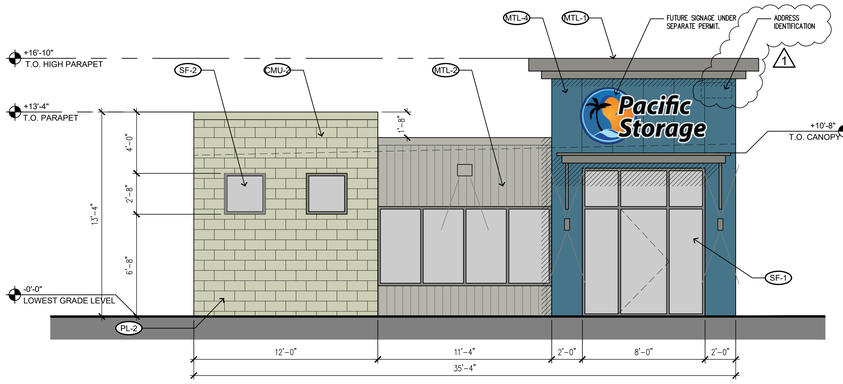
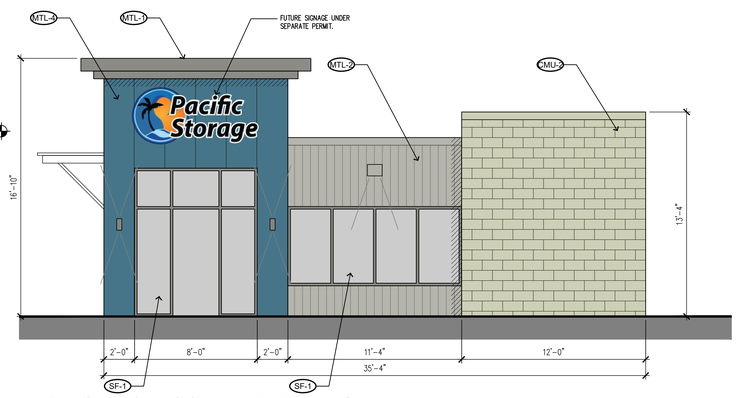
BUILDINGS K, L, M, N, & O FLOOR PLANS

A2.60



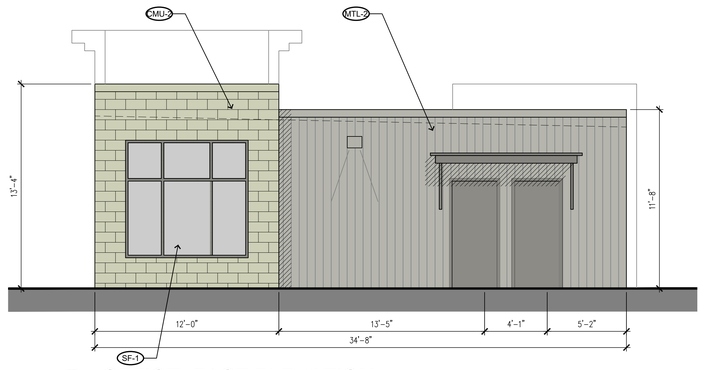
1 OFFICE: WEST ELEVATION

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



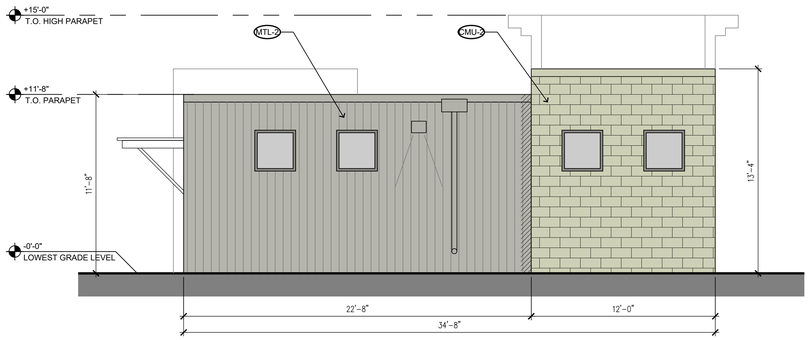
2 OFFICE: SOUTH ELEVATION

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



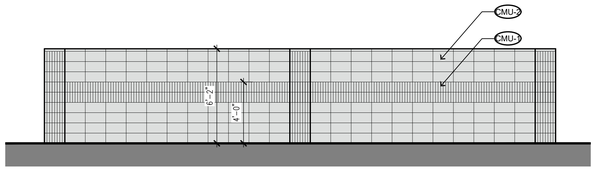
3 OFFICE: EAST ELEVATION

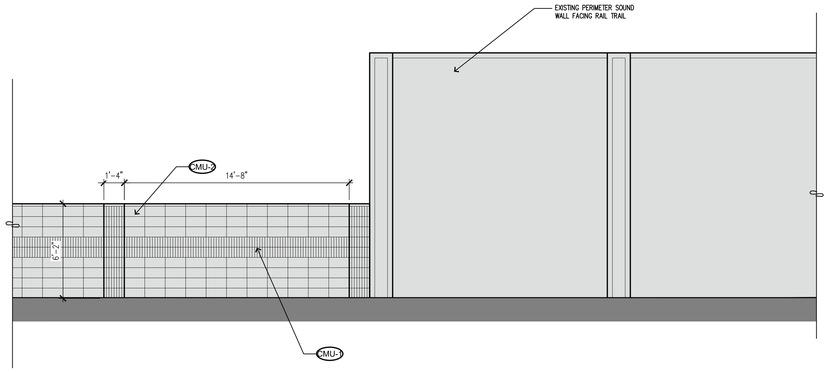
SCALE: 1/4" = 1'-0"



4 OFFICE: NORTH ELEVATION

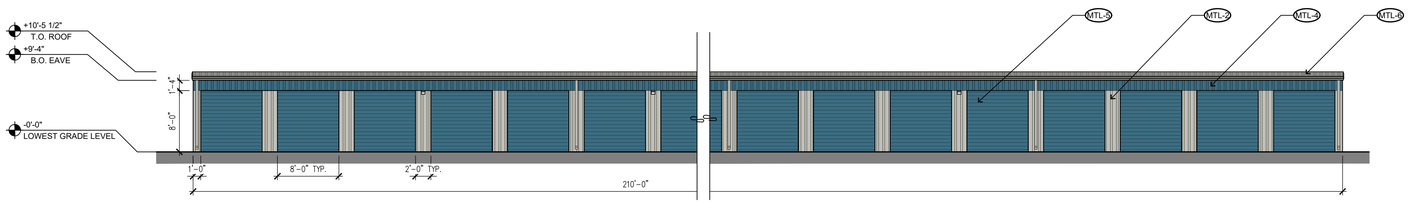
SCALE: 1/4" = 1'-0"





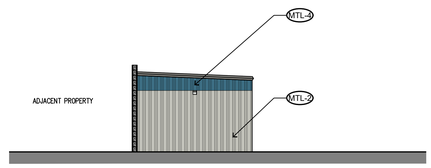
6 TYP. PERIMETER WALLS

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



7 BUILDING A SOUTH ELEVATION

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



8 BUILDING A WEST ELEVATION

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

NOTES

A. ALL ROOF DRAINS/DOWNSPOUTS TO DRAIN TO STORMWATER TREATMENT SYSTEM.

MAT'L I.D.	DESCRIPTION	COLOR	FINISH
MTL-1	METAL CORNICE	DARK GRAY FINISH	PREFINISHED
MTL-2	CORRUGATED METAL PANEL	LIGHT GRAY FINISH	PREFINISHED
MTL-3	FLAT METAL PANEL	DARK GRAY FINISH	PREFINISHED
MTL-4	FLAT METAL PANEL/ CORRUGATED, PER ELEV	POLAR BLUE FINISH	PREFINISHED
MTL-5	EXTERIOR METAL ROLL-UP STORAGE DOORS, BY JANUS.	POLAR BLUE FINISH	PREFINISHED
MTL-6	STANDING SEAM METAL ROOF	DARK GRAY FINISH	PREFINISHED
MTL-7	PRE-FABRICATED METAL CANOPY WITH TIE-BACK RODS, AWNEX DESIGN	POLAR BLUE	PREFINISHED
SF-1	ALUMINUM STOREFRONT FRAMES	DARK GRAY FINISH	KAWEENER ALUMINUM NO. 14
SF-2	SPANDREL WINDOWS	DARK GRAY FINISH	KAWEENER ALUMINUM NO. 14
CMU-1	8" ANGELUS 7 RIB SPLIT BLOCK	WHITE	CLEAR BLOCK SEALER
CMU-2	8" ANGELUS PRECISION CMU BLOCK	WHITE	CLEAR BLOCK SEALER
CMU-3	8" ANGELUS PRESCION CMU BLOCK	SAND	CLEAR BLOCK SEALER

EXTERIOR FINISH SCHEDULE

SCALE: NONE

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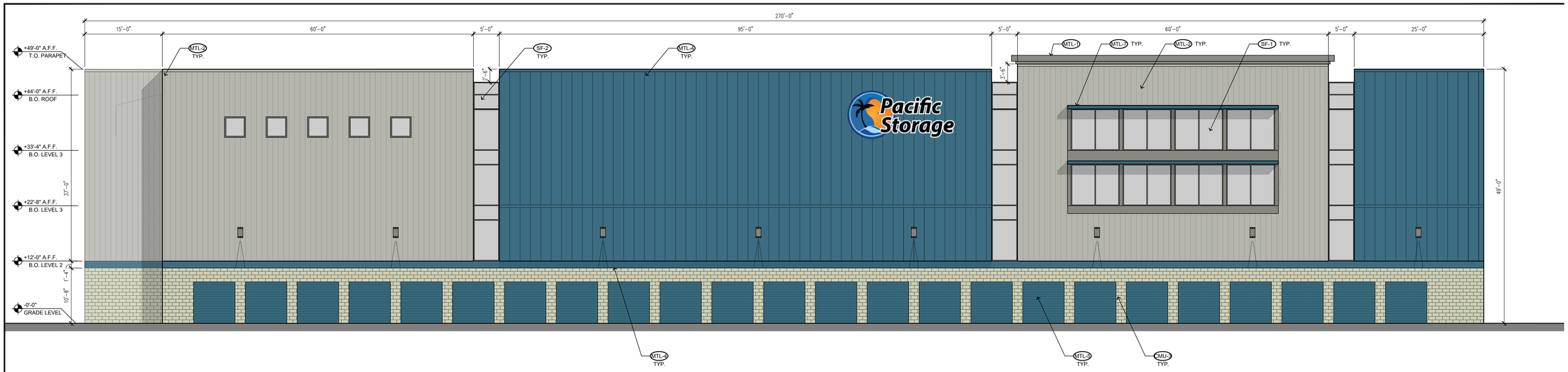
22x30: A31_A3.2_ELEVATIONSx	
JOB NUMBER:	22-030
CHECKED:	PA
DRAWN:	CS
STATUS:	PLANNING SET

LEASING OFFICE & BUILDING A EXTERIOR ELEVATIONS

A3.10



1 BUILDING B: NORTH ELEVATION

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

2 BUILDING B: SOUTH ELEVATION

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

NOTES

A. ALL ROOF DRAINS/DOWNSPOUTS TO DRAIN TO STORMWATER TREATMENT SYSTEM.

MAT'L I.D.	DESCRIPTION	COLOR	FINISH
MTL-1	METAL CORNICE	DARK GRAY FINISH	PREFINISHED
MTL-2	CORRUGATED METAL PANEL	LIGHT GRAY FINISH	PREFINISHED
MTL-3	FLAT METAL PANEL	DARK GRAY FINISH	PREFINISHED
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MTL-5	EXTERIOR METAL ROLL-UP STORAGE DOORS, BY JANUS.	POLAR BLUE FINISH	PREFINISHED
MTL-6	STANDING SEAM METAL ROOF	DARK GRAY FINISH	PREFINISHED
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CMU-3	8" ANGELUS PRESCION CMU BLOCK	SAND	CLEAR BLOCK SEALER

EXTERIOR FINISH SCHEDULE

SCALE: NONE

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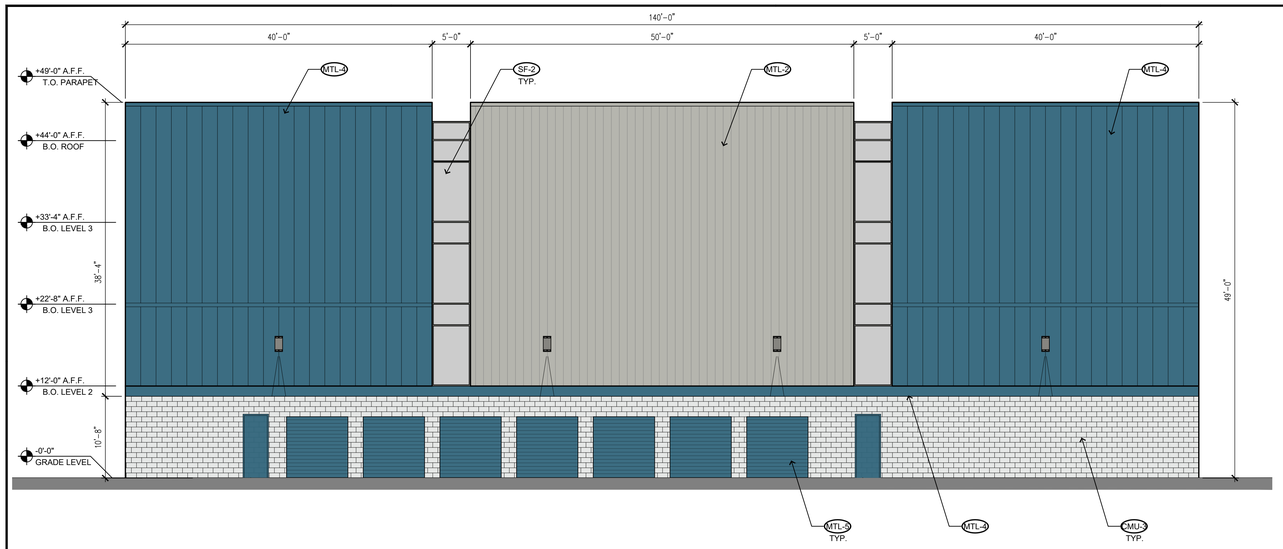
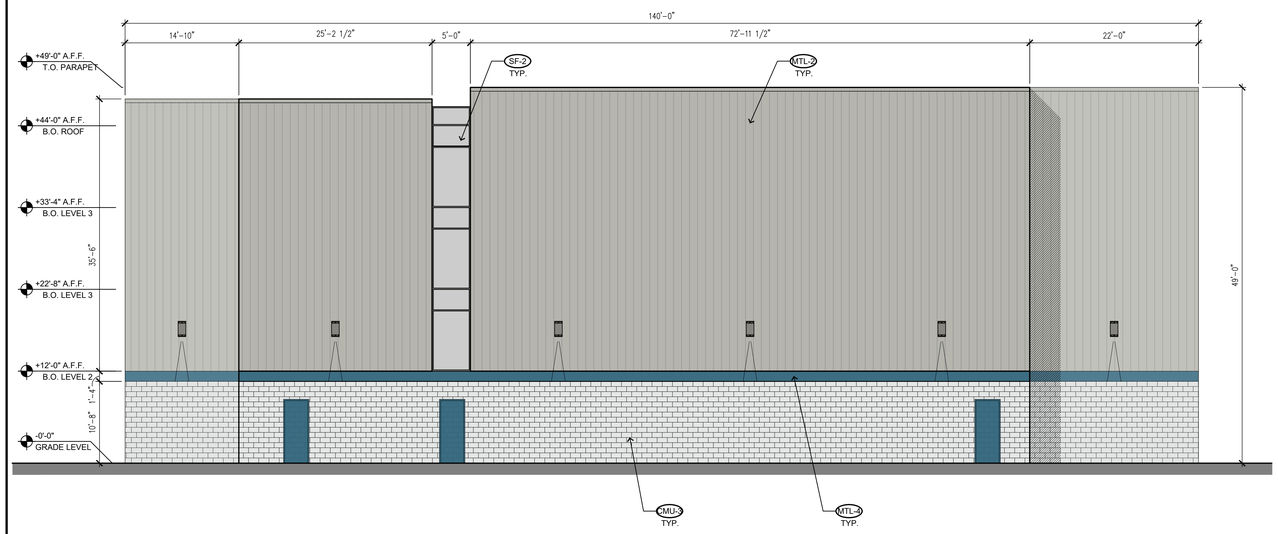
BUILDING B
EXTERIOR ELEVATIONS
A3.20



1 BUILDING B: WEST ELEVATION

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



2 BUILDING B: EAST ELEVATION

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

NOTES

A. ALL ROOF DRAINS/DOWNSPOUTS TO DRAIN TO STORMWATER TREATMENT SYSTEM.

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CMU-3	8" ANGELUS PRESCION CMU BLOCK	SAND	CLEAR BLOCK SEALER

EXTERIOR FINISH SCHEDULE

SCALE: NONE

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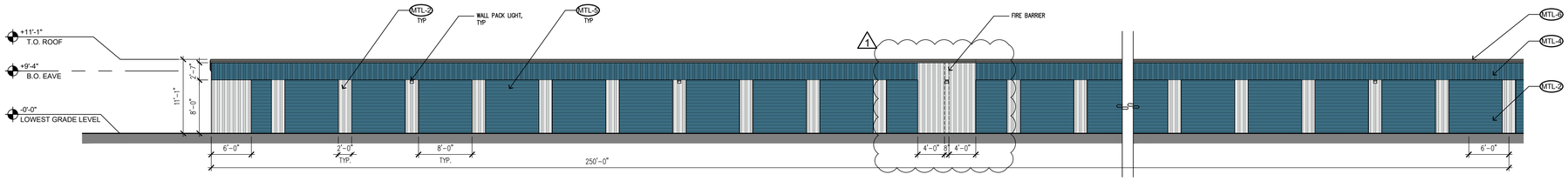
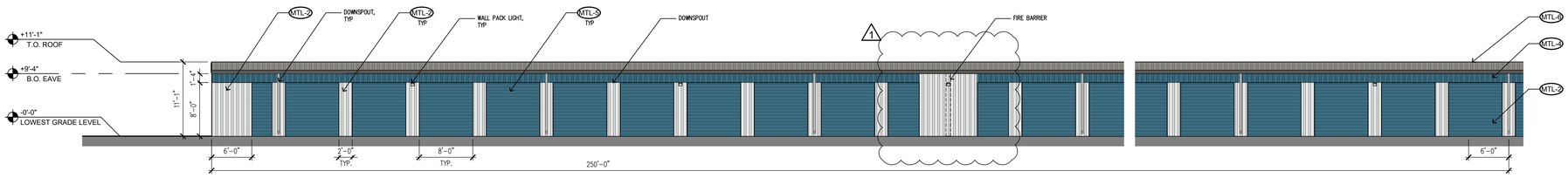
BUILDING B
EXTERIOR ELEVATIONS
A3.21



