City of Reedley, Community Development Department, 1733 9th Street, Reedley, CA 93654

Notice of Intent to Adopt an
Initial Study/Mitigated Negative Declaration

Date: September 25, 2023
To: Public Agencies, Organizations, and Interested Parties
From: City of Reedley
Subject: **Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration**

Pursuant to the *State of California Public Resources Code and the Guidelines for Implementation of the California Environmental Quality Act (CEQA)*, as most recently amended, this is to advise that the City of Reedley (City) has prepared an Initial Study to evaluate the environmental effects of the project identified below:

Project Title: Kings View Residential Project

Project Sponsor: Ken Vang, Vang Inc. Consulting Engineers, 6839 South Buttonwillow Avenue, Reedley, CA 93654

Project Location: Northwest of the intersection of South Frankwood Avenue and West Lilac Avenue, Assessor's Parcel Numbers (APNs): 365-220-80 and 365-220-81.

Project Description: The proposed project would consist of the construction of 12 two-story townhouses in six buildings. The project would require rezoning the project site from One-Family Residential (R-1 [SP]) to Multi-Family Residential (RM-3) and a General Plan Amendment to change the land use from Low Density Residential to Medium Density Residential. The proposed project would require approval of a General Plan Amendment, a Zone Change, a Planned Unit Development (PUD) Application, Conditional Use Permit, and a Site Plan Review.

CEQA Project Status: An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for this project pursuant to the provisions of CEQA. The IS/MND determined that the proposed project would result in less-than-significant impacts, and therefore a Mitigated Negative Declaration is proposed. The Public Review Draft IS/MND and all related analysis are available on the City's website: https://reedley.ca.gov/community-development-department/ceqa-environmental-assessments/

Public Hearing: The City will consider the proposed project and IS/MND at a public meeting that has not been scheduled.

Public Review Period: A 30-day public review period will begin on September 25, 2023. Written comments must be mailed, faxed, submitted in person, or via email to the contact person identified below no later than 5:00 p.m. on October 31, 2023. Please direct comments to:

Rodney L. Horton, MPA
Community Development Director
Community Development Department
City of Reedley
1733 9th Street
Reedley, CA 93654
Phone: 559-637-4200
Email: rodney.horton@reedley.ca.gov

PUBLIC REVIEW DRAFT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

KINGS VIEW RESIDENTIAL PROJECT

REEDLEY, CALIFORNIA

LSA

September 2023

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PUBLIC REVIEW DRAFT

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

KINGS VIEW RESIDENTIAL PROJECT

REEDLEY, CALIFORNIA

Submitted to:

Rodney L. Horton, Community Development Director
Community Development Department
1733 Ninth Street
Reedley, California 93654

Prepared by:

LSA
2565 Alluvial Avenue, Suite 172
Clovis, California 93611
(559) 490-1210

Project No. 20231068

LSA

September 2023

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LIST OF ABBREVIATIONS AND ACRONYMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AF	Acre Feet
APN	Assessor Parcel Numbers
BAAQMD	Bay Area Air Quality Management District
Basin Plan	Tulare Lake Basin
BMPs	Best Management Practices
BPS	best performance standards
BRA	Biological Resources Assessment
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CASQA	California Storm Water Quality Association
CCAP	Climate Change Action Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	methane

CNDDB	California Natural Diversity Data Base information
CNPS	California Native Plant Society's
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
DTSC	Department of Toxic Substances Control
EO	Executive Order
EPA	Environmental Protection Agency
EV	electric vehicle
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
Fresno COG	Fresno Council of Governments
General Plan PEIR	Reedley General Plan 2030 Program EIR
GHG	Greenhouse gas
GPA	General Plan Amendment
GPCD	gallons per capita per day
GSA	Groundwater Sustainability Agency
GWP??	global-warming potential
HCP	Habitat Conservation Plan
IMP	Integrated Master Plan
IPaC	Information for Planning and Conservation
ITE	Institute of Transportation Engineers
KCUSD	Kings Canyon Unified School District

kWh	kilowatt-hours
lead	Pb
LOS	Level of Service
LRA	Local Responsibility Area
LRA	Local Responsibility Area
mpg	miles per gallon
MRZ	Mineral Resource Zone
MS4	Small Municipal Separate Storm Sewer Systems
N_2O	nitrous oxide
NAHC	Native American Heritage Commission
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NO_2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NPDES	National Pollutant Discharge Elimination System
O&M	Operation and Maintenance
O_3	ozone
OSHA	Occupational Safety and Health Administration
PG&E	Pacific Gas and Electric Company
PM_{10}	particulate matter less than 10 microns in size
$PM_{2.5}$	particulate matter less than 2.5 microns in size
PRC	Public Resources Code
PRC	Public Resources Code
PUD	Planned Unit Development