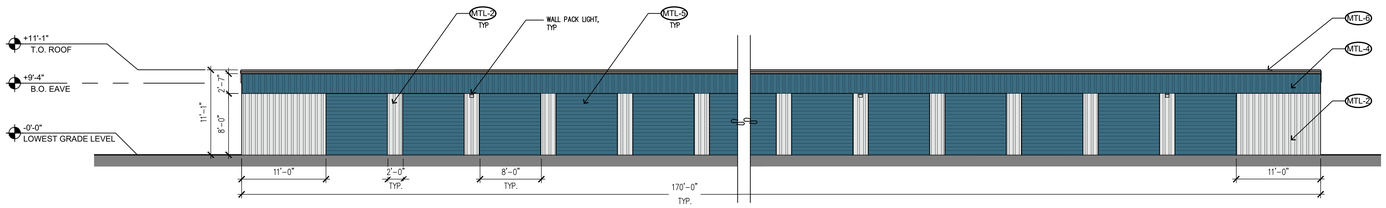
11 BUILDING F: NORTH ELEVATION

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



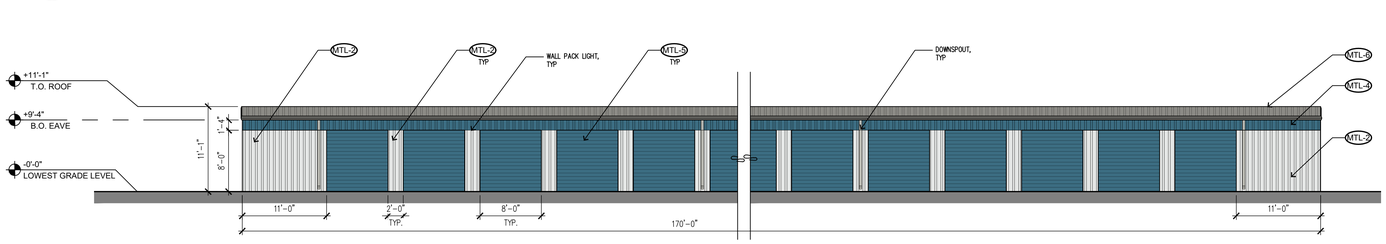
9 BUILDING F: SOUTH ELEVATION

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



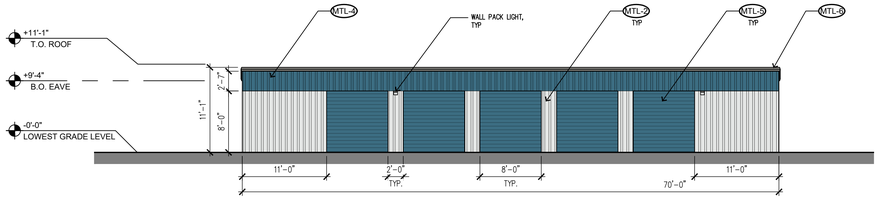
7 BUILDING E: NORTH ELEVATION

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



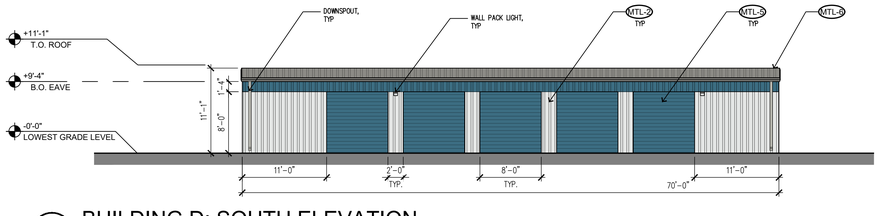
5 BUILDING E: SOUTH ELEVATION

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



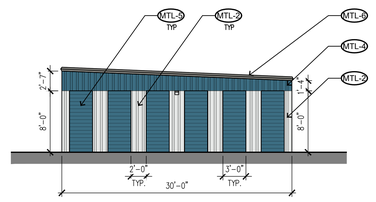
3 BUILDING D: NORTH ELEVATION

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



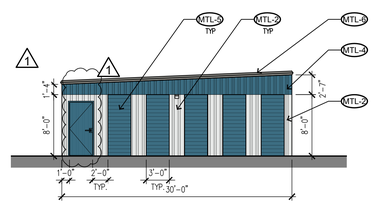
1 BUILDING D: SOUTH ELEVATION

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



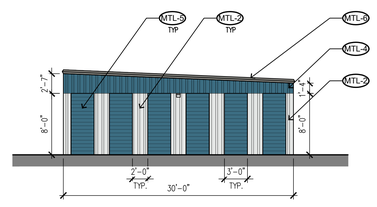
12 BUILDING F: WEST ELEVATION

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



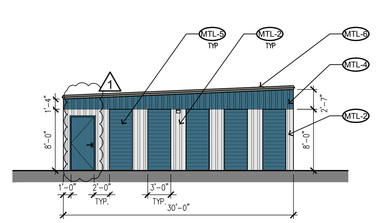
10 BUILDING F: EAST ELEVATION

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



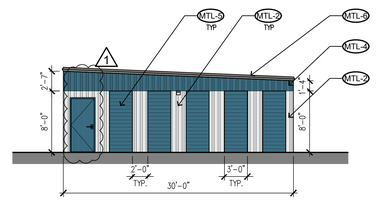
8 BUILDING E: WEST ELEVATION

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



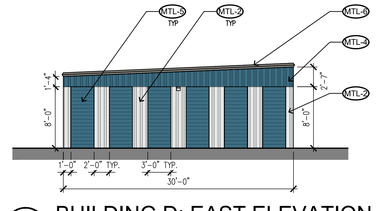
6 BUILDING E: EAST ELEVATION

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



4 BUILDING D: WEST ELEVATION

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



2 BUILDING D: EAST ELEVATION

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

NOTES

A. ALL ROOF DRAINS/DOWNSPOUTS TO DRAIN TO STORMWATER TREATMENT SYSTEM.

MATL ID	DESCRIPTION	COLOR	FINISH
MTL-1	METAL CORNICE	DARK GRAY FINISH	PREFINISHED
MTL-2	CORRUGATED METAL PANEL	LIGHT GRAY FINISH	PREFINISHED
MTL-3	FLAT METAL PANEL	DARK GRAY FINISH	PREFINISHED
MTL-4	FLAT METAL PANEL/ CORRUGATED, PER ELEV	POLAR BLUE FINISH	PREFINISHED
MTL-5	EXTERIOR METAL ROLL-UP STORAGE DOORS, BY JANUS.	POLAR BLUE FINISH	PREFINISHED
MTL-6	STANDING SEAM METAL ROOF	DARK GRAY FINISH	PREFINISHED
MTL-7	PRE-FABRICATED METAL CANOPY WITH TIE-BACK RODS, AWNEX DESIGN	POLAR BLUE	PREFINISHED
SF-1	ALUMINUM STOREFRONT FRAMES	DARK GRAY FINISH	KAWEENER ALUMINUM NO. 14
SF-2	SPANDREL WINDOWS	DARK GRAY FINISH	KAWEENER ALUMINUM NO. 14
CMU-1	8" ANGELUS 7 RIB SPLIT BLOCK	WHITE	CLEAR BLOCK SEALER
CMU-2	8" ANGELUS PRECISION CMU BLOCK	WHITE	CLEAR BLOCK SEALER
CMU-3	8" ANGELUS PRESCION CMU BLOCK	SAND	CLEAR BLOCK SEALER

EXTERIOR FINISH SCHEDULE

SCALE: NONE

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NEW CONSTRUCTION
6358 N. FIGARDEN DR
FRESNO, CA 93722

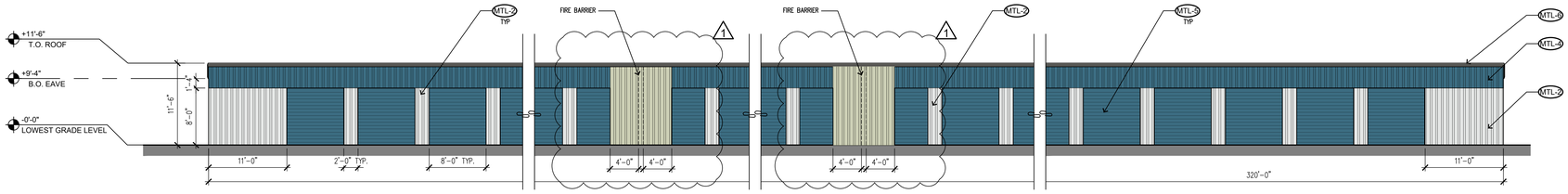
REVISIONS		
NO.	DATE	BY
1	11/17/23	1ST SUBMITTAL
2	5/20/24	2ND CUP SUBMITTAL
3	–	–
4	–	–
5	–	–
6		

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

30"x42" SCALE:	AS NOTED
PLOT DATE:	2024-05-24
22d90: A31_A3.2_ELEVATIONSx	
JOB NUMBER:	22-030
CHECKED:	PA
DRAWN:	CS
STATUS:	PLANNING SET

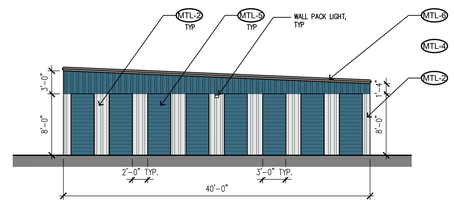
BUILDING D, E, & F
EXTERIOR ELEVATIONS

A3.30



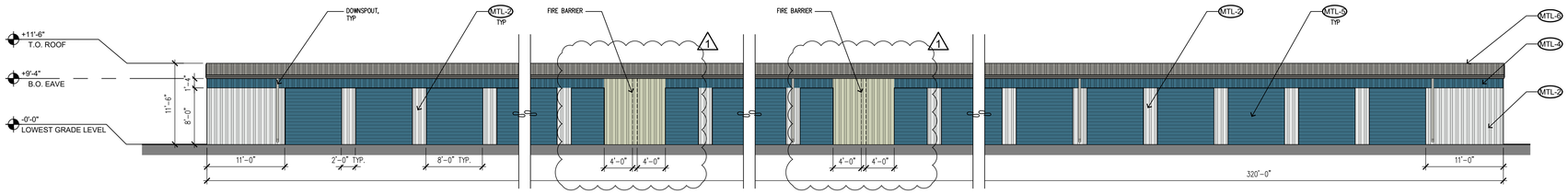
11 BUILDING I: NORTH ELEVATION

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



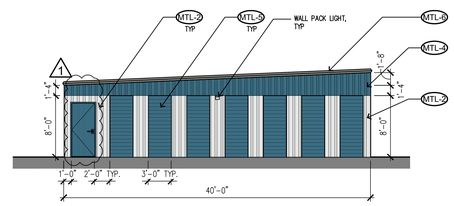
12 BUILDING I: WEST ELEVATION

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



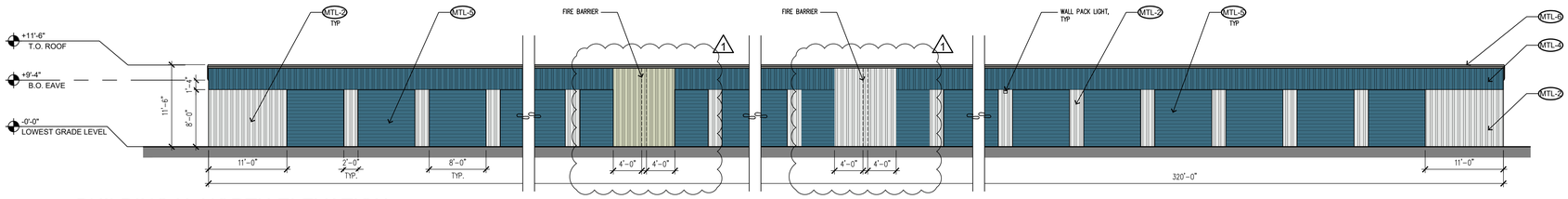
9 BUILDING I: SOUTH ELEVATION

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



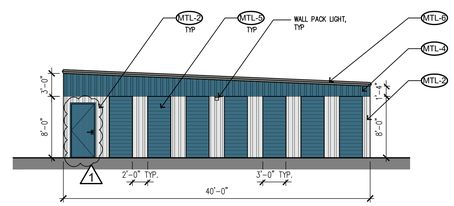
10 BUILDING I: EAST ELEVATION

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



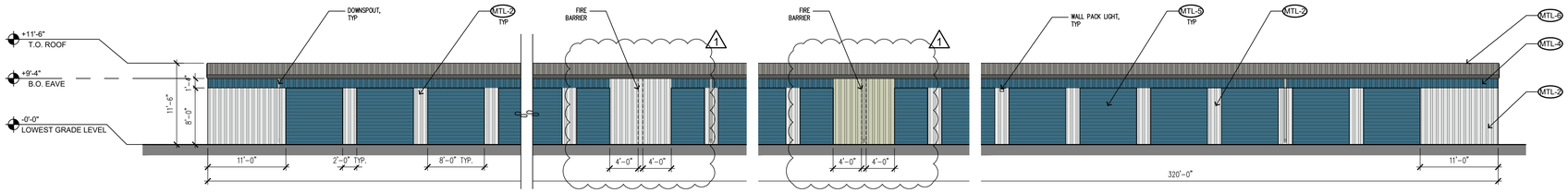
7 BUILDING H: NORTH ELEVATION

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



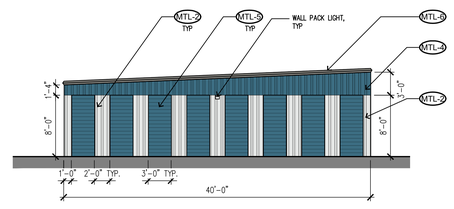
8 BUILDING H: WEST ELEVATION

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



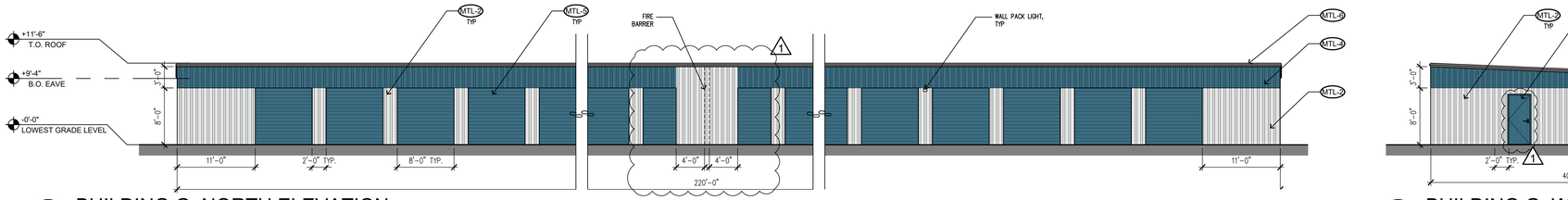
5 BUILDING H: SOUTH ELEVATION

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



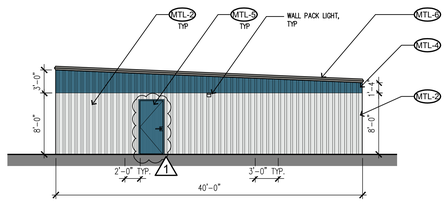
6 BUILDING H: EAST ELEVATION

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



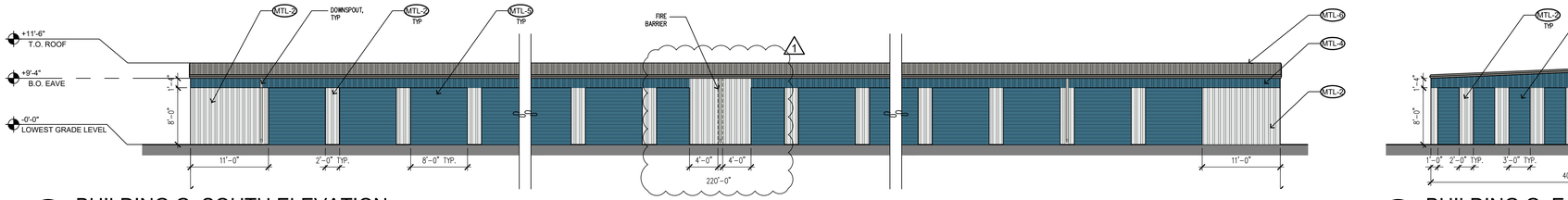
3 BUILDING G: NORTH ELEVATION

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



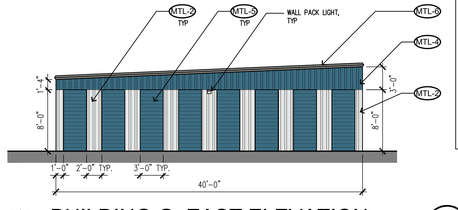
4 BUILDING G: WEST ELEVATION

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



1 BUILDING G: SOUTH ELEVATION

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



2 BUILDING G: EAST ELEVATION

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

NOTES

A. ALL ROOF DRAINS/DOWNSPOUTS TO DRAIN TO STORMWATER TREATMENT SYSTEM.

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CMU-3	8" ANGELUS PRESCION CMU BLOCK	SAND	CLEAR BLOCK SEALER

EXTERIOR FINISH SCHEDULE

SCALE: NONE

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JOB NUMBER:	22-030
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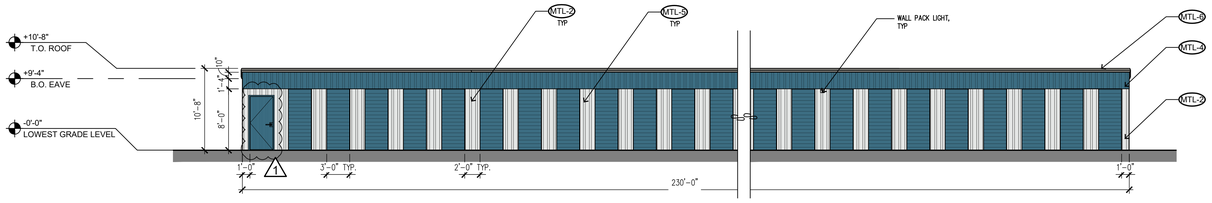
DRAWN:	CS
STATUS:	PLANNING SET

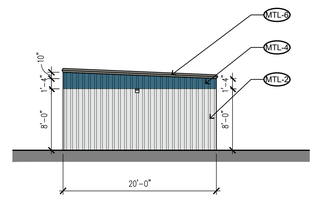
BUILDING G, H, & I
EXTERIOR ELEVATIONS

A3.40



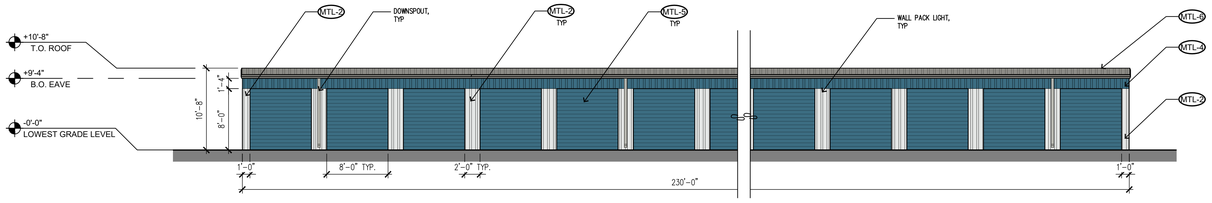
11 BUILDING N: NORTH ELEVATION

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



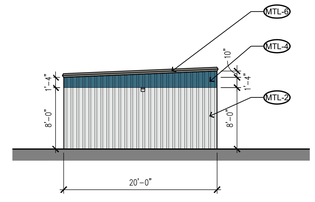
12 BUILDING N: WEST ELEVATION

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



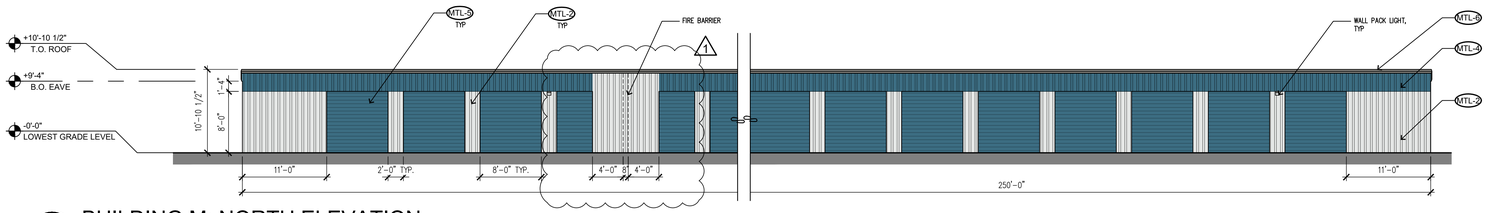
9 BUILDING N: SOUTH ELEVATION

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



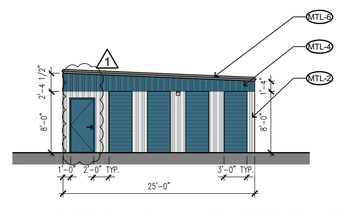
10 BUILDING N: EAST ELEVATION

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



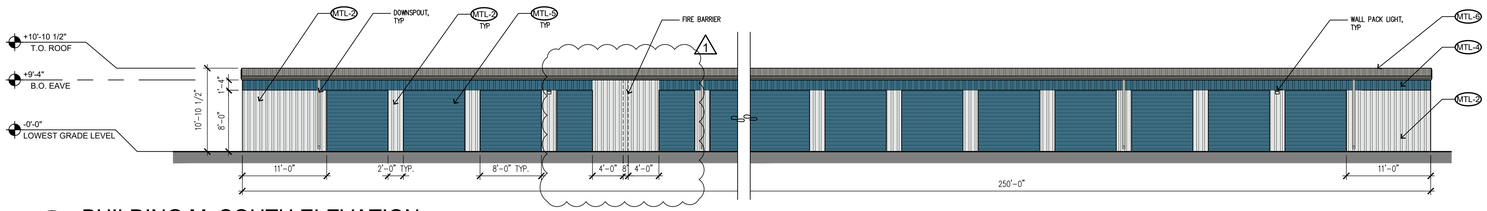
7 BUILDING M: NORTH ELEVATION

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



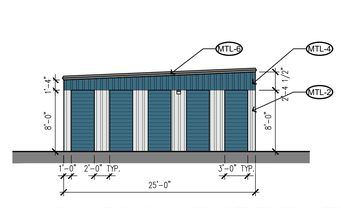
8 BUILDING M: WEST ELEVATION

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



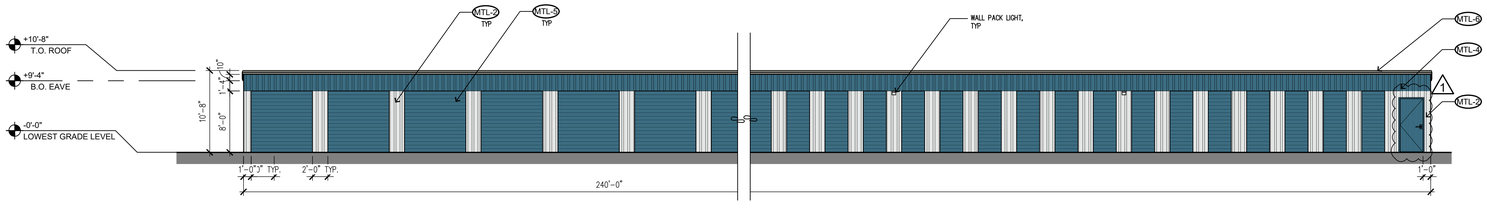
5 BUILDING M: SOUTH ELEVATION

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



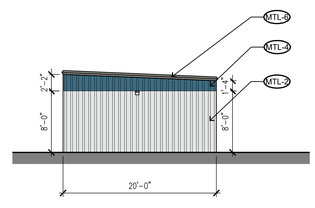
6 BUILDING M: EAST ELEVATION

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



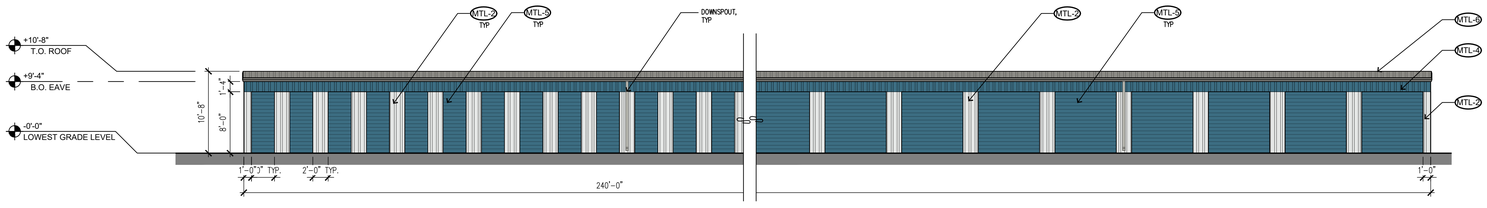
3 BUILDING L: NORTH ELEVATION

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



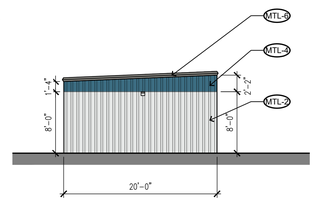
4 BUILDING L: WEST ELEVATION

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



1 BUILDING L: SOUTH ELEVATION

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



2 BUILDING L: EAST ELEVATION

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

NOTES

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MTL-6	STANDING SEAM METAL ROOF	DARK GRAY FINISH	PREFINISHED
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CMU-3	8" ANGELUS PRESCION CMU BLOCK	SAND	CLEAR BLOCK SEALER

0 EXTERIOR FINISH SCHEDULE

SCALE: NONE

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FRESNO SELF-STORAGE
NEW CONSTRUCTION
6358 N. FIGARDEN DR
FRESNO, CA 93722

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NO.	DATE	BY
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2	5/20/24	2ND CUP SUBMITTAL
3	–	–
4	–	–
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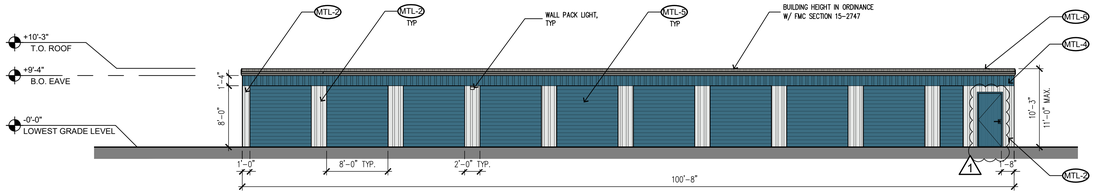
ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

30"x42" SCALE:	AS NOTED
PLOT DATE:	2024-05-24
22d30: A31_A3.2_ELEVATIONSx	
JOB NUMBER:	22-030
CHECKED:	PA
DRAWN:	CS
STATUS:	PLANNING SET

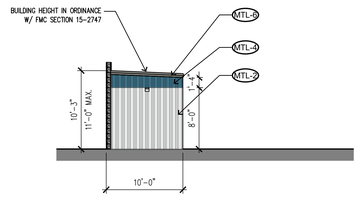
BUILDING L, M, & N
EXTERIOR ELEVATIONS

A3.50



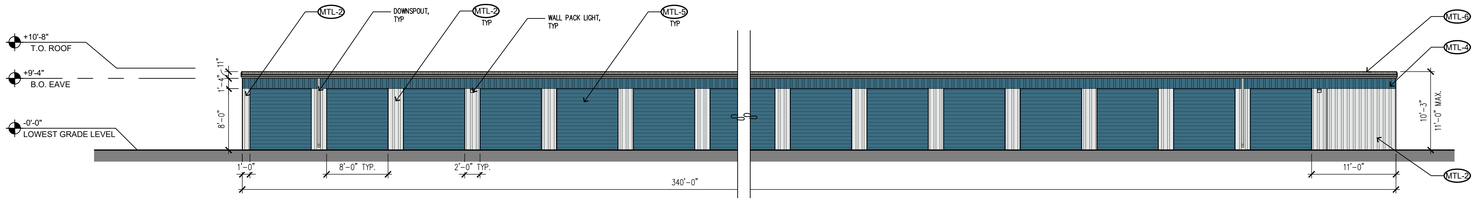
11 BUILDING O: NORTH ELEVATION

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



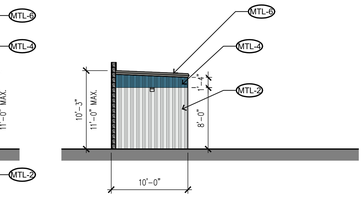
12 BUILDING O: WEST ELEVATION (EAST SIM, MIR)

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



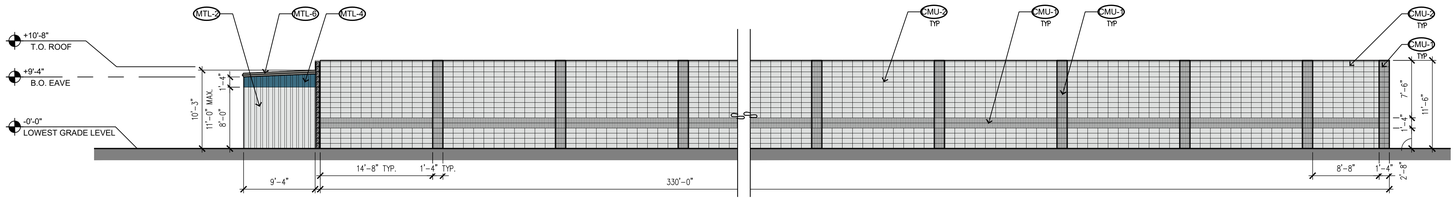
9 BUILDING K: SOUTH ELEVATION (BUILDING C & J SIM)

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



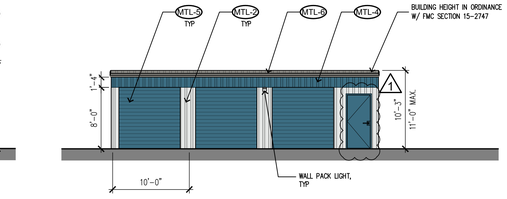
10 BUILDING K: EAST ELEVATION

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



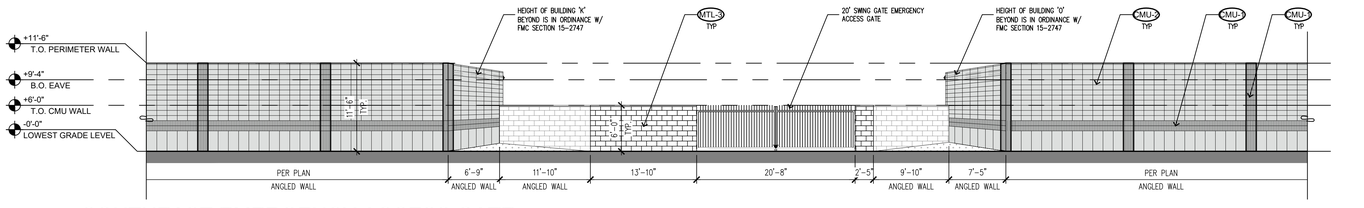
7 BUILDING K: NORTH ELEVATION

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



8 BUILDING K: WEST ELEVATION

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



5 SOUTHEAST EMERGENCY ACCESS GATE

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

NOTES

A. ALL ROOF DRAINS/DOWNSPOUTS TO DRAIN TO STORMWATER TREATMENT SYSTEM.

MAT'L I.D.	DESCRIPTION	COLOR	FINISH
MTL-1	METAL CORNICE	DARK GRAY FINISH	PREFINISHED
MTL-2	CORRUGATED METAL PANEL	LIGHT GRAY FINISH	PREFINISHED
MTL-3	FLAT METAL PANEL	DARK GRAY FINISH	PREFINISHED
MTL-4	FLAT METAL PANEL/ CORRUGATED, PER ELEV	POLAR BLUE FINISH	PREFINISHED
MTL-5	EXTERIOR METAL ROLL-UP STORAGE DOORS, BY JANUS.	POLAR BLUE FINISH	PREFINISHED
MTL-6	STANDING SEAM METAL ROOF	DARK GRAY FINISH	PREFINISHED
MTL-7	PRE-FABRICATED METAL CANOPY WITH TIE-BACK RODS, AWNEX DESIGN	POLAR BLUE	PREFINISHED
SF-1	ALUMINUM STOREFRONT FRAMES	DARK GRAY FINISH	KAWEENER ALUMINUM NO. 14
SF-2	SPANDREL WINDOWS	DARK GRAY FINISH	KAWEENER ALUMINUM NO. 14
CMU-1	8" ANGELUS 7 RIB SPLIT BLOCK	WHITE	CLEAR BLOCK SEALER
CMU-2	8" ANGELUS PRECISION CMU BLOCK	WHITE	CLEAR BLOCK SEALER
CMU-3	8" ANGELUS PRESCION CMU BLOCK	SAND	CLEAR BLOCK SEALER

EXTERIOR FINISH SCHEDULE

SCALE: NONE

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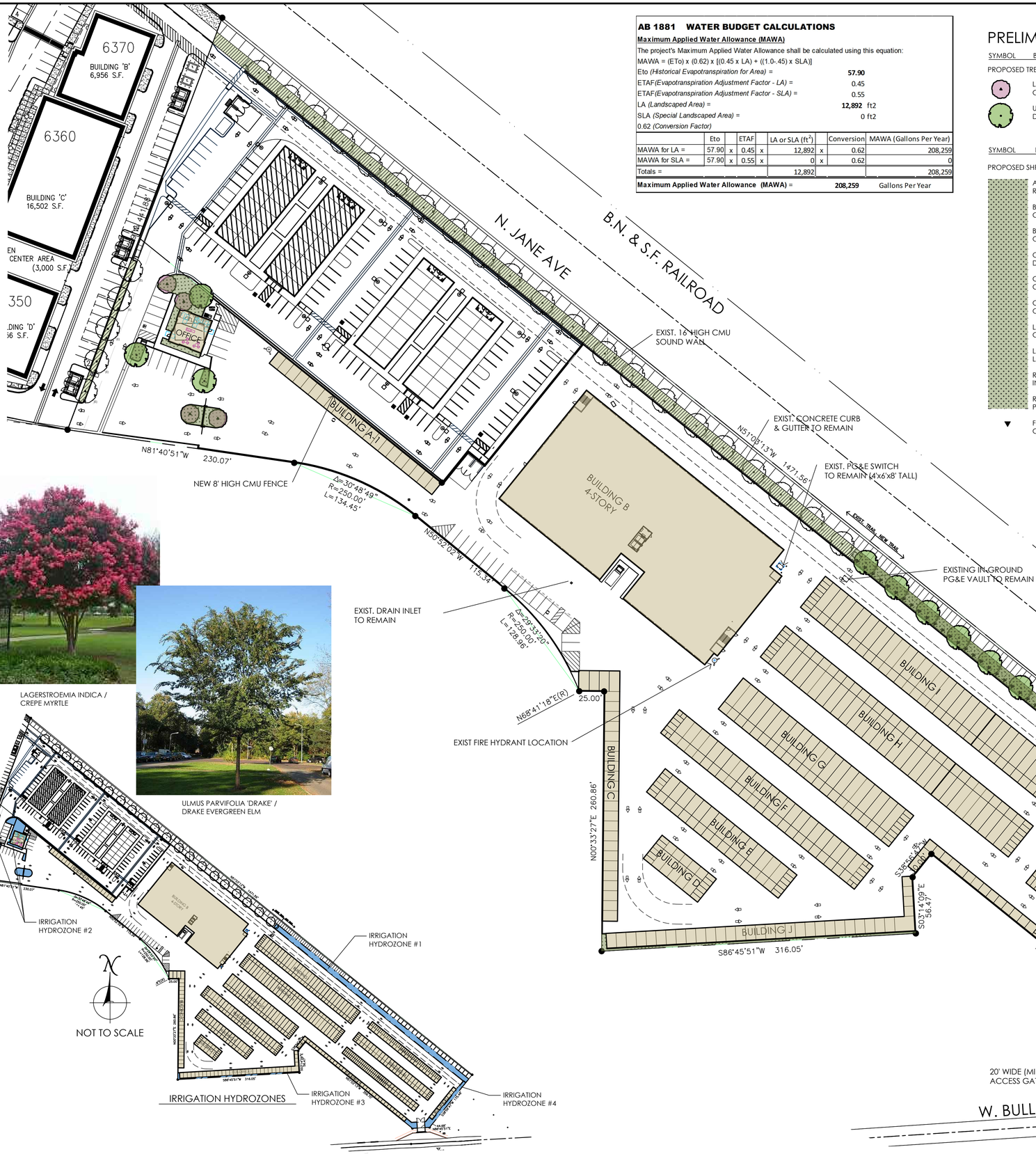
22d90c A31_A3.2_ELEVATIONSx	
JOB NUMBER:	22-030
CHECKED:	PA
DRAWN:	CS
STATUS:	PLANNING SET

BUILDING K & O
EXTERIOR ELEVATIONS

A3.60



AB 1881 WATER BUDGET CALCULATIONS

Maximum Applied Water Allowance (MAWA)

The project's Maximum Applied Water Allowance shall be calculated using this equation:

MAWA = (ETo) x (0.62) x [(0.45 x LA) + ((1.0-.45) x SLA)]

Eto *(Historical Evapotranspiration for Area)* =	**57.90**
ETAF*(Evapotranspiration Adjustment Factor - LA)* =	0.45
ETAF*(Evapotranspiration Adjustment Factor - SLA)* =	0.55
LA *(Landscaped Area)* =	**12,892** ft2
SLA *(Special Landscaped Area)* =	0 ft2
0.62 *(Conversion Factor)*	

	Eto		ETAF		LA or SLA (ft^2)		Conversion	MAWA (Gallons Per Year)
MAWA for LA =	57.90	x	0.45	x	12,892	x	0.62	208,259
MAWA for SLA =	57.90	x	0.55	x	0	x	0.62	0
Totals =					12,892			208,259

Maximum Applied Water Allowance (MAWA) = **208,259** Gallons Per Year

PRELIMINARY PLANTING LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	QUANTITY
PROPOSED TREES			
	LAGERSTROEMIA INDICA / CREPE MYRTLE	24" BOX STANDARD	4
	ULMUS PARVIFOLIA 'DRAKE' / DRAKE CHINESE ELM	24" BOX STANDARD	20

SYMBOL	BOTANICAL / COMMON NAME	SIZE
PROPOSED SHRUBS & GROUNDCOVER		
	ARCTOSTAPHYLOS UVA-URSI / RED BEARBERRY	1 GAL / 42" O.C.
	BACCHARIS 'CENTENNIAL' / CENTENNIAL BACCHARIS	1 GAL / 42" O.C.
	BOUGAINVILLEA 'MONKA' / OO-LA-LA BOUGAINVILLEA	1 GAL / 42" O.C.
	CALLISTEMON 'LITTLE JOHN' / DWARF BOTTLE BRUSH	1 GAL / 36" O.C.
	CEANOTHUS SP. / CEANOTHUS	1 GAL / 36" O.C.
	CISTUS PURPUREUS / ORCHID ROCKROSE	5 GAL / 36" O.C.
	LANTANA MONTEVIDENSIS / COMMON LANTANA	1 GAL / 36" O.C.
	LAVANDULA DENTATA / LAVENDER	1 GAL / 30" O.C.
	RHAPHIOLEPIS I. 'CLARA' / INDIA HAWTHORNE	1 GAL / 30" O.C.
	ROSMARINUS O. 'PROSTRATUS' / PROSTRATE ROSEMARY	1 GAL / 36" O.C.
▼	FICUS PUMILA / CREEPING FIG	5 GAL / 10' O.C.

NOTES:

LANDSCAPING MUST BE IN PLACE BEFORE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.

PRIOR TO FINAL INSPECTION, A WRITTEN CERTIFICATION, SIGNED BY A LANDSCAPE PROFESSIONAL APPROVED BY THE DIRECTOR, SHALL BE SUBMITTED STATING THAT THE REQUIRED LANDSCAPING AND IRRIGATION SYSTEM WAS INSTALLED IN ACCORDANCE WITH THE LANDSCAPING AND IRRIGATION PLANS APPROVED BY THE DEVELOPMENT SERVICES DIVISION, DEVELOPMENT DEPARTMENT.

TREES SHALL BE MAINTAINED IN GOOD HEALTH. HOWEVER, TREES MAY NOT BE TRIMMED OR PRUNED TO REDUCE NATURAL HEIGHT OR OVERALL CROWN OF THE TREE, EXCEPT AS NECESSARY FOR THE HEALTH OF THE TREE AND PUBLIC SAFETY, OR AS MAY OTHERWISE BE APPROVED BY THE DEVELOPMENT DEPARTMENT.

LANDSCAPE ARCHITECT SHALL SUBMIT COMPLETE LANDSCAPE IRRIGATION DRAWINGS TO THE CITY OF FRESNO BUILDING & SAFETY DEPARTMENT AND TO THE CITY OF FRESNO PLANNING DEPARTMENT FOR APPROVAL PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY.

A TEN FOOT (10') LENGTH OF ROOT BARRIER SHALL BE INSTALLED AT ALL TREES WITHIN FIVE FEET (5') OF ANY HARDSCAPE.

ALL PROPOSED PLANT MATERIAL MAY NOT BE USED, AND ADDITIONAL PLANTS MAY BE ADDED DURING CONSTRUCTION DRAWING PHASE.

ALL LANDSCAPE AREAS WITHIN THIS SITE SHALL BE IRRIGATED BY AN AUTOMATIC IRRIGATION SYSTEM.

ALL ABOVE GROUND UTILITIES (BACKFLOW, ETC) SHALL BE SCREENED WITH PLANT MATERIAL OR OTHER APPROVED MEANS.