R-1 (SP)	One-Family Residential District
RFD	City of Reedley Fire Department
RM-3	Multi-Family Residential
ROG	reactive organic gases
RPD	Reedley City Police Department
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Quality Management District
SMIP	Stormwater Management Implementation Plan
SO_2	sulfur dioxide
SOI	Sphere of Influence
SO_X	sulfur oxides
SR-180	State Route 180
SUVs	sport utility vehicle
SWPPP	Stormwater Pollution Prevention Plan
TACs	toxic air contaminants
TCR’	Tribal Cultural Resources
TIS Guidelines	Traffic Impact Studies
USEPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service’s

UWMP	Urban Water Management Plan
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VMT	Vehicle Miles Traveled
WWTP	Wastewater Treatment Plant
ZE	zero emission

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1.0 PROJECT INFORMATION

1. **Project Title:**

   Kings View Residential Project

2. **Lead Agency Name and Address:**

   City of Reedley
   Community Development Department
   1733 Ninth Street
   Reedley, CA 93654

3. **Contact Person and Phone Number:**

   Rodney L. Horton, Community Development Director
   (559) 637-4200, ext. 286

4. **Project Location:**

   Northwest of the intersection of South Frankwood Avenue and West Lilac Avenue, Assessor's Parcel Numbers (APNs): 365-220-80 and 365-220-81.

5. **Project Sponsor's Name and Address:**

   Ken Vang
   Vang Inc. Consulting Engineers
   6839 South Buttonwillow Avenue
   Reedley, CA 93654

6. **General Plan Designation:**

   Low Density Residential

7. **Zoning:**

   One-Family Residential District (R-1 [SP])

8. **Description of Project:**

   The proposed project would consist of the construction of 12 two-story townhouses in six buildings. The project would require rezoning the project site from One-Family Residential (R-1 [SP]) to Multi-Family Residential (RM-3) and a General Plan Amendment to change the land use from Low Density Residential to Medium Density Residential. The proposed project would require approval of a General Plan Amendment, a Zone Change, a Planned Unit Development (PUD) Application, Conditional Use Permit, and a Site Plan Review.

   Project Site

   The 0.9-acre project site is located on two parcels northwest of the intersection of South Frankwood Avenue and West Lilac Avenue in the City of Reedley, as shown in Figure 1-1.