SHADING CALCULATIONS

PUBLIC PARKING PAVING AREA = 2,776 SF

SHADING AREA REQUIRED = 1,388 SF (50%)

SHADE TREES PROVIDED

SYM	DIA	AREA X NO. = SQ FT	TYPE
	20'-25'	491 SF x 2 = 982 SF	LAGERSTROEMIA INDICA / CREPE MYRTLE
	30'-35'	962 SF x 2 = 1,924 SF	ULMUS PARVIFOLIA 'DRAKE' / DRAKE CHINESE ELM
SHADING AREA PROVIDED		= 2,906 SF	

EXISTING PLANT MATERIAL

SYMBOL	BOTANICAL / COMMON NAME
EXISTING TREES TO REMAIN	
	ULMUS PARVIFOLIA 'DRAKE' / DRAKE CHINESE ELM
EXISTING SHRUBS TO REMAIN	
	EXISTING SHRUBS TO REMAIN, PROTECT IN PLACE

LAGERSTROEMIA INDICA / CREPE MYRTLE

ULMUS PARVIFOLIA 'DRAKE' / DRAKE EVERGREEN ELM

APPL NO. P22-04560 EXHIBIT L-1 DATE 4/11/2024
PROJ ENG. _____ DATE _____
TRAFFIC ENG. _____ DATE _____
COND. APPROVED BY _____ DATE
CITY OF FRESNO PLANNING & DEVELOPMENT DEPT

Colleen M. Nolan
Landscape Architect, #5439
cnolan@cox.net
13355 Silverado Court, Corona 92883
714.743.7915 cell

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ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

SCALE:	
PLOT DATE:	2023-08-29
CAD FILE:	
JOB NUMBER:	22-030
CHECKED:	
DRAWN:	C.NOLAN
STATUS:	PLANNING SUBMITTAL

REGISTERED LANDSCAPE ARCHITECT
Colleen M. Nolan
Lic. #5439
(Signature)
08.29.2023
(Date)
STATE OF CALIFORNIA

PRELIMINARY LANDSCAPE PLAN

L1.1

Appendix B. Project Lighting Plan

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ENLARGED PHOTOMETRIC PLAN - WEST

1"=30'-0"

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
SITE - FC @ GRADE	+	2.2 fc	19.4 fc	0.0 fc	N/A	N/A
PROPERTY LINE - FC @ GRADE	X	0.0 fc	0.9 fc	0.0 fc	N/A	N/A

Schedule								
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Lumens Per Lamp	Light Loss Factor	Wattage
	SA	1	LITHONIA LIGHTING	DSX0 LED P3 40K 80CRI T5W MVOLT SPA PIRH DDBXD / SSS 12.5' W/ 2.5' BASE	LED SINGLE-HEAD POLE MOUNTED FIXTURE. TYPE 5W. UL LISTED FOR WET LOCATIONS	LED - 4000K	8563	0.91	68.95
	SA2	2	LITHONIA LIGHTING	DSX0 LED P4 40K 80CRI TFTM MVOLT SPA PIRH HS DDBXD / SSS 12.5' W/2.5' BASE	LED SINGLE-HEAD POLE MOUNTED FIXTURE. TYPE TFTM. UL LISTED FOR WET LOCATIONS	LED - 4000K	8752	0.91	93.04
	SB	29	WAC LIGHTING	DS-WD05-F-40S-BZ	LED WALL SCONCE UL LISTED FOR WET LOCATIONS	LED - 4000K	2471	0.91	49.568
	SC	108	LITHONIA LIGHTING	WDGE2 LED P4 40K 80CRI TFTM MVOLT SRM PE PIR DDBXD	LED WALL PACK. UL LISTED FOR WET LOCATIONS	LED - 4000K	4202	0.91	46.6589
	SCE	2	LITHONIA LIGHTING	WDGE2 LED P4 40K 80CRI TFTM MVOLT SRM E10WH PE PIR DDBXD	LED WALL PACK. UL LISTED FOR WET LOCATIONS. PROVIDE MIN. 90-MIN BATTERY BACK-UP	LED - 4000K	4202	0.91	46.6589
	SDE	3	LITHONIA LIGHTING	WDGE1 LED P2 40K 80CRI VW MVOLT SRM PE E4WH DDBXD	LED WALL PACK. UL LISTED FOR WET LOCATIONS. PROVIDE MIN. 90-MIN BATTERY BACK-UP	LED - 4000K	1982	0.91	15.0178

ELECTRICAL SHEET INDEX

ES-1	ENLARGED PHOTOMETRIC PLAN – WEST
ES-2	ENLARGED PHOTOMETRIC PLAN – EAST
ES-3	EXTERIOR LIGHT FIXTURE CUTSHEETS

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DRAWN:	
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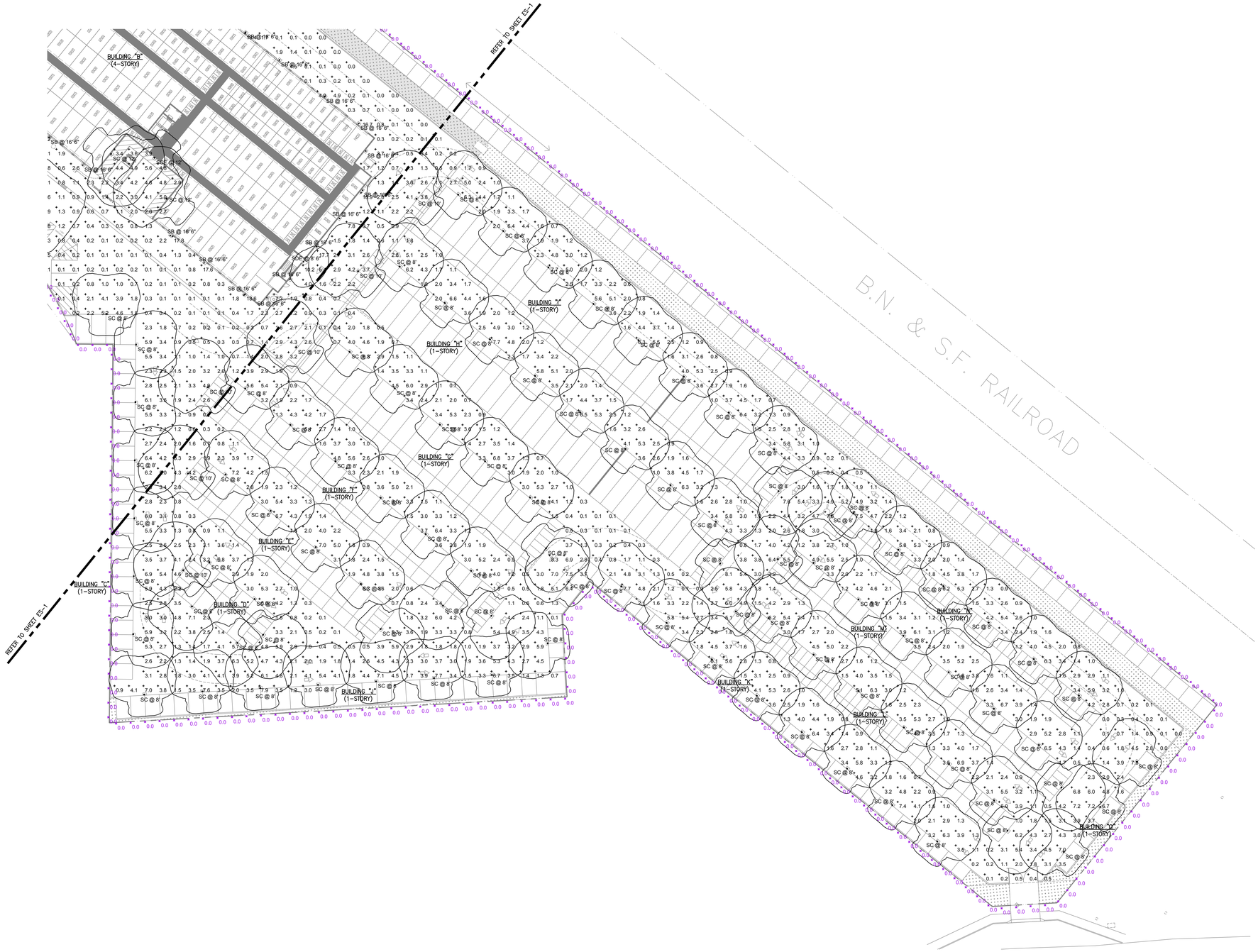
ES-1



ENLARGED PHOTOMETRIC PLAN - EAST

1"=30'-0"

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JOB NO: 231540

DFT: DH
DSN: DH
CHK: WSA

ES-2

FIXTURE "SA"

D-Series Size 0
LED Area Luminaire

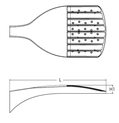
dsseries

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series	LEDs	Color temperature[1]	Color Rendering Index[1]	Distribution		Voltage	Mounting
DSX0 LED	**Forward optics** P1 P5 P2 P6 P3 P7 P4 **Rotated optics** P10[2] P12[2] P11[2] P13[2]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (this section 80CRI only, extended lead times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare[3] T4M Type IV medium T4LG Type IV low glare[3] TFTM Forward throw medium T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control[3] BLC4 Type IV backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT 120V-277V[4] HVOLT (347V-480V)[5,6] XVOLT (277V-480V)[5,6]	**Shipped included** SPA Square pole mounting (Ø drilling, 3.5" min. SQ pole) RPA Round pole mounting (Ø drilling, 3" min. RND pole) SPAS Square pole mounting (Ø drilling, 3" min. SQ pole)[7] RPAS Round pole mounting (Ø drilling, 3" min. RND pole)[7] SPANR Square narrow pole mounting (Ø drilling, 3" min. SQ pole) WBA Wall bracket[8] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options		Other options		Finish (required)	
Shipped installed		**Shipped installed**		DDBXD	Dark Bronze
NLTAIR2 PIRHN	nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[9,10,11,12]	HS	Houseside shield (black finish standard)[20]	DBLXD	Black
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[10,11,12]	L90	Left rotated optics[1]	DNAXD	Natural Aluminum
PER	NEMA twist-lock receptacle only (controls ordered separately)[13]	R90	Right rotated optics[1]	DWHXD	White
PERS	Five-pin receptacle only (controls ordered separately)[14,15]	CCE	Coastal Construction[16]	DBTXD	Textured dark bronze
PER7	Seven-pin receptacle only (controls ordered separately)[14,15]	HA	50°C ambient operation[17]	DBLBXD	Textured black
FAO	Field adjustable output[11,18]	**Shipped separately**		DNATXD	Textured natural aluminum
BL30	Bi-level switched dimming, 30%[11,18]	EGSR	External Glare Shield (reversible, field install required, matches housing finish)	DWHGXD	Textured white
BL50	Bi-level switched dimming, 50%[11,18]	BSDB	Bird Spikes (field install required)		
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[17]				

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FIXTURE "SA2"

D-Series Size 0
LED Area Luminaire

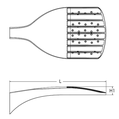
dsseries

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

EPA:	0.44 ft² (0.04 m²)
Length:	26.18" (66.5 cm)
Width:	14.06" (35.7 cm)
Height H1:	2.26" (5.7 cm)
Height H2:	7.46" (18.9 cm)
Weight:	23 lbs (10.4 kg)



Introduction

The modern styling of the D-Series features a highly refined aesthetic that blends seamlessly with its environment. The D-Series offers the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire.

The photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. D-Series outstanding photometry aids in reducing the number of poles required in area lighting applications, with typical energy savings of 70% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX0 LED P6 40K 70CRI T3M MVOLT SPA NLTAIR2 PIRHN DDBXD

DSX0 LED

Series	LEDs	Color temperature[1]	Color Rendering Index[1]	Distribution		Voltage	Mounting
DSX0 LED	**Forward optics** P1 P5 P2 P6 P3 P7 P4 **Rotated optics** P10[2] P12[2] P11[2] P13[2]	(this section 70CRI only) 30K 3000K 40K 4000K 50K 5000K (this section 80CRI only, extended lead times apply) 27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	70CRI 70CRI 70CRI 80CRI 80CRI 80CRI 80CRI 80CRI	AFR Automotive front row T1S Type I short T2M Type II medium T3M Type III medium T3LG Type III low glare[3] T4M Type IV medium T4LG Type IV low glare[3] TFTM Forward throw medium T5M Type V medium T5LG Type V low glare T5W Type V wide BLC3 Type III backlight control[3] BLC4 Type IV backlight control[3] LCCO Left corner cutoff[3] RCCO Right corner cutoff[3]	MVOLT 120V-277V[4] HVOLT (347V-480V)[5,6] XVOLT (277V-480V)[5,6]	**Shipped included** SPA Square pole mounting (Ø drilling, 3.5" min. SQ pole) RPA Round pole mounting (Ø drilling, 3" min. RND pole) SPAS Square pole mounting (Ø drilling, 3" min. SQ pole)[7] RPAS Round pole mounting (Ø drilling, 3" min. RND pole)[7] SPANR Square narrow pole mounting (Ø drilling, 3" min. SQ pole) WBA Wall bracket[8] MA Mast arm adapter (mounts on 2 3/8" OD horizontal tenon)

Control options		Other options		Finish (required)	
Shipped installed		**Shipped installed**		DDBXD	Dark Bronze
NLTAIR2 PIRHN	nLight AIR gen 2 enabled with bi-level motion / ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[9,10,11,12]	HS	Houseside shield (black finish standard)[20]	DBLXD	Black
PIR	High/low, motion/ambient sensor, 8-40' mounting height, ambient sensor enabled at 2fc.[10,11,12]	L90	Left rotated optics[1]	DNAXD	Natural Aluminum
PER	NEMA twist-lock receptacle only (controls ordered separately)[13]	R90	Right rotated optics[1]	DWHXD	White
PERS	Five-pin receptacle only (controls ordered separately)[14,15]	CCE	Coastal Construction[16]	DBTXD	Textured dark bronze
PER7	Seven-pin receptacle only (controls ordered separately)[14,15]	HA	50°C ambient operation[17]	DBLBXD	Textured black
FAO	Field adjustable output[11,18]	**Shipped separately**		DNATXD	Textured natural aluminum
BL30	Bi-level switched dimming, 30%[11,18]	EGSR	External Glare Shield (reversible, field install required, matches housing finish)	DWHGXD	Textured white
BL50	Bi-level switched dimming, 50%[11,18]	BSDB	Bird Spikes (field install required)		
DMG	0-10v dimming wires pulled outside fixture (for use with an external control, ordered separately)[17]				

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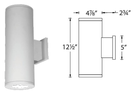
FIXTURE "SB"

TUBE ARCHITECTURAL DS-WD05
LED Wall Mounts

WAC LIGHTING



Fixture Type:
Catalog Number:
Project:
Location:

PRODUCT DESCRIPTION

The latest energy efficient LED technology in an appealing cylindrical profile delivers accent and wall wash lighting. Comes in various light distribution and beam angle options.

FEATURES

- High performance exterior rated LED wall mount light
- Fixture can install upside down to alter light distribution
- Solid aluminum construction
- 5 year warranty

SPECIFICATIONS

Input: Universal voltage 120V - 277VAC, 50/60Hz
Dimming: Electronic low voltage (ELV) : 100% - 5%
0-10V: 100% - 1%
Light Source: High output 3 Step Mac Adam Ellipse COB
Rated life of 60,000 hours at L70
Finish: Electrostatically powder coated, white, black, bronze and graphite IP65 rated, ETL & cETL wet location listed
Standards: Title 24 JA8-2016 Compliant
Operating Temp: -13°F to 122°F (-25°C to 50°C)

ORDERING NUMBER

Diameter	Watt	Beam	Beam Angle	Color	Temp	CRI	Reference Output[1] Lumen	CBCP	Efficacy (lm/w)	Light Distribution	Finish
DS-WD05 5" 25W x2		S Straight up and down	16°	927	2700K	90	1825 x 2	10050 x 2	73 x 2		BK Black
				927S	2700K	85	2190 x 2	12057 x 2	88 x 2		WT White
				930	3000K	90	1895 x 2	10427 x 2	76 x 2		BZ Bronze
				930S	3000K	85	2300 x 2	12644 x 2	92 x 2		GH Graphite
				935	3500K	85	2350 x 2	12937 x 2	94 x 2		
				940S	4000K	85	2375 x 2	13062 x 2	95 x 2		
		N Straight up and down	25°	927	2700K	90	1810 x 2	5280 x 2	72 x 2		
				927S	2700K	85	2150 x 2	6333 x 2	87 x 2		
				930S	3000K	90	1880 x 2	5478 x 2	75 x 2		
				935	3000K	85	2275 x 2	6643 x 2	91 x 2		
				935S	3500K	85	2330 x 2	6797 x 2	93 x 2		
				940S	4000K	85	2350 x 2	6863 x 2	94 x 2		
		F Straight up and down	33°	927	2700K	90	1900 x 2	4515 x 2	76 x 2		
				927S	2700K	85	2280 x 2	5417 x 2	91 x 2		
				930S	3000K	90	1970 x 2	4685 x 2	79 x 2		
				935	3000K	85	2390 x 2	5681 x 2	96 x 2		
				935S	3500K	85	2445 x 2	5812 x 2	98 x 2		
				940S	4000K	85	2470 x 2	5870 x 2	99 x 2		
DS-WD0534 5" 17W x2		F Away from the wall	N/A	927A	2700K	90	2000 x 2		80 x 2		
				927A	2700K	85	2400 x 2		96 x 2		
				930A	3000K	90	2075 x 2	N/A	83 x 2		
				30A	3000K	85	2520 x 2		101 x 2		
				35A	3500K	85	2573 x 2		103 x 2		
				40A	4000K	85	2600 x 2		104 x 2		
		F Towards the wall	N/A	927B	2700K	90	2000 x 2		80 x 2		
				27B	2700K	85	2400 x 2		96 x 2		
				930B	3000K	90	2075 x 2	N/A	83 x 2		
				30B	3000K	85	2520 x 2		101 x 2		
				35B	3500K	85	2575 x 2		103 x 2		
				40B	4000K	85	2600 x 2		104 x 2		
		F One side each	N/A	927C	2700K	90	2000 x 2		80 x 2	One side away from wall, one side towards the wall	
				27C	2700K	85	2400 x 2		96 x 2		
				930C	3000K	90	2075 x 2	N/A	83 x 2		
				30C	3000K	85	2520 x 2		101 x 2		
				35C	3500K	85	2573 x 2		103 x 2		
				40C	4000K	85	2600 x 2		104 x 2		

DS-WD05-_____-_____ Example: **DS-WD05-F930A-WT**

[1]Reference output shows 25W output. Multiply by 0.7 to determine output for 17W combinations.

waclighting.com
Phone (800) 526.2588
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Central Distribution Center
1600 Distribution Ct
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Ontario, CA 91760

WAC Lighting retains the right to modify the design of our products at any time as part of the company's continuous improvement program. SEPT 2019

FIXTURE "SC"/"SCE"

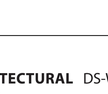
WDGE2 LED
Architectural Wall Sconce
Precision Refractive Optic

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1):	7"
Depth (D2):	1.5"
Height:	9"
Width:	11.5"
Weight: (without options)	13.5 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution. Embedded with nLight® AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 with industry leading precision refractive optics provides great uniform distribution and optical control. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

WDGE LED Family Overview

Luminaire	Optics	Standard Eff., 0 °C	Cold Eff., -20 °C	Sensor	Approximate Lumens (4000K, 80CRI)						
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W		--	250	1,200	2,000	--	--	--	--
WDGE2 LED	Visual Comfort	10W	18W	Standalone / nLight	--	1,200	2,000	3,000	4,500	6,000	--
WDGE2 LED	Precision Refractive	10W	18W	Standalone / nLight	700	1,200	2,000	3,200	4,200	--	--
WDGE3 LED	Precision Refractive	15W	18W	Standalone / nLight	--	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	Precision Refractive			Standalone / nLight	--	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE2 LED	P0[1] P1[1] P2[1] P3[1] P4[1]	27K 2700K 30K 3000K 40K 4000K 50K 5000K AMB[2] Amber	70CRI[3] 80CRI (18W Limited Wavelength)	T1S Type I Short T2M Type II Medium T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium	MVOLT 347[4] 480[4]	**Shipped included** SRM Surface mounting bracket ICW Indirect Canopy/Ceiling Washer bracket (dry/damp locations only)[5] **Shipped separately** AWS 3/8inch Architectural wall spacer PBBW Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available.

Options		Finish	
E4WH[6]	Emergency battery backup, Certified in CA Title 20 MAE(385 kWh, 0°C min.)	DDBXD	Dark bronze
PE[7]	Photocell, Button Type	DBLXD	Black
DS	Dual switching (comes with 2 drivers and 2 light engines; see page 3 for details)	DNAXD	Natural aluminum
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DWHXD	White
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DSSXD	Sandstone
BAA	Buy American Act Compliant	DDBTXD	Textured dark bronze
		DBLBXD	Textured black
		DNATXD	Textured natural aluminum
		DWHGXD	Textured white
		DSSTXD	Textured sandstone

Accessories
Ordered and shipped separately.
WDGAWS DDBXD — WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE1PBBW DDBXD U — WDGE1 surface-mounted back box (specify finish)

NOTES
1 SDK not available in 90CRI.
2 347V not available with E4WH, DS or PE.
3 E4WH not available with P0 or DS.
4 PE not available with DS.
5 Not qualified for DLC. Not available with E4WH.

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FIXTURE "SDE"

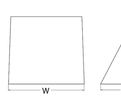
WDGE1 LED
Architectural Wall Sconce

Catalog Number
Notes
Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

Depth (D1):	5.5"
Depth (D2):	1.5"
Height:	8"
Width:	9"
Weight: (without options)	9 lbs



Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens, providing a true site-wide solution.

WDGE1 delivers up to 2,000 lumens with a soft, non-pixelated light source, creating a visually comfortable environment. The compact size of WDGE1, with its integrated emergency battery backup option, makes it an ideal over-the-door wall-mounted lighting solution.

WDGE LED Family Overview

Luminaire	Standard EM, 0 °C	Cold EM, -20 °C	Sensor	Lumens (4000K)					
				P1	P2	P3	P4	P5	P6
WDGE1 LED	4W	--	--	1,200	2,000	--	--	--	--
WDGE2 LED	10W	18W	Standalone / nLight	1,200	2,000	3,000	4,500	6,000	--
WDGE3 LED	15W	18W	Standalone / nLight	7,500	8,500	10,000	12,000	--	--
WDGE4 LED	--	--	Standalone / nLight	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information

EXAMPLE: WDGE1 LED P2 40K 80CRI VF MVOLT SRM PE DDBXD

Series	Package	Color Temperature	CRI	Distribution	Voltage	Mounting
WDGE1 LED	P1 P2	27K 2700K 30K 3000K 35K 3500K 40K 4000K 50K 5000K	80CRI 90CRI	VF Visual comfort forward throw WF Visual comfort wide	MVOLT 347	**Shipped included** SRM Surface mounting bracket **Shipped separately** AWS 3/8inch Architectural wall spacer PBBW Surface-mounted back box (top, left, right conduit entry). Use when there is no junction box available.

Options		Finish	
E4WH[1]	Emergency battery backup, Certified in CA Title 20 MAE(385 kWh, 0°C min.)	DDBXD	Dark bronze
PE[2]	Photocell, Button Type	DBLXD	Black
DMG	0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	DNAXD	Natural aluminum
BCE	Bottom conduit entry for back box (PBBW). Total of 4 entry points.	DWHXD	White
BAA	Buy American Act Compliant	DSSXD	Sandstone
		DDBTXD	Textured dark bronze
		DBLBXD	Textured black
		DNATXD	Textured natural aluminum
		DWHGXD	Textured white
		DSSTXD	Textured sandstone

Accessories
Ordered and shipped separately.
WDGAWS DDBXD — WDGE 3/8inch Architectural Wall Spacer (specify finish)
WDGE1PBBW DDBXD U — WDGE1 surface-mounted back box (specify finish)

NOTES
1 E4WH not available with P1 or P2.
2 PE not available with DS.
3 Not qualified for DLC. Not available with E4WH.

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5	–	–
6	–	–

ISSUE DATES	
DESIGN APPROVAL:	
PERMIT SUBMITTAL:	
PERMIT RECEIVED:	
BID DOCS:	
CONSTR. DOCS:	

30"x42" SCALE:	
PLOT DATE:	2023-10-05
CAD FILE:	
JOB NUMBER:	22-030
CHECKED:	PA
DRAWN:	
STATUS:	PLANNING SET

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JOB NO: 231540
DFT: DH
DSN: DH
CHK: WSA

ES-3

Appendix C. Project Trip Generation Analysis

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August 3, 2023

Spencer Freeman
127 Figarden Drive Storage General Partnership

Via Email Only: spencerjfreeman@gmail.com

Subject: Figarden Drive Mini-Warehouse Project Trip Generation Analysis (JLB Project 004-201)

Dear Mr. Freeman,

JLB Traffic Engineering, Inc. (JLB) has completed a **Trip Generation Analysis** (TGA) for the Figarden Drive Mini-Storage Project located in the City of Fresno. Based on information provided to JLB, the Project proposes to develop a 7.64 acre site with approximately 231,199 square feet of Mini-Warehouse self-storage facilities. The address of the Project is 6358 North Figarden Drive in the City of Fresno and is located in the northeast quadrant of Bullard Avenue and Figarden Drive. Per information provided to JLB, the proposed Project is consistent with the City of Fresno General Plan Land Use designation. The purpose of this TGA is to evaluate the potential trip generation of the proposed Project and to help determine if this Project can be screened out from having to prepare a quantitative Vehicle Miles Traveled (VMT) analysis.

Project Description

The Project proposes to develop a 7.64 acre site with approximately 231,199 square feet of self-storage facilities, located in the northeast quadrant of Bullard Avenue and Figarden Drive. An aerial of the Project Vicinity and Project Site Plan are shown in Exhibits A and B, respectively.

Project Trip Generation

The trip generation rates for the proposed Project site were obtained from the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE). Table I presents the total trip generation for the Project site with trip generation rates for mini-warehouses as required by the City of Fresno. Per the ITE Trip Generation Manual, the proposed Project is estimated to generate approximately 335 daily, 21 AM peak hour and 35 PM peak hour driveway trips.

Table I: Project Trip Generation

Land Use (ITE Code)	*Size*	*Unit*	*Daily*		*AM (7-9) Peak Hour*						*PM (4-6) Peak Hour*					
			Rate	*Total*	*Trip Rate*	*In*	*Out*	*In*	*Out*	*Total*	*Trip Rate*	*In*	*Out*	*In*	*Out*	*Total*
						%						*%*				
Mini-Warehouse (151)	231.199	k.s.f.	1.45	335	0.09	59	41	12	9	21	0.15	47	53	16	19	35
Total Project Driveway Trips				**335**				**12**	**9**	**21**				**16**	**19**	**35**

Note: k.s.f. = Thousand Square Feet

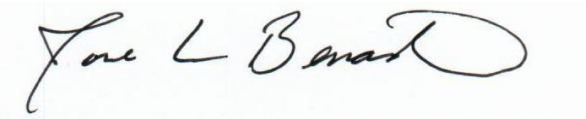
Conclusions

Conclusions and recommendations regarding the proposed Project are provided below:

- The Project is estimated to generate approximately 335 daily, 21 AM peak hour and 35 PM peak hour driveway trips.
- The proposed Project is consistent with the City of Fresno General Plan.
- Since the Project is consistent with the City of Fresno General Plan and is projected to generate 500 or less daily trips, the Project should be screened out from a Vehicle Miles Traveled (VMT) analysis.

If you have any questions or require additional information, please contact me via phone at (559) 570-8991, or via email at jbenavides@jlbtraffic.com.

Sincerely,



Jose Luis Benavides, P.E., T.E.
President

Exhibit A: Vicinity Map

Exhibit B: Project Site Plan

Appendix D. Biological Resources

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Fresno Self Storage Project Site
6358 North Figarden Drive (between North Figarden Drive, West Bullard Avenue, and the AT&SF rail line) in an urbanized area within the City of Fresno, California

Table 1. Sensitive Plant and Wildlife Species Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR	Habitat	Potential to Occur
Plants				
Imperata brevifolia	California satintail	None/None/2B.1	Occurs in mesic soils within chaparral, coastal scrub, Mojavean desert scrub, meadows and seeps (often alkali), and riparian scrub at elevations up to 3,985 amsl. Blooms September through May.	*Not Expected*. No suitable chaparral, scrub, meadows, or seep habitat is present within the survey area. One historical location from 1893 occurs within 1 mile of the survey area (CNPS 2025, CDFW 2025).
Sagittaria sanfordii	Sanford's arrowhead	None/None/1B.2	Occurs in shallow freshwater marshes and swamps at elevations up to 2,135 feet amsl. Blooms May through October (November).	*Not Expected*. No suitable marshes or swamps are present within the survey area. One historical location from 1980 occurs within 1 mile of the survey area (CNPS 2025, CDFW 2025).
Wildlife				
Invertebrates				
Bombus crotchii	Crotch's bumble bee	None/SC/—	Occurs in open grassland and scrub habitats primarily within southern and Central California, with a few records in southwestern Navada and Baja California, Mexico. A generalist forager but is short-tongued and prefers plants like milkweeds, buckwheats, medics, poppies, and lupines, but is known to forage on other flowering species like black sage when preferred plants are absent.	*Low nesting. Low Foraging.* Marginally suitable grassland habitat occurs within the survey area, but lacks native flowering plants this species prefers. No historical locations for this species occur within 1 mile of the survey area from the last 5 years. One historical location from 1890 occurs within 1 mile of the survey area (CDFW 2025).
Reptiles				
Arizona elegans occidentalis	California glossy snake	None/SSC/—	Occurs in arid scrub, rocky washes, grasslands, and chaparral. Prefers microhabitats of open areas with friable (burrowing) soils.	*Not Expected*. Marginally suitable habitat for this species is present within the survey area, However the survey area is surrounded by densely developed urban habitat unsuitable for the species, and the one historical location for this species occurring within 1 mile of the survey area is from 1893 (CDFW 2025).

Fresno Self Storage Project Site
6358 North Figarden Drive (between North Figarden Drive, West Bullard Avenue, and the AT&SF rail line) in an urbanized area within the City of Fresno, California

Table 1. Sensitive Plant and Wildlife Species Potential to Occur in the Survey Area

Scientific Name	Common Name	Status Federal/State/ CRPR	Habitat	Potential to Occur
Phrynosoma blainvillii	Blainville's (coast) horned lizard	None/SSC/—	Occurs in coastal sage scrub, chaparral, and grasslands in primarily loose soils and low vegetation. Forages primarily on harvester ants.	*Not Expected*. Marginally suitable habitat for this species is present within the survey area, However the survey area is surrounded by densely developed urban habitat unsuitable for the species, and the one historical location for this species occurring within 1 mile of the survey area is from 1893 (CDFW 2025).
Anniella pulchra	Northern California legless lizard	None/SSC/—	Occurs in moist warm loose soils with plant cover. Occurs in sparsely vegetated sandy beaches and soil or loose leaf litter, often under surface objects.	*Not Expected*. Marginally suitable habitat for this species is present within the survey area, However the survey area is surrounded by densely developed urban habitat unsuitable for the species, and the one historical location for this species occurring within 1 mile of the survey area is from 1880 (CDFW 2025).
		Birds		
Buteo swainsoni (nesting)	Swainson's hawk	None/ST/—	Occurs in plains, grasslands, farmland and shrublands. In western North America, breeds in mature riparian trees, oak groves and mature roadside trees in proximity to large, open spaces for foraging. Winters in South America.	*Not Expected Nesting. Low Foraging.* No suitable mature trees for nesting are present within the survey area. Marginally suitable foraging habitat occurs within the survey area, however the isolation of the survey area within the dense urban area of Fresno makes it unlikely that this species would use it to forage within regularly. One historical location from 1956 occurs within 1 mile of the survey area (CDFW 2025).
Athene cunicularia hypugaea	Western burrowing owl	BCC/CE(2024)/-	Occurs in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Often associated with high densities of burrowing small mammals.	*Present.* No historical locations for this species exist within 1 mile of the survey area, however a pellet of this species was observed during the field reconnaissance survey within the survey area, indicating the presence of this species.

Historic Species

SNAME	CNAME	TAXONGROUP	FEDLIST	CALLIST	RPLANTRANK	CDFWSTATUS	SITEDATE	PRESENCE	KQUADNAME	PLSS	LOCATION	Source
Buteo swainsoni	Swainson's hawk	Birds	None	Threatened			19560504	Presumed Extant	Fresno North	T13S, R20E, Sec. 27 (M)	FRESNO.	CNDDB
Leptosiphon serrulatus	Madera leptosiphon	Dicots	None	None	1B.2		192205XX	Presumed Extant	Fresno North	T13S, R20E, Sec. 27 (M)	NEAR FRESNO.	CNDDB
Bombus crotchii	Crotch's bumble bee	Insects	None	Candidate Endangered			18990429	Presumed Extant	Fresno North	T13S, R20E, Sec. 27 (M)	FRESNO.	CNDDB
Imperata brevifolia	California satintail	Monocots	None	None	2B.1		18930731	Presumed Extant	Fresno North	T13S, R20E, Sec. 27 (M)	FRESNO.	CNDDB
Sagittaria sanfordii	Sanford's arrowhead	Monocots	None	None	1B.2		1980XXXX	Presumed Extant	Fresno North	T13S, R19E, Sec. 02, SE (M)	BULLARD CANAL, E-W SECTION ALONG HERNDON AVE AT BRALEY AVE, ABOUT 3 MI WEST OF PINEDALE.	CNDDB
Arizona elegans occidentalis	California glossy snake	Reptiles	None	None		SSC	18930704	Presumed Extant	Fresno North	T13S, R20E, Sec. 27 (M)	FRESNO.	CNDDB
Phrynosoma blainvillii	Blainville's (coast) horned lizard	Reptiles	None	None		SSC	18930707	Possibly Extirpated	Fresno North	T13S, R20E, Sec. 27 (M)	FRESNO.	CNDDB
Anniella pulchra	Northern California legless lizard	Reptiles	None	None		SSC	188XXXXX	Presumed Extant	Fresno North	T13S, R20E, Sec. 27 (M)	FRESNO.	CNDDB

Appendix E. Cultural Resources

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Harris & Associates

July 12, 2024

City of Fresno
Mr. Chris Lang, Supervising Planner
Planning & Development Department
Development Services Division
2600 Fresno Street, Third Floor, Room 3043
Fresno, California 93721-3604

FRESNO STORAGE FACILITY: CULTURAL RESOURCES SURVEY – NEGATIVE FINDINGS

Mr. Lang:

Please be advised that a survey has been conducted by Harris & Associates for the proposed Fresno Storage Facility (project). It has been determined that cultural resources are not present on the subject property. The project is plotted on the attached U.S. Geological Survey (USGS) 7.5-minute topographic map for your information.

County: Fresno
USGS 7.5' Quad: Fresno North; **Date:** 1965
Section: 5; **Township:** 13S **Range:** 19E; **Land Grant:** N/A
City: Fresno; **State:** California
Locational Data: 6358 North Figarden Drive

Assessor Parcel Number(s): 506-32-068S

UTMs: 13S 4079162N, 244323E

Survey Type: Intensive Pedestrian/Phase I
Date of Survey: June 24, 2024
Field Crew: Jasmine Alvarez-Ceja

Setting

Project Description, Location, and Natural Setting

The project site is located at 6358 North Figarden Drive in the City of Fresno (City) in Fresno County (Attachment 1, Figures; Figure 1, USGS Topographic Map, Figure 2, Aerial Map, and Figure 3, Site Plan). It is north of West Bullard Avenue, east of North Figarden Drive, and is at the intersection of West Bullard Avenue and North Jane Avenue. The Atcheson, Topeka, and Santa Fe Railroad is east of the project site adjacent to North Jane Avenue. Residential development is located north, south and east of the project site, and commercial development is to the west. The project site is undeveloped and can mainly be characterized as disturbed, as the majority of vegetative cover is mainly non-native grasses and other invasive plant species are present (Attachment 2, Photographs). Undeveloped lands are also west and south and adjacent to the project site.

The purpose of the project is to develop a mini-storage project on an approximately 10-acre site. Of the 10 acres, approximately 7.5 acres will be used for the project. The development will consist of a one-story leasing office building, 14 single-story drive-up self-storage buildings and one four-story climate controlled self-storage building. Square footage of all buildings is approximately 228,989. Landscape areas, trash enclosures, utility improvements, driveways, fencing, and grading will also be a part of the project development. The project will be phased. Under Phase 1, all development will be constructed, and uncovered RV parking will be located where the multi-story

building is proposed that will be constructed in Phase 2. A 27,570 square foot trail within public open space will be constructed along the rail track that is part of the property. Construction is anticipated to take approximately 12 months to complete.

A total of three employees will be on site, and office hours of operation are Monday through Friday, 8 a.m. to 6 p.m. Gate hours of operation are Monday through Sunday, 7 a.m. to 7 p.m. Access will be granted by an access-controlled gate at the northwest side of the project site. An emergency only access gate will be provided on the southeast side of the property.

Historical topographic maps and historical aerials were reviewed to understand the development of the project area of potential effect (APE) and surrounding properties. Historical aerials were reviewed from 1957 through 2020 (NETR Online 2024). From 1957 through 1962, the project site was undeveloped except for the southeastern area that contained a single-family residence. The residence was removed by 1972. The project site remained in the same condition through 2005; however, by 2009, grading and/or clearing of the project site had taken place in the eastern portions that likely occurred as a result of the development to the north. Vegetation returned to the project site and the site has remained in the same condition through 2020.

Development in the areas adjacent to the project site was present in 1957 with single-family residences south of the project. The surrounding area was primarily in agriculture (tree crops). By 1984, crops were present, but many appeared to have been fallowed or removed altogether. Areas where the crops were removed were in an undeveloped status. By 1998, development in the area was present, including residential to the east and west and commercial development to the west. Development in the surrounding areas continued through 2020. The development adjacent to and north of the project site is first present in the 2009 historic aerial.

The cultural investigation described in this letter report was implemented to support the City's responsibilities under the California Environmental Quality Act (CEQA) to incur no significant impacts to cultural resources resulting from the project.

Cultural Setting

The following cultural setting is from the City of Fresno General Plan Program Final Environmental Impact Report (2020).

Prehistoric Era

To better understand the past, archaeologists develop models of prehistoric resource chronologies and description of lifestyles based on data collected at the archaeological sites they investigate. Models of prehistoric lifeways were developed from archaeological research and ethnographic information. As more archaeological data is brought forth, the models are refined and reinterpreted.

Unfortunately, prehistoric archaeological investigations are very limited in the Fresno area. Indeed, the San Joaquin River section of the middle and lower San Joaquin Valley is identified by many researchers to be one of the least understood areas of the State. For this reason, the prehistoric background review in this section is derived from several regional reports of recent publication. General information associated with Fresno County and San Joaquin Valley regional archaeology has been derived from several sources. Prehistoric background information regarding near-city cultural resource projects has been derived several sources, as well.

Bennyhoff and Fredrickson's Central California Taxonomic System (CCTS) has in the past been used to form descriptions of the temporal background for certain projects in Fresno County. A more generalized systemic description is provided here because many of the archaeological elements supporting the CCTS have not been uncovered in the General Plan Area. Part of the challenge associated with archaeological research in this area is that the eastern side of the San Joaquin Valley has been farmed for generations and farming tends to destroy the surface signatures of most prehistoric sites.

Terminal Pleistocene (13,500 to 11,000 BP [Before Present])

About 14,000 years ago, California was a much wetter and cooler place, but with the retreat of continental Pleistocene glaciers, the whole of California except the northwest coast saw a warming and drying trend. Large shallow lakes filled with glacial meltwater were located in the Central Valley and used by populations of large game animals, most of which are now extinct. The waters in these pluvial lakes rose and fell with the season but were unlikely to have dried completely. A few prehistoric sites have been discovered near the southwestern shore of Tulare Lake, but none in or near the General Plan Area and none in the middle San Joaquin Valley. Native American populations were probably widely dispersed hunter-gatherers, and their archaeological assemblages would have consisted of large projectile points with distinctive "fluted" styles and deeply buried features with animal fragments. Such sites would likely be discovered on Late Pleistocene-dated ground surfaces. Within the City, these surfaces are not exposed at the ground surface and would quite probably be deeply buried.

Early and Middle Holocene (11,000 to 7,000 BP, 7,000 to 3,800 BP)

Historical analysis set forth the argument that land located between the floodplain of the middle and lower San Joaquin Valley and the lower foothills is covered with a recent and thick blanket (30 feet or more) of alluvium derived from a post-Pleistocene erosion of the western Sierras. Thus, while a few sites from the early Holocene periods are found in upland environments, there are no such dated sites in or very near the General Plan Area.

Sites in the nearby foothills exhibit groundstone assemblages suggesting that acorns and pine nuts were harvested when ripe by bands of mobile groups. Comparative ethnographic data suggests that mobile peoples with a seasonal round may have created a home base (village) in winter during these periods, then traveled to exploit pockets of certain resources in temporary encampments. This type of lifeway was likely common for most California peoples except those on the North Coast, and probably continued in a like fashion throughout the Early and Middle Holocene. Differences in lowland and upland sites emerged about 4,500 BP giving the regional populations distinct patterns. Lowland groups may have predominated in the Fresno area during the late Middle Holocene and archaeological sites dated to this time would likely exhibit foodstuff and processing tools more focused on lakeshore resources than grinding implements seen in upland sites. Soil strata found in the northwestern portion of the City has been defined as a Late Pleistocene non-marine alluvial fan covered with a veneer of Late Holocene soil. In general, Early and Middle Holocene alluvial deposits with cultural resources in them would typically be exposed only after several feet of soil has been removed. Soils near active stream channels are younger and are less likely to exhibit sites from this period except on intact dunes and at some depth. Thus, sites from this period are likely located in the General Plan Area but are more likely to be found at depth after a disturbed topsoil horizon has been removed.

Late Holocene (3,800 to 1,500 BP)

This period saw an increase in the number of sites and evidence for an increased sophistication in the toolkit of the local prehistoric groups. Archaeologists often interpret increases in the number of sites dated to a certain period as reflecting an increase in population. Populations existing on flatter areas between braided stream channels near the City and those along the major riverine systems in the middle San Joaquin Valley probably concentrated their lifeways on marsh-based resources. Evidence for trading networks between nearby groups is robust.

The quantity of sites near the south bank of the San Joaquin River (in and near the City limits) is large and several have been investigated. Archaeologists seldom excavate buried sites exhibiting data that might allow a determination of if a prehistoric site "belongs" to one ethnographic group or another, but at the end of this period cultural groups possessing Great Basin-style toolkits began to arrive in California and appear to have begun influencing and/or merging with the existing populations. Local sites saw changes in the toolkit with an overall reduction of projectile point size suggestive of bow and arrow technologies. Previous studies suggest that at about 2,300 years ago, large villages were clustered along the banks of the San Joaquin River and other watersheds (winter villages). Structured social hierarchies are inferred in the archaeological data. Evidence for Late Holocene deposits in and very near the City limits is likely. These would lie upon buried alluvial fans and riverine deposits at shallow depths, and possibly near the exposed surface of vacant properties.

Late Prehistoric (1,500 BP to Contact with the Spanish)

With the introduction of Great Basin populations into the Eastern Sierras of California at the beginning of the Late Prehistoric, many of the ancestral California Tribes were influenced by their toolkits and lifestyles. Part of this interpretation is derived from linguistic studies. The Yokuts were Penutian speakers, which appear to have arrived earlier, and many of the Tribes to the east and southeast were newly arrived Takic or Uto-Aztecan speakers. The Takic speakers exhibited toolkits and lifeways adapted to desert climates. Bow and arrow technologies and the use of pottery are found in sites dating to this period. This period was the zenith of prehistoric California life, with an increase in sophisticated lifestyles, extensive trade networks, and a burgeoning population. The end of the period saw the introduction of Europeans and their diseases of which the local Tribes had little defense or resistance.

Ethnographic Overview

At the time of European contact, most of the San Joaquin Valley and the foothills of the western slope of the Sierra Nevada were occupied by 40 or so groups classified together as the Yokuts with a Foothills division and a Valley division of language dialects. The Yokuts were recognized as having three major subgroups: the Northern Valley, the Foothill, and the Southern Valley. Each of these ethnolinguistic groups was composed of autonomous, culturally and linguistically related Tribes or Tribelets. Ethnographic evidence suggests the City is located in part of the Southern Valley Yokuts territory.

Alfred Kroeber divided a Yokuts classification system into Valley Divisions and Foothill Divisions based on ethnographic lines, geographic habitat, and dialect. Here, the Foothill Division's worldview and economy were influenced more by their Shoshonean neighbors than the Valley Division Yokuts. Later, William Wallace divided the Yokuts into three subgroups, Southern Valley, Northern Valley, and Foothill, and shifted the known Tribelets among these divisions. The following is a review of ethnographic information associated with the Southern Valley Yokuts.

The Southern Valley Yokuts occupied a rich environment with abundant water resources from the nearby sloughs, lake basins, and river systems. Swamps and tule marshes surrounded the waterways and teemed with wildlife, including aquatic mammals, fish, and waterfowl. Adjacent grasslands provided food for herds of elk, antelope, and (in the winter) deer. The regional flora was equally, if not more, diverse and was used as a main staple of the Yokuts diet. The Southern Valley Yokuts dietary base relied on a mixed strategy of fishing, waterfowl hunting, shellfish, and plant collecting, with less emphasis on large-game hunting. Important vegetal resources included cattail roots, grasses, nuts, seeds, tule, and bulbs. The resource-rich environment allowed for permanent village sites, which typically were occupied throughout the year.

Resources not found in the local environment were obtained through an extensive trade network, which had begun to develop during the Late Holocene. Quality stone and wood were lacking in the Valley environment and were often acquired through trade with nearby Tribes. Imported items included acorns, salt, obsidian, and seashells, which were exchanged for locally available asphaltum, steatite, and animal skins. The material culture of the Southern Valley Yokuts included structures, watercraft, basketry, weapons, and tools fashioned primarily from local resources. The ubiquitous tule was the primary component used for house construction and other fiber crafts such as basketry, mats, and cradles. Rafts were central to the economy base because of the abundance of waterways, which made watercraft the preferred mode of transportation. Wood, stone, and bone were commonly used to manufacture a variety of tools and weapons. Sweathouses were common to every settlement and, in the case of the Southern Valley Yokuts, were used exclusively by men on a daily basis.

The Southern Valley Yokuts were divided into true Tribes, with individual Tribelets having their own name, dialect, and territory. Typically, a Tribelet was ruled by a central chief who inherited the position, was assisted by one or more aides, and lived in the largest village. The chief's duties included decisions that affected the well-being of the entire Tribelet, sanctioning trade, entertaining guests, and arbitration of intra-Tribal disputes. Marriage was typically informal, and patrilocality was the accepted practice following marriage. Thus, if a family had numerous sons, a circle of extended family members would inhabit the area immediately adjacent to the patriarch's home.

Polygamy was not objected to, but it was practiced solely by men. There is scant evidence that the Southern Valley Yokuts participated in a large number of organized religious ceremonies.

Historic Era

Gabriel Moraga was one of the first Europeans to see and explore the Central Valley of California. In 1805, he was ordered by the Spanish Governor to send his cavalry into the Modesto area and Calaveras Rivers, naming both. In 1806, he traveled past the Kings, Merced, and Stanislaus watersheds, naming each river. In 1808, he was ordered into the Central Valley once again in search of potential new mission sites and runaway neophytes. He named a tributary of the San Joaquin during this trip (San Joaquin Creek). It was later discovered that the creek fed into a larger river, which was named San Joaquin River. As Spanish California passed to Mexican control, American trappers increasingly began to exploit the region's resources and once gold was discovered, the population rush into California began, with mineral exploration in the mountains and foothills east of the General Plan Area. During the latter half of the 19th century, the size of all Yokuts populations dwindled dramatically, due to the spread of European settlements and the diseases the Europeans brought with them.

Mexican Period

With the declaration of Mexican independence in 1821, Spanish control of Alta California ended, although little change actually occurred. Political change did not take place until mission secularization in 1834, when Native Americans were released from missionary control and the mission lands were granted to private individuals. Researchers hypothesize that mission secularization removed the social protection and support on which Native Americans had come to rely. It exposed them to further exploitation by outside interests, often forcing them into a marginal existence as laborers for large ranchos. Following mission secularization, the Mexican population grew as the native population continued to decline. Anglo-American settlers began to arrive in Alta California during this period and often married into Mexican families, becoming Mexican citizens, which made them eligible to receive land grants. In 1846, on the eve of the Mexican-American War (1846 to 1848), the estimated population of Alta California was 8,000 non-natives and 10,000 natives. However, these estimates have been debated. It is estimated that the Native American population was 100,000 in 1850; the U.S. Census of 1880 reports the Native American population as 20,385.

American Expansion

In 1848, California became a United States territory as a result of the Treaty of Guadalupe Hidalgo. Also in 1848, John Marshall found gold at Sutter's Mill, which marked the start of the Gold Rush. The influx of miners and entrepreneurs increased the non-native population of California from 14,000 to 224,000 in just 4 years. In 1854, gold was discovered in the upper reaches of the Kern River, which brought a tremendous influx of miners into eastern Kern County. This, in turn, stimulated commercial growth in the central and lower San Joaquin Valley as eager entrepreneurs set up business to support the miners and mining operations. Gold and silver were mined along the San Joaquin, but the deposits were not large. When the Gold Rush was over, many of the miners settled in the Central Valley communities and established farms, ranches, and lumber mills.

Local History

Mining opportunities allowed the development of very small communities along rivers and streams in the foothills and mountains east and northeast of the City. In 1856, Fresno County was created, and the first county seat was located in the foothill community of Millerton. In 1867, the San Joaquin River flooded Millerton and several other small towns along its banks, causing locals to look for a safer place to build a trade center that could serve the whole of the foothills. Named for the Spanish word for "ash tree," Fresno has its roots in the form of a large farm established in 1867 by A.Y. Easterby in an area of what is now central downtown. Moses Church, his partner, began building a water delivery system for this farm and others and began diverting water from the Kings River into the region via a series of ditches. By 1871, Easterby's 5,000-acre ranch featured plots of wheat irrigated by these river-fed "Church ditches." When Central Pacific Railroad Company officials, including Leland J. Stanford, saw the Easterby farm in 1871, legend has it that Stanford declared the area the site of a stop for the new Central

California Railroad (Southern Pacific) line. This line was later referred to as the Southern Pacific line, as the Central Pacific Railroad Company became the Southern Pacific Railroad Company in 1884.

Because the railroad followed a northwest-southeast track, the first town site of Fresno Station was built on the Easterby farm paralleling the tracks in 1872, with the upslope portions (east) preferred for development. After locals realized Fresno Station would become the trading center for the area, development spread beyond the original Easterby plat, and began to be oriented toward roadways put in along section lines in cardinal directions. The need for water to irrigate the arid San Joaquin Valley became a priority for the economic development of Central Valley towns such as Fresno. Agriculture's dominance over ranching was exhibited in 1873 when the California State Legislature passed the "No Fence Law." Under this law, farmers were no longer obligated to put up fences to keep roaming livestock out of their crops; furthermore, any crop destruction became the responsibility of the rancher who owned the offending livestock. Irrigation companies, colonies, and districts were formed in the vicinity of various small towns including Fresno to promote agriculture.

In 1875 the Central California Colony was established south of Fresno, which set the model for a system of development that was used throughout the San Joaquin Valley. Tracts of land were subdivided into 20- to 40-acre parcels, irrigated from a system of canals and often landscaped with boulevards of palms, eucalyptus or other drought-resistant trees. By 1903, there were 48 separate colonies or tracts in Fresno County which drew farmers and their families from Scandinavia and from across the United States.

Church's Fresno Canal and Irrigation Company, a predecessor of the Fresno Irrigation District, began expanding in 1876 in response to locals moving into the area near the railroad stop; this became the first extensive irrigation system in the Central Valley. Agricultural colonies were developed and water rights for those colonies established. The expanding irrigation system led to a shift in both the types of crops grown and the size of a typical farm. Pioneers initially grew wheat and other grain crops or raised cattle. As irrigation water became more readily available, individual farmers realized that premium crops like grapes, citrus, and tree fruit could be profitably grown on lots as small as 20 acres.

Fresno incorporated in 1885, with a population of over 3,000. Development was restricted to a six- block area beginning at and northeast from the Southern Pacific Railroad Depot; development was concentrated at Mariposa and H Street. Development of the infrastructure needed to support increases in agricultural and commercial industry soon followed and once diversity of industry began, immigrant populations also began to increase. Chinese, Japanese, Armenian and Volga Germans began to arrive and settle. By 1900, Fresno held 12,000 people.

Fresno County's first lumber mill was constructed in 1852, with 23 new mills following soon after. Wood flumes, some measuring more than 50 miles in length, were built by large lumber companies to transfer logs from the mills in the mountains to Fresno for rail transport. In 1921, the Sugar Pine Lumber Company (Sugar Pine) was incorporated: the goal was to harvest the vast sugar pine strands of the Sierra Nevada east of Fresno. Sugar Pine located its mill on a 574-acre tract overlooking the San Joaquin River north of Fresno. Fresno County historian Charles Clough called Pinedale "the largest [lumber mill] in the world at that time" with the capacity to cut 600,000-board feet and send out 40 boxcars of lumber per day.

As Fresno grew from its founding as a regional agricultural center, municipal infrastructure and amenities also increased. One of the first projects to build Fresno's infrastructure was the electric intra-urban railway. By 1905, Fresno Traction Company had laid 15.5 miles of track on Fresno streets before being purchased in 1910 by Southern Pacific Railroad. In addition, the Fresno Traction Company built an amusement park on 8 acres of San Joaquin River bottomland 11 miles from downtown Fresno named Fresno Beach. They extended the tracks to the beach in 1913. The Fresno Beach route was terminated at Herndon Avenue in 1930 due to increasing automobile use. Fresno Traction Company continued to cut back all of its routes and in 1939 streetcar service in Fresno ended.

The founding and expansion of Fresno in the late 19th century plus the extensive developments before World War I has left its mark on the setting of the City, its cultural and physical enclaves, the names of streets, and how the suburban areas of the City expanded and changed. Numerous project-level historical studies have taken place in the City during the last 10 years, and each have focused on the background history of specific areas in the City. Future historical research is likely to occur at neighborhood analytical levels because of the City's status as a NPS-SHPO Certified Local Government.

The first 3 decades of the 20th century were a period of steady growth and increasing prosperity for Fresno during which the City established itself as the primary city of the San Joaquin Valley. The City's first electric streetcar was in use in 1902. By 1909, the first double-track streetcar line was installed along J Street (now Fulton Street). By the early 1920s, streetcar lines would radiate out from the central business district to the north, east, south, and west where farmland was being subdivided for suburban development. The expanding transit infrastructure, along with exponentially increasing private automobile ownership, made living farther from the city center possible. Land within the central City increasingly became used for commercial and civic purposes.

By the end of the 1920s, Fresno had transformed into a thriving city at the center of the United States most productive agricultural region. The downtown was fully established as the San Joaquin Valley's primary marketplace offering office, retail, lodging, dining, and entertainment facilities. Adjacent industrial activity enabled agricultural goods to be processed and shipped to distant consumers. The central City's residential areas had largely been developed. Residential properties were increasingly redeveloped for commercial uses as the City's wide-ranging streetcar system and increased private automobile ownership allowed more of Fresno's citizens to live outside the City center. Fresno, along with the nation, appeared increasingly prosperous. Then on November 24, 1929, the New York Stock Exchange crashed and millions of dollars in stock value vanished. The stock market crash exposed structural weaknesses in the banking and finance systems, key industries, and the economy as a whole, ushering in the Great Depression.

The Great Depression had a profound effect on the San Joaquin Valley. Farmers were forced to cut costs in the face of reduced demand for their products; many were forced into foreclosure. Along with the rest of the country, unemployment skyrocketed. The valley's problems were exacerbated by the influx of migrant refugees or "Dust Bowl" migrants. It is believed that 2.5 million people migrated from the Midwestern Plains states between 1930 and 1940, with over 300,000 relocating to California just between 1930 and 1934. Thousands more would continue to arrive throughout the 1930s and many ended up in the Central Valley as migrant farm workers earning very low wages.

On December 7, 1941, the Japanese attacked Pearl Harbor, and the United States officially entered World War II. The United States' entrance into the war effectively ended the Depression in California as all aspects of the national economy mobilized to serve the war effort. California received almost 12 percent of the government war contracts and produced 17 percent of all war supplies. California also acquired more military installations than any other state by a wide margin, and military bases were opened throughout the state. Aircraft, shipbuilding, and numerous other industries were booming due to the war effort, and unemployment was virtually eliminated.

Approximately 60,000 service members were stationed in and around Fresno during the war. Military activity was concentrated at two locations. One, the Hammer Field bomber base, was constructed in 1941 just beyond what was then the eastern boundary of the City. Today it is the site of Fresno Yosemite International Airport. The second, Camp Pinedale, was located 6 miles east of downtown Fresno in the (then) unincorporated community of Pinedale on the site of the defunct Sugar Pine Lumber Company. The Army had acquired the site in March of 1942 for use as an Army Signal Training School.

Following World War II, the passage of the G.I. Bill enabled returning veterans to purchase homes and establish businesses, prompting another period of rapid expansion. The Mayfair subdivision, completed in 1947 northeast of the General Plan Area, included Fresno's first suburban shopping mall and ushered in an era of development at

the suburban fringe. Between 1940 and 1950, the City's population grew by 30,000, with much of the growth accommodated in new auto-oriented suburbs. The Interstate Highway Act of 1956 served to spur development of suburbs, and ultimately led to the economic decline of many inner cities.

By the mid-1950s, however, the results of rapid suburbanization were becoming evident in downtown Fresno as major retailers such as Sears & Roebuck relocated to newly developed suburban shopping centers such as Manchester Center (1955) and Fig Garden Village (1956). The downtown core was continually being bypassed as a place to locate new businesses. With downtown unable to compete with burgeoning suburban development, construction of new buildings in downtown Fresno came to a virtual halt.

Methods, Regulatory Setting, Analysis of Project Effects, and Recommendations

The project includes the development of a new water supply pump station. This letter report provides an environmental baseline of the cultural resources present, an analysis of resources that have the potential to be present, and an analysis of impacts on cultural resources from project construction activities. The analysis was prepared in accordance with requirements of CEQA. Literature reviews and an intensive pedestrian cultural survey were conducted in October 2022 in support of this letter report.

Prior Research

Staff conducted a records search of the surrounding area using the California Historic Resources Inventory System (CHRIS) (Confidential Attachment 3, CHRIS Background Data). Five studies have been conducted within a 0.25-mile radius. Of those all were negative for the presence of resources, and one intersects with the project site (Table 1, Previous Studies within 0.25-Mile Buffer).

One site was previously recorded within the 0.25-mile radius and is not located on the project site. The previously recorded site was identified as a historic structure (segment of the Burlington Northern and Santa Fe Railway). (Table 2, Previously Recorded Cultural Resources within 0.25-Mile Buffer).

Table 1. Previous Studies within 0.25-Mile Buffer

Report ID	Title	Author	Year
FR-00826	An Archaeological Survey of the Figarden Area, Fresno County, Fresno, California	Wren, Donald G.	1974
FR-01651	Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project: Segment WS04: Sacramento to Bakersfield	Nelson, Wendy J.	2000
FR-01948	NEPA Review – One Proposed Cellular Tower Site, Fig Garden CA-0047 - 3787 West Bullard Avenue, Fresno, Fresno County	Larocque, Mark	2002
FR-02051	Historical/Archaeological Resources Survey BNSF Fig Garden Extension Siding (MP 1008.60-1003.20) In the City of Fresno, Fresno County, California	Hogan, Michael and Tang, Bai "Tom"	2003
FR-02522	New Tower Submission Packet, FCC Form 620, for Fig Garden, CNU2255	Billat, Lorna	2012

Table 2. Previously Recorded Cultural Resources within 0.25-Mile Buffer

Primary Number	Trinomial	Chronological Placement	Site Type	Resource Name
P-10-004675	N/A	Historic	Railroad	Burlington Northern and Santa Fe Railway

Applicable Regulations

Cultural resource regulations that apply to the project site are CEQA, the California Health and Safety Code, and provisions of the California Register of Historical Resources (CRHR). Historic and archaeological districts, sites, buildings, structures, and objects are assigned significance based on their exceptional value or quality in illustrating or interpreting the heritage of the City in history, architecture, archaeology, engineering, and culture. Several criteria are used in demonstrating resource importance.

State Regulations

California Environmental Quality Act

According to CEQA, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (California Public Resources Code, Section 5024.1; 14 CCR 4852) including the following:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The fact that a resource is not listed in or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the California Public Resources Code), or not identified in a historical resources survey (meeting the criteria in Section 5024.1[g] of the CEQA Guidelines) does not preclude a lead agency from determining that the resource may be a historical resource as defined in California Public Resources Code, Section 5020.1(j) or 5024.1.

CEQA also requires that Tribal Cultural Resources be considered and are defined in Public Resources Code, Section 21074, as follows:

(a) "Tribal cultural resources," are either of the following:
   1. "Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
      A. Included or determined to be eligible for inclusion in the California Register of Historical Resources.
      B. Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1" (discussed below).
   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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "nonunique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a)."

California Register of Historical Resources (California Public Resources Code, Section 5020 et seq.)

In California, the term "historical resource" includes but is not limited to "any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (California Public Resources Code, Section 5020.1[j]). In 1992, the California Legislature established the CRHR "to be

used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change" (California Public Resources Code, Section 5024.1[a]). A resource is eligible for listing in the CRHR if the State Historical Resources Commission determines that it is a significant resource and that it meets any of the following National Register of Historic Places (NRHP) criteria (California Public Resources Code, Section 5024.1[c]):

1. Associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Resources less than 50 years old are not considered for listing in the CRHR but may be considered if it can be demonstrated that sufficient time has passed to understand the historical importance of the resources (refer to 14 CCR 4852[d][2]).

The CRHR protects cultural resources by requiring evaluations of the significance of prehistoric and historical resources. The criteria for the CRHR are nearly identical to those for the NRHP, and properties listed or formally designated as eligible for listing on the NRHP are automatically listed on the CRHR, as are the state landmarks and points of interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys. The State Historic Preservation Officer maintains the CRHR.

California Health and Safety Code, Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code, Section 7050.5, requires that, if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains shall occur until the county coroner has examined the remains (Section 7050.5b). If the coroner determines or has reason to believe the remains are those of a Native American, the coroner must contact the Native American Heritage Commission (NAHC) within 24 hours (Section 7050.5c). The NAHC will notify the most likely descendant (MLD). With the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

California Government Code 65352.3-5: Local Government-Tribal Consultation

California Government Code, Sections 65092, 65351, 65352, 65352.3, and 65352.4, formally known as Senate Bill (SB) 18, regulate the consultation with California Native American Tribes having traditional lands located within the jurisdiction of applicable cities and counties. The intent of the underlying legislation was to provide all California Native American Tribes that are on the contact list maintained by the NAHC, an opportunity to consult with specific local governments for the purpose of preserving and protecting their sacred places. Such consultations apply to the preparation, adoption and amendment of general plans.

Senate Bill 18

Senate Bill (SB) 18, signed into law in September 2004, requires local (city and county) governments to consult with California Native American Tribes to aid in the protection of traditional Tribal Cultural Places through local land use planning. The intent of SB 18 is to provide California Native American Tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting or mitigating impacts to cultural places. The consultation and notice requirements apply to adoption and amendment of both general plans (Government Code, Section 65300 et seq.) and specific plans (Government Code, Section 65450 et seq.). Specifically, Government Code, Section 65352.3, requires local governments, prior to making a decision to adopt or amend a general plan, to consult with California Native American Tribes identified by the NAHC for the purpose

of protecting or mitigating impacts to cultural places. As previously discussed, the NAHC is the state agency responsible for the protection of Native American burial and Sacred Sites.

Assembly Bill 52

Assembly Bill (AB) 52, the Native American Historic Resource Protection Act, sets forth a proactive approach intended to reduce the potential for delay and conflicts between Native American and development interests. Projects subject to AB 52 are those that file a notice of preparation for an Environmental Impact Report or notice of intent to adopt a negative or mitigated negative declaration on or after July 1, 2015. AB 52 adds Tribal Cultural Resources (TCR) to the specific cultural resources protected under CEQA. Under AB 52, a TCR is defined as a site, feature, place, cultural landscape (must be geographically defined in terms of size and scope), sacred place, or object with cultural value to a California Native American Tribe that is either included or eligible for inclusion in the California Register or included in a local register of historical resources. A Native American Tribe or the lead agency, supported by substantial evidence, may choose at its discretion to treat a resource as a TCR. AB 52 also mandates lead agencies to consult with Tribes, if requested by the Tribe, and sets the principles for conducting and concluding consultation.

City of Fresno Regulations

General Plan

The City of Fresno General Plan Historic and Cultural Resources Element provides the following objectives and implementing policies that apply to the project and cultural resources in the survey area (City of Fresno 2014).

- **Objective HCR-1:** Maintain a comprehensive, citywide preservation program to identify, protect and assist in the preservation of Fresno's historic and cultural resources.
  - **Policy HCR-1-a: Certified Local Government.** Maintain the City's status as a Certified Local Government (CLG), and use CLG practices as the key components of the City's preservation program.
  - **Policy HCR-1-b: Preservation Office, Commission and Program.** Maintain the provisions of the City's Historic Preservation Ordinance, as may be amended, and enforce the provisions as appropriate.
- **Objective HCR-2:** Identify and preserve Fresno's historic and cultural resources that reflect important cultural, social, economic, and architectural features so that residents will have a foundation upon which to measure and direct physical change.
  - **Policy HCR-2-a: Identification and Designation of Historic Properties.** Work to identify and evaluate potential historic resources and districts and prepare nomination forms for Fresno's Local Register of Historic Resources and California and National registries, as appropriate.
  - **Policy HCR-2-b: Historic Surveys.** Prepare historic surveys according to California Office of Historic Preservation protocols and City priorities as funding is available.
  - **Policy HCR-2-c: Project Development.** Prior to project approval, continue to require a project site and its Area of Potential Effects (APE), without benefit of a prior historic survey, to be evaluated and reviewed for the potential for historic and/or cultural resources by a professional who meets the Secretary of Interior's Qualifications. Survey costs shall be the responsibility of the project developer. Council may, but is not required, to adopt an ordinance to implement this policy.
  - **Policy HCR-2-d: Native American Sites.** Work with local Native American tribes to protect recorded and unrecorded cultural and sacred sites, as required by State law, and educate developers and the community-at-large about the connections between Native American history and the environmental features that characterize the local landscape.
  - **Policy HCR-2-e: Alternate Public Improvement Standards.** Develop and adopt Alternate Public Improvement Standards for historic landscapes to ensure that new infrastructure is compatible with the landscape; meets the needs of diverse users, including motorists, cyclists, and pedestrians; and provides for proper traffic safety and drainage.
  - **Policy HCR-2-f: Archaeological Resources.** Consider State Office of Historic Preservation guidelines when establishing CEQA mitigation measures for archaeological resources.

- **Policy HCR-2-g: Demolition Review.** Review all demolition permits to determine if the resource scheduled for demolition is potentially eligible for listing on the Local Register of Historic Resources. Consistent with the Historic Preservation Ordinance, refer potentially eligible resources to the Historic Preservation Commission and as appropriate to the City Council.
- **Policy HCR-2-h: Minimum Maintenance Standards**. Continue to support enforcement of the minimum maintenance provisions of the Historic Preservation Ordinance, as may be amended, and enforce the provisions as appropriate.
- **Policy HCR-2-i: Preservation Mitigation Fund.** Consider creating a preservation mitigation fund to help support efforts to preserve and maintain historic and cultural resources.
- **Policy HCR-2-j Window Replacement.** City staff will evaluate potential opportunities for identification of window replacements to ensure historic integrity is maintained while encouraging sustainability. In addition, city staff will evaluate window replacements in federally funded housing projects on a project-by-project basis with consideration for health, safety, historic values, sustainability, and financial feasibility.
- **Policy HCR-2-k: City-Owned Resources.** Maintain all City-owned historic and cultural resources in a manner that is consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties, as appropriate.
- **Policy HCR-2-l: City Historic Preservation Team.** Establish an interdepartmental Historic Preservation team to coordinate on matters of importance to history and preservation.
- **Policy HCR-2-m: Local Register Listing.** Recommend that property owners, who receive funds from the City of Fresno for rehabilitation of a property, consent to listing it on the Local Register of Historic Resources if the property meets the criteria for age, significance, and integrity. Publicly funded rehabilitation properties which may meet Local Register criteria will be presented to the City's Historic Preservation Commission for review.
- **Policy HCR-2-n: Property Database and Informational System.** Identify all historic resources within the city designated on the Local, State, or National register, and potential significant resources (building, structure, object or site) in existence for at least 45 years, and provide this information on the City's website.

- **Objective HCR-3:** Promote a "New City Beautiful" ethos by linking historic preservation, public art, and planning principles for Complete Neighborhoods with green building and technology.
  - **Policy HCR-3-a: Adaptive Reuse.** Promote the adaptive reuse and integration of older buildings into new projects as part of the City's commitment to nurturing a sustainable Fresno.
  - **Policy HCR-3-b: Public Art.** Collaborate with the arts community to promote the integration of public art into historic buildings and established neighborhoods. Link arts activities (such as Art Hop) with preservation activities.
  - **Policy HCR-3-c: Context Sensitive Design.** Work with architects, developers, business owners, local residents and the historic preservation community to ensure that infill development is context-sensitive in its design, massing, setbacks, color, and architectural detailing.
- **Objective HCR-4:** Foster an appreciation of Fresno's history and cultural resources.
  - **Policy HCR-4-a: Inter-Agency Collaboration.** Foster cooperation with public agencies and nonprofit groups to provide activities and educational opportunities that celebrate and promote Fresno's history and heritage.
  - **Policy HCR-4-b: Heritage Tourism and Public Education.** Promote heritage tourism and the public's involvement in preservation through conferences, walking tours, publications, special events, and involvement with the local media.
  - **Policy HCR-4-c: Training and Consultation.** Provide training, consultation, and support in collaboration with Historic Preservation Commissioners to community members regarding Fresno's history, use of the U.S. Secretary of the Interior's Standards, and the California Historical Building Code, as time and resources allow.
  - **Policy HCR-4-d: Public Archives.** Maintain public archives that include information on all designated historic properties, as well as historic surveys, preservation bulletins, and general local history reference materials. Post survey reports, Historic Preservation Commission minutes and agendas, and other information of public interest on the historic preservation page of the City's website.

- **Policy HCR-4-e: Preservation Awards.** Continue to recognize the best work in preservation and neighborhood revitalization as may be appropriate through programs such as the biennial Mayoral Preservation Awards program.
- **Policy HCR-4-f: Economic Incentives.** Investigate the potential for developing a Mills Act program and possible sources of funding for the Historic Rehabilitation Financing Program.

Municipal Code

The City's municipal code as related to cultural resources includes the Historic Preservation Ordinance and CLG Program as described below.

Historic Preservation Ordinance

The City of Fresno has established a Historic Preservation Commission and a Local Register of Historic Resources (Fresno Municipal Code, Chapter 12, Article 16). The ordinance is used to provide local levels of control over the historical aesthetics of cultural resources within the City, and to ensure that the potential impact to locally significant historical resources that may be the subject of redevelopment are given reasonable consideration. The purpose of the ordinance is to:

> […] continue to preserve, promote and improve the historic resources and districts of the City of Fresno for educational, cultural, economic and general welfare of the public; to continue to protect and review changes to these resources and districts which have a distinctive character or a special historic, architectural, aesthetic or cultural value to this city, state and nation; to continue to safeguard the heritage of this city by preserving and regulating its historic buildings, structures, objects, sites and districts which reflect elements of the city's historic, cultural, social, economic, political and architectural history; to continue to preserve and enhance the environmental quality and safety of these landmarks and districts; to continue to establish, stabilize and improve property values and to foster economic development (Article 16, Section 12-1602[a]).

The ordinance provides legislative mechanisms to protect certain historical resources. Local registers of identified historical resources are known, including:

1. **Heritage Properties.** These are defined as a resource which is worthy of preservation because of its historical, architectural or aesthetic merit but which is not proposed for and is not designated as a Historic Resource under the ordinance.
2. **Historic Resources.** These are defined as any building, structure, object or site that has been in existence more than 50 years and possesses integrity of location, design, setting, materials, workmanship, feeling and association, and is associated with events that have made a significant contribution to the broad patterns of city history, or is associated with the lives of persons significant in our past, or embodies the distinctive characteristics of a type, period or method of construction, or represents the work of a master or possesses high artistic values; or has yielded, or may be likely to yield, important information in prehistory or history; and has been designated as such by the Council pursuant to the provisions of the Ordinance.
3. **Local Historic Districts.** These are defined as any finite group of resources related to one another in a clearly distinguishable way or any geographically definable area which possesses a significant concentration, linkage or continuity of sites, buildings, structures or objects united historically or aesthetically by plan or physical development. The Local Historic District must be significant as well as identifiable and it must meet Local Register Criteria for listing on that Register. Contributors to Historic Districts are defined as any Historic Resource that contributes to the significance of the specific Local Historic District or a proposed National Register Historic District under the criteria set forth in the Ordinance.
4. **National Register Historic Districts.** These districts are defined as meaning any finite group of resources related to one another in a clearly distinguishable way or any geographically definable area which possesses a significant concentration, linkage or continuity of sites, buildings, structures or objects united historically or aesthetically by plan or physical development. A National Register Historic District must be significant as well

as identifiable and it must meet National Register Criteria for listing on that Register. Contributors to a National Register Historic District are defined as any individual Historic Resource which contributes to the significance of a National Register Historic District under the criteria set forth in the Ordinance.

Certified Local Government

The CLG Program is administered by the State Historic Preservation Office (OHP). When a lead agency becomes a CLG it agrees to carry out the intent of and serve as a local steward of the National Historic Preservation Act and the Secretary of the Interior's Standards. In meeting those standards, OHP serves as an advisor. The use of the National Register/California Register criteria and the Secretary of the Interior Standards integrates local, state, and federal levels of review. It brings clarity to the question of what resources are significant when it comes to CEQA and Section 106 of the National Historic Preservation Act. Adopting the Secretary of the Interior's Standards will allow the use of categorical exemptions under CEQA, and likely result of findings of no adverse effect under Section 106. The use of these criteria and standards makes environmental review faster, more efficient, and reduces costs and delays. The City has been certified as a CLG since September 1996.

Native American Traditional Cultural Properties

Native American Heritage Values

Federal and state laws mandate that consideration be given to the concerns of contemporary Native Americans with regard to potentially ancestral human remains, associated funerary objects, and items of cultural patrimony. Consequently, an important element in assessing the significance of the study site has been to evaluate the likelihood that these classes of items are present in areas that would be affected by the project.

Also, potentially relevant to prehistoric archaeological sites is the category termed Traditional Cultural Properties in discussions of cultural resources management performed under federal auspices. According to Patricia L. Parker and Thomas F. King (1998), "traditional" in this context refers to those beliefs, customs, and practices of a living community of people that have been passed down through the generations, usually orally or through practice. The traditional cultural significance of a historic property, then, is significance derived from the role the property plays in a community's historically rooted beliefs, customs, and practices. Examples of properties possessing such significance include the following:

1. A location associated with the traditional beliefs of a Native American group about its origins, its cultural history, or the nature of the world;
2. A rural community whose organization, buildings and structures, or patterns of land use reflect the cultural traditions valued by its long-term residents;
3. An urban neighborhood that is the traditional home of a particular cultural group, and that reflects its beliefs and practices;
4. A location where Native American religious practitioners have historically gone, and are known or thought to go today, to perform ceremonial activities in accordance with traditional cultural rules of practice; and
5. A location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historic identity.

A Traditional Cultural Property, then, can be defined generally as one that is eligible for inclusion in the NRHP because of its association with cultural practices or beliefs of a living community that (1) are rooted in that community's history and (2) are important in maintaining the continuing cultural identity of the community.

Methodology

The goal of this survey was to provide a constraints-level survey to identify the location of any cultural resource that may be present on site. Jasmine Alvarez-Ceja, Harris & Associates junior archaeologist, conducted the survey on June 24, 2024. The field survey was conducted using standard archaeological procedures and techniques. The project site was surveyed under clear skies and warm temperatures. Ground visibility was good with

approximately 80 percent of the ground visible. The project site is undeveloped and covered in disturbed habitat. The project site was surveyed in 5-meter transects and inspected for evidence of archaeological remains. Cleared areas were inspected closely.

Historical topographic maps and historical aerials were reviewed from 1957 to 2020 (1957, 1962, 1972, 1984, 1998, 2002, 2005, 2009, 2010, 2012, 2014, 2016, 2018, and 2020). From 1957 through 1962, t the project site was undeveloped except for the southeastern area that contained a single-family residence. Development in the areas adjacent to the project site began in 1987. The residence was removed by 1972, and the project site remained in the same condition through 2005. By 2009, grading and/or clearing of the project site had taken place in the eastern portions that likely occurred as a result of the development to the north. Vegetation returned to the project site and the site has remained in the same condition through 2020. Development in the area began in 1998 and has continued through 2020.

This cultural study will be submitted to the Southern San Joaquin Information Center.

Results

The cultural survey was negative for the presence of resources.

Native American Outreach

The NAHC was contacted for a Sacred Lands File Check to determine whether sacred lands are present on site. The response from the NAHC was negative, and the outreach to the list of Tribes provided is being conducted (refer to Confidential Attachment 4, Sacred Lands Tribal Outreach). To date, only the Table Mountain Rancheria has responded requeting additional information that was provided to them, and that they have not further interest in consulting on the project.

Recommendations

No historic or archaeological resources were identified during the cultural survey. The APE is disturbed by clearing and/or grading. As such, additional cultural evaluation and monitoring during ground-disturbing activities is not recommended.

If you have any questions, please contact me at (619) 236-1778.

Sincerely,

Donna Beddow, RPA
Senior Archaeologist
Harris & Associates

Attachments

Attachment 1 – Figures
Attachment 2 – Photographs

Confidential Attachments – Under Separate Cover

Confidential Attachment 3 – CHRIS Background Data
Confidential Attachment 4 – Sacred Lands Tribal Outreach

National Archaeological Database Information

Authors:	Donna Beddow
Firm:	Harris & Associates 2375 Northside Drive, Suite 125 San Diego, California 92108 (619) 236-1778
Lead Agency:	City of Gilroy
Client/Project Proponent:	City of Fresno Planning & Development Department Development Services Division 2600 Fresno Street, Third Floor, Room 3043 Fresno, California 93721-3604
Report Date:	July 2024
Report Title:	Fresno Storage Facility: Cultural Resources Survey Letter Report – Negative Findings
Type of Study:	Intensive Pedestrian/Phase I
New Sites:	None
Updated Sites:	None
USGS Quad:	Fresno North
Key Words:	Negative Survey, Fresno North USGS, Yokuts Traditional Use Area

References

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NETR Online. 2024. Historic Aerials. Accessed July 2024. http://www.historicaerials.com.

Parker, Patricia L., and Thomas F. King. 1998. Guidelines for Evaluating and Documenting Traditional Cultural Properties. U.S. Department of the Interior, National Park Service, National Register, History and Education, National Register of Historic Places. 1990, revised 1992.

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Attachment 1. Figures

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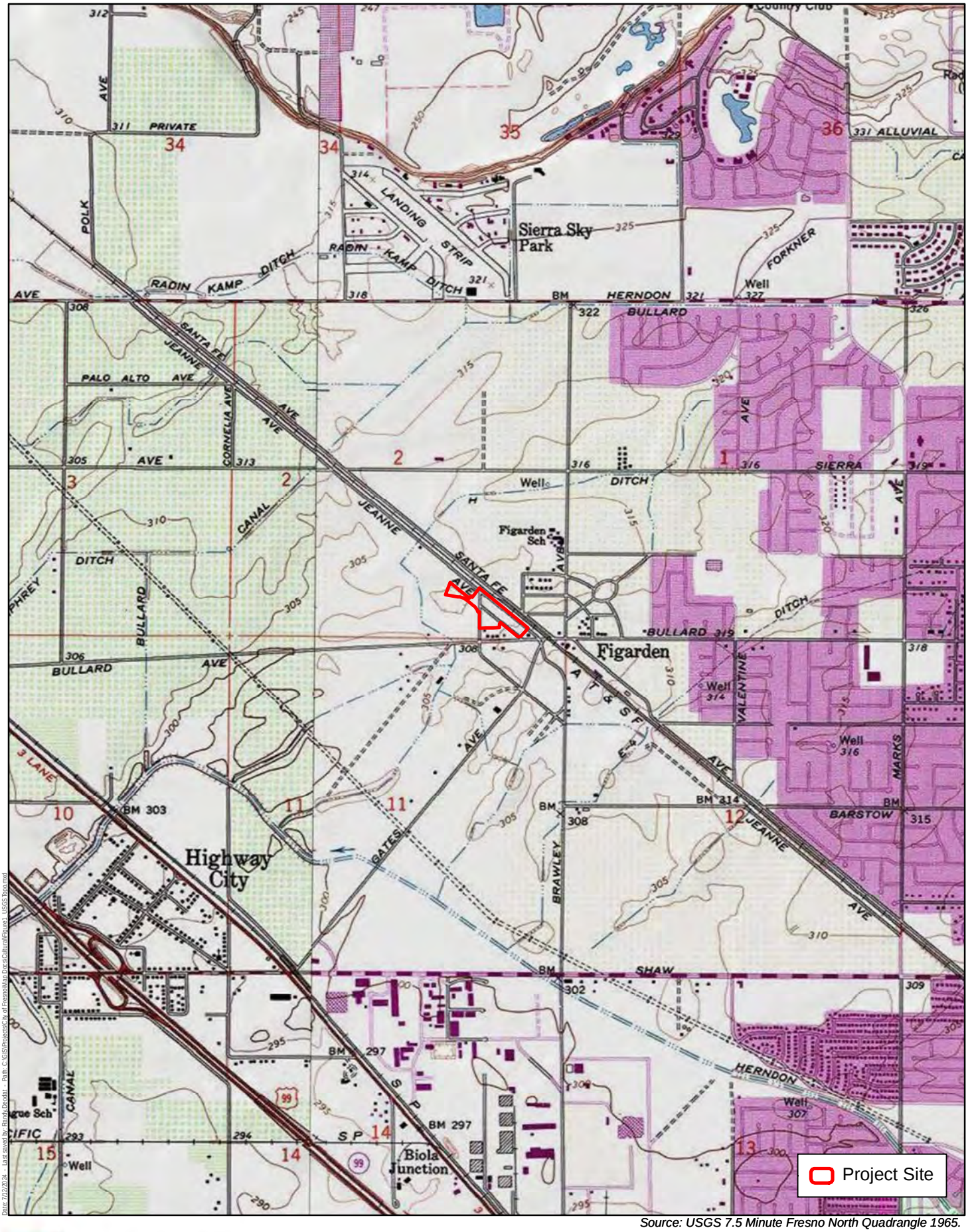


Source: USGS 7.5 Minute Fresno North Quadrangle 1965.

Harris & Associates

N

0 1,000 2,000

Feet

Figure 1

USGS Topographic Map

Fresno Storage Facility

Source: Maxar Imagery 2022.

Harris & Associates

N

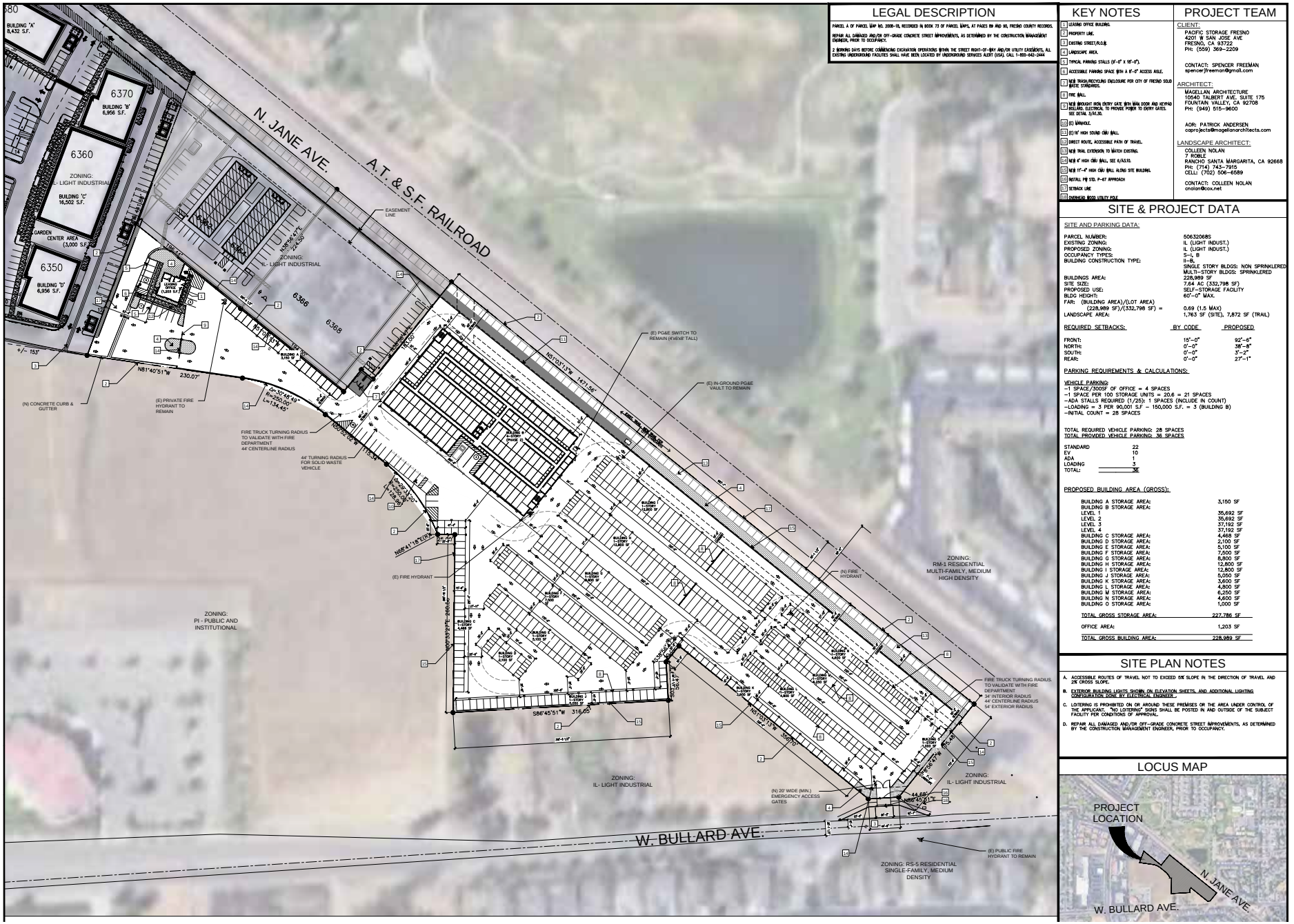
0 200 400

Feet

Figure 2

Aerial Map

Fresno Storage Facility


LEGAL DESCRIPTION
PARCEL A OF PARCEL MAP NO. 2008-18, RECORDED IN BOOK 73 OF PARCEL MAPS, AT PAGES 89 AND 90, FRESNO COUNTY RECORDS.
REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
2 WORKING DAYS BEFORE COMMENCING EXCAVATION OPERATIONS WITHIN THE STREET RIGHT-OF-WAY AND/OR UTILITY EASEMENTS, ALL EXISTING UNDERGROUND FACILITIES SHALL HAVE BEEN LOCATED BY UNDERGROUND SERVICES ALERT (USA). CALL 1-800-642-2444
KEY NOTES
1 LEASING OFFICE BUILDING.
2 PROPERTY LINE.
3 EXISTING STREET/R.O.W.
4 LANDSCAPE AREA.
5 TYPICAL PARKING STALLS (9'-0" X 19'-0").
6 ACCESSIBLE PARKING SPACE WITH A 8'-0" ACCESS AISLE.
7 NEW TRASH/RECYCLING ENCLOSURE PER CITY OF FRESNO SOLID WASTE STANDARDS.
8 FIRE WALL.
9 NEW WROUGHT IRON ENTRY GATE WITH MAIN DOOR AND KEYPAD BOLLARD. ELECTRICAL TO PROVIDE POWER TO ENTRY GATES. SEE DETAIL 3/A1.10.
10 (E) MANHOLE.
11 (E) 16' HIGH SOUND CMU WALL.
12 DIRECT ROUTE, ACCESSIBLE PATH OF TRAVEL.
13 NEW TRAIL EXTENSION TO MATCH EXISTING.
14 NEW 6' HIGH CMU WALL, SEE 6/A3.10.
15 NEW 17'-4" HIGH CMU WALL ALONG SITE BUILDING.
16 INSTALL PG STD. P-67 APPROACH
17 SETBACK LINE
18 OVERHEAD WOOD UTILITY POLE
PROJECT TEAM
CLIENT:
PACIFIC STORAGE FRESNO
4201 W SAN JOSE AVE
FRESNO, CA 93722
PH: (559) 369-2209
CONTACT: SPENCER FREEMAN
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MAGELLAN ARCHITECTURE
10540 TALBERT AVE. SUITE 175
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7 ROBLE
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PH: (714) 743-7915
CELL: (702) 506-6589
CONTACT: COLLEEN NOLAN
cnolan@cox.net
SITE & PROJECT DATA
SITE AND PARKING DATA:
PARCEL NUMBER: 506320685
EXISTING ZONING: IL (LIGHT INDUST.)
PROPOSED ZONING: IL (LIGHT INDUST.)
OCCUPANCY TYPES: S-1, B
BUILDING CONSTRUCTION TYPE: II-B
SINGLE STORY BLDGS: NON SPRINKLERED
MULTI-STORY BLDGS: SPRINKLERED
BUILDINGS AREA: 228,989 SF
SITE SIZE: 7.64 AC (332,798 SF)
PROPOSED USE: SELF-STORAGE FACILITY
BLDG HEIGHT: 60'-0" MAX.
FAR: (BUILDING AREA)/(LOT AREA) (228,989 SF)/(332,798 SF) = 0.69 (1.5 MAX)
LANDSCAPE AREA: 1,763 SF (SITE), 7,872 SF (TRAIL)
REQUIRED SETBACKS: BY CODE PROPOSED
FRONT: 15'-0" 92'-6"
NORTH: 0'-0" 36'-8"
SOUTH: 0'-0" 3'-2"
REAR: 0'-0" 27'-1"
PARKING REQUIREMENTS & CALCULATIONS:
VEHICLE PARKING:
-1 SPACE/300SF OF OFFICE = 4 SPACES
-1 SPACE PER 100 STORAGE UNITS = 20.6 = 21 SPACES
-ADA STALLS REQUIRED (1/25): 1 SPACES (INCLUDE IN COUNT)
-LOADING = 3 PER 90,001 S.F - 150,000 S.F. = 3 (BUILDING B)
-INITIAL COUNT = 28 SPACES
TOTAL REQUIRED VEHICLE PARKING: 28 SPACES
TOTAL PROVIDED VEHICLE PARKING: 36 SPACES
STANDARD 22
EV 10
ADA 1
LOADING 3
TOTAL: 36
PROPOSED BUILDING AREA (GROSS):
BUILDING A STORAGE AREA: 3,150 SF
BUILDING B STORAGE AREA:
LEVEL 1 35,692 SF
LEVEL 2 35,692 SF
LEVEL 3 37,192 SF
LEVEL 4 37,192 SF
BUILDING C STORAGE AREA: 4,469 SF
BUILDING D STORAGE AREA: 2,100 SF
BUILDING E STORAGE AREA: 5,100 SF
BUILDING F STORAGE AREA: 7,500 SF
BUILDING G STORAGE AREA: 8,900 SF
BUILDING H STORAGE AREA: 12,800 SF
BUILDING I STORAGE AREA: 12,800 SF
BUILDING J STORAGE AREA: 5,050 SF
BUILDING K STORAGE AREA: 3,600 SF
BUILDING L STORAGE AREA: 4,800 SF
BUILDING M STORAGE AREA: 6,250 SF
BUILDING N STORAGE AREA: 4,600 SF
BUILDING O STORAGE AREA: 1,000 SF
TOTAL GROSS STORAGE AREA: 227,786 SF
OFFICE AREA: 1,203 SF
TOTAL GROSS BUILDING AREA: 228,989 SF
SITE PLAN NOTES
A. ACCESSIBLE ROUTES OF TRAVEL NOT TO EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE.
B. EXTERIOR BUILDING LIGHTS SHOWN ON ELEVATION SHEETS, AND ADDITIONAL LIGHTING CONFIGURATION DONE BY ELECTRICAL ENGINEER.
C. LOITERING IS PROHIBITED ON OR AROUND THESE PREMISES OR THE AREA UNDER CONTROL OF THE APPLICANT. "NO LOITERING" SIGNS SHALL BE POSTED IN AND OUTSIDE OF THE SUBJECT FACILITY PER CONDITIONS OF APPROVAL.
D. REPAIR ALL DAMAGED AND/OR OFF-GRADE CONCRETE STREET IMPROVEMENTS, AS DETERMINED BY THE CONSTRUCTION MANAGEMENT ENGINEER, PRIOR TO OCCUPANCY.
LOCUS MAP
PROJECT LOCATION
N. JANE AVE.
W. BULLARD AVE.
N. JANE AVE.
A.T. & S.F. RAILROAD
W. BULLARD AVE.
BUILDING 'A' 8,432 S.F.
BUILDING 'B' 6,956 S.F.
BUILDING 'C' 16,502 S.F.
BUILDING 'D' 6,956 S.F.
6370
6360
6350
6366
6368
ZONING: IL- LIGHT INDUSTRIAL
GARDEN CENTER AREA (3,000 S.F.)
OFFICE (1,203 S.F.)
EASEMENT LINE
(E) PG&E SWITCH TO REMAIN (4'X6'X8' TALL)
(E) IN-GROUND PG&E VAULT TO REMAIN
(N) CONCRETE CURB & GUTTER
(E) PRIVATE FIRE HYDRANT TO REMAIN
FIRE TRUCK TURNING RADIUS TO VALIDATE WITH FIRE DEPARTMENT 44' CENTERLINE RADIUS
44' TURNING RADIUS FOR SOLID WASTE VEHICLE
(E) FIRE HYDRANT
(N) FIRE HYDRANT
ZONING: PI - PUBLIC AND INSTITUTIONAL
ZONING: RM-1 RESIDENTIAL MULTI-FAMILY, MEDIUM HIGH DENSITY
ZONING: IL- LIGHT INDUSTRIAL
ZONING: IL- LIGHT INDUSTRIAL
ZONING: RS-5 RESIDENTIAL SINGLE-FAMILY, MEDIUM DENSITY
(N) 20' WIDE (MIN.) EMERGENCY ACCESS GATES
FIRE TRUCK TURNING RADIUS. TO VALIDATE WITH FIRE DEPARTMENT 34' INTERIOR RADIUS 44' CENTERLINE RADIUS 54' EXTERIOR RADIUS
(E) PUBLIC FIRE HYDRANT TO REMAIN
+/- 153'
N81°40'51"W 230.07'
N65°03'13"W 1411.56'
N65°03'13"W 316.05'
S86°45'51"W 316.05'
N86°41'16"E 69.27'
N65°45'51"E 44.68'
N65°03'13"W 1178.00'
N65°03'13"W 1178.00'
R=250.00'
L=134.45'
R=250.00'
L=178.00'
R=250.00'
L=178.00'
N00°39'09"E 266.00'
N00°39'09"E 266.00'
N00°39'09"E 266

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Attachment 2. Photographs

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Photograph 1: West side of project, facing east.

Photograph 2: West side of project, facing northeast.

Photograph 3: Overview of project site, facing north.

Photograph 4: Overview of project site, facing east.

Photograph 5: East side of project, facing west.

Photograph 6: Overview of project site.

Photograph 7: East side of project, facing south.

Photograph 8: Noth side of project.

Photograph 9: East side of project, facing west.

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Mitigation Monitoring and Reporting Program for
Fresno Self Storage Project
(Development Permit Application No. P22-04560)

This Mitigation Monitoring and Reporting Program (MMRP) was prepared pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15097, Mitigation Monitoring or Reporting, based upon the findings of the Initial Study prepared for the proposed Fresno Self Storage Project (Development Permit Application No. P22-04560).

This MMRP lists mitigation measures identified in the Initial Study for the Project and identifies mitigation monitoring requirements. This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the adoption of an MMRP when mitigation measures are required to reduce potentially significant impacts to a less than significant level. This MMRP is intended to ensure compliance during implementation of the project.

This MMRP is organized in a matrix or table format. The first column identifies the mitigation measure. The second column, entitled "Timing for Mitigation Measure," refers to the implementation and schedule of mitigation measures. The third column, entitled "Mitigation Responsibility," refers to the party responsible for implementing the mitigation measure. The fourth column, entitled "Monitoring/Reporting Agency," refers to the agency responsible for oversight or ensuring that the mitigation measure is implemented. The fifth column, entitled "Verification," will be initialed and dated by the individual designated to verify adherence to the project specific mitigation, when the mitigation measure is completed.

Mitigation Measure	Timing for Mitigation Measure	Mitigation Responsibility	Monitoring/Reporting Agency	Verifications (Initials/Date)
Biological Resources				
BIO-1. Burrowing Owl Clearance Surveys. A burrowing owl clearance survey shall be conducted in suitable habitat before any ground-disturbing activities in accordance with the Department of Fish and Wildlife guidelines (Staff Report on Burrowing Owl Mitigation, March 7, 2012). Two pre-construction clearance surveys shall be conducted 14–30 days and 24 hours before ground-disturbing activities to document the continued absence of burrowing owl from the project site. If any burrowing owls or active burrows are identified, a protective buffer zone will be established around each burrow to prevent disturbance from project activities. The buffer zone size will be determined in accordance with California Department of Fish and Wildlife guidelines and site-specific conditions to ensure adequate protection. Additionally, if any burrowing owls are discovered on the project site, coordination with California Department of Fish and Wildlife will be undertaken to develop and implement a relocation plan for the burrowing owls, ensuring compliance with state guidelines to minimize impacts on the owl population.	Prior to Construction	Construction Contractor, Qualified Biologist	Planning and Development	
BIO-2. Nesting Birds Protection Measures. No grubbing, trimming, or clearing of vegetation from the project site or off-site improvements area shall occur during the general bird breeding season (February 1 through August 31). If grubbing, trimming, or clearing of vegetation cannot feasibly occur outside the general bird breeding season, a qualified biologist shall perform a pre-construction nesting bird survey no more than 72 hours before the start of vegetation grubbing, trimming, or clearing to determine if active bird nests are present on the project site. If one or more active nests are found during the pre-construction survey, a buffer of appropriate size based on species and observed behavior shall be established around the nest, as determined by a qualified biologist. No disturbance shall be allowed within the buffer until a qualified biologist determines and documents that the nest is no longer active. If no nesting birds are on the project site, as confirmed by a qualified biologist, grubbing, trimming, or clearing may proceed.	Prior to Construction	Construction Contractor, Qualified Biologist	Planning and Development	
Cultural Resources				
CUL-1. **Inadvertent Discovery**. In the event that buried prehistoric archaeological, historical, or tribal cultural resources are discovered during excavation and/or construction activities, construction shall stop in the immediate vicinity of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The qualified archaeologist shall make recommendations to the City on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with CEQA Guidelines Section 15064.5. If	During Construction	Construction Contractor, Qualified Archaeologist	Planning and Development	

the resources are determined to be unique prehistoric archaeological resources as defined under Section 15064.5 of the CEQA Guidelines, mitigation measures shall be identified by the monitor and recommended to the City of Fresno. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds. No further grading shall occur in the area of the discovery until the City of Fresno approves the measures to protect these resources. Any prehistoric archaeological, historical, or tribal cultural artifacts recovered as a result of mitigation shall be provided to a City-approved institution or person who is capable of providing long-term preservation to allow future scientific study.				
Geology and Soils				
GEO-1. Paleontological Resources. If paleontological resources or unique geological features are discovered during ground-disturbing activities, the City or construction contractor shall immediately stop work in the vicinity of the find, notify the City, and retain a qualified paleontologist to assess whether the resources require further study. If the resources are deemed potentially significant, the paleontologist shall provide recommendations to the City of Fresno for protecting the resources. This may include, but is not limited to, excavation and evaluation of the find, and ensuring the resources are transferred to an appropriate institution or individual capable of long-term preservation for future scientific study.	During Construction	Construction Contractor, Qualified Paleontologist	Planning and Development	
Greenhouse Gas Emissions				
GHG-1. Greenhouse Gas Emissions Reducing Design Features. As a condition of approval, the applicant shall demonstrate that the project would be: An all-electric development that does not include natural gas appliances or natural gas plumbing, and no natural gas service would be provided to the site; and Consistent with the 2022 CALGreen Standards, Tier 2 voluntary provisions for electric vehicle capable parking for non-residential development (2022 California Green building Standards Code, Appendix A5, Table A5.106.5.3.2).	Prior to the issuance of a grading permit	Project Applicant	Planning and Development	