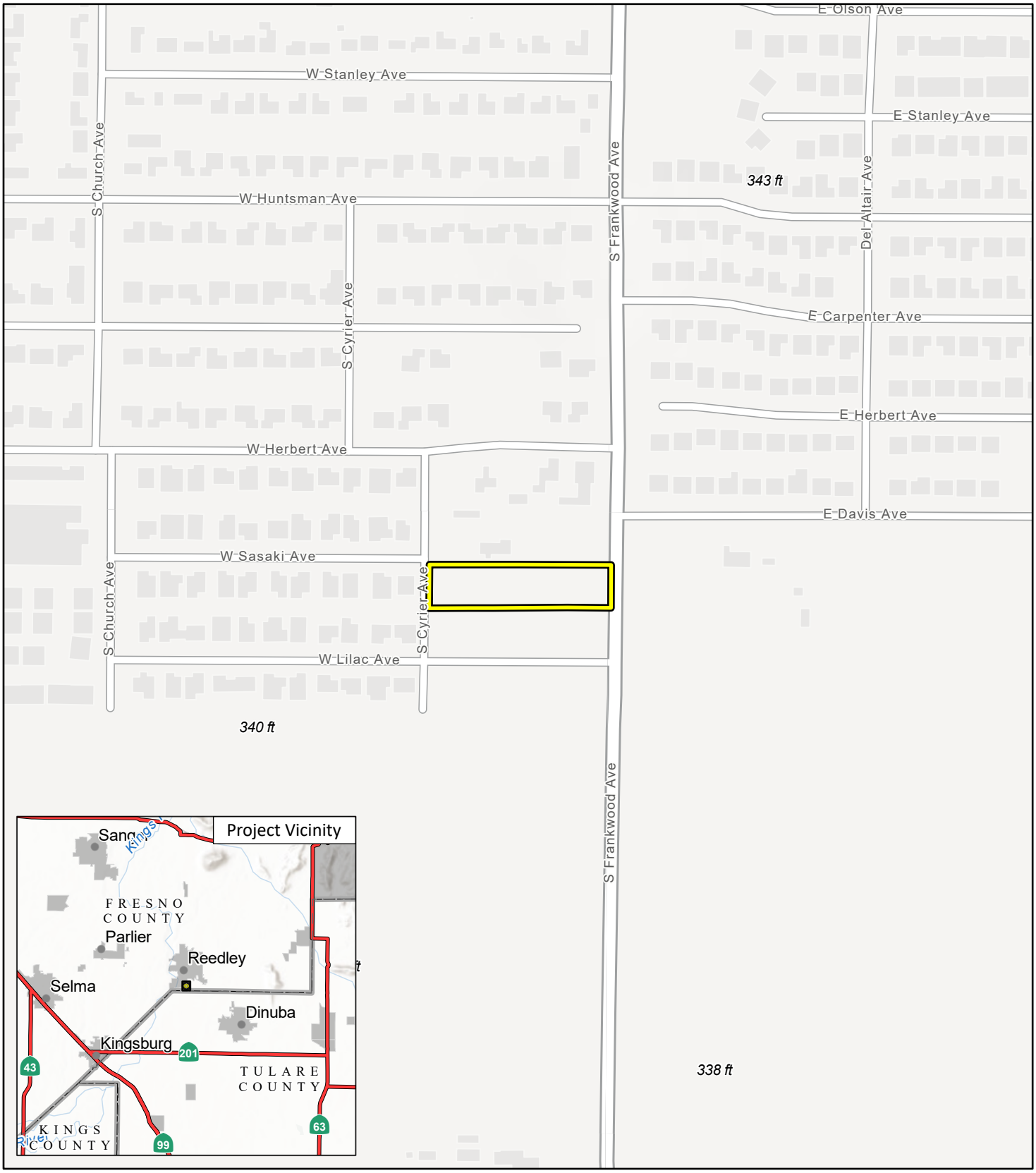

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FIGURE 1-1

Kings View Residential Project

Project Location

SOURCE: Esri Community Maps

J:\20231068\GIS\Pro\Kings View Apartments Project\Kings View Apartments Project.aprx (8/31/2023)

The project site is currently vacant and undeveloped. The project site is bounded by South Frankwood Avenue to the east, Cyrier Avenue to the west, by single-family residential uses to the south, and single-family residential uses and commercial uses to the north of the project site. Figure 1-2 shows the project site and surrounding land uses.

Project Characteristics

The proposed project would consist of the construction of six, two-story multi-family residential buildings totaling approximately 8,898 square feet. Each proposed building would include two townhouse units that would be two-stories high, and each would be three-bedroom, two-bathroom units. Each proposed unit would include a 4-kilowatt (kw) solar system. The maximum elevation of the proposed buildings would be approximately 25 feet. Figure 1-3 shows the site plan of the proposed project. Figure 1-4 shows the floor plan for the proposed buildings onsite. Figure 1-5 shows the elevations proposed of the proposed buildings onsite. Additionally, the following improvements would be included as part of the proposed project: a total of 28 on-site parking spaces; open space and common areas with picnic and play facilities; exterior lighting, approximately 9,600 square feet of landscaped areas; and the construction of trash enclosures designed pursuant to City standards. The project would introduce approximately 13,695 square feet of impervious paved areas in the project site. Figure 1-6 shows the landscape plan for the project.

The proposed project would comply with the latest California Green Building Standards Code (CALGreen) building measures and Title 24 standards.

Access and Circulation

Access to the project site would be provided by four driveways: one 22-foot-wide ingress and egress driveway along the project site's frontage with South Frankwood Avenue; one 24-foot-wide driveway along South Frankwood Avenue providing vehicle access to the easternmost building; one 22-foot-wide ingress and egress driveway along the project site's frontage with Cyrier Avenue; and one 24-foot-wide driveway along Cyrier Avenue providing vehicle access to the westernmost building. Vehicle circulation within the project would be limited to one 22-foot-wide driveway on the northern portion of the project site connecting the two northernmost access driveways in the project site, and parking lot areas located in the eastern, western and middle portions of the project site. Pedestrian sidewalks to be constructed pursuant to City requirements along the project site's frontage with South Frankwood Avenue and Cyrier Avenue, and through internal pathways and walkways in the project site.

The proposed project would also remove an existing chain link fence along the project site's northern boundary and an existing wooden fence along the project site's southern boundary and construct a 6-foot-high block wall along the project site's northern and southern boundaries. The proposed project would also install 6-foot-high wooden fences to section off and separate proposed landscaped areas and open space and common areas with picnic and play facilities to be constructed between proposed buildings.

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LEGEND

Project Site Boundary

FIGURE 1-2

N

0 80 160

FEET

SOURCE: Google Earth 2023

Kings View Residential Project

Aerial Photograph of Project Site and Surrounding Land Uses

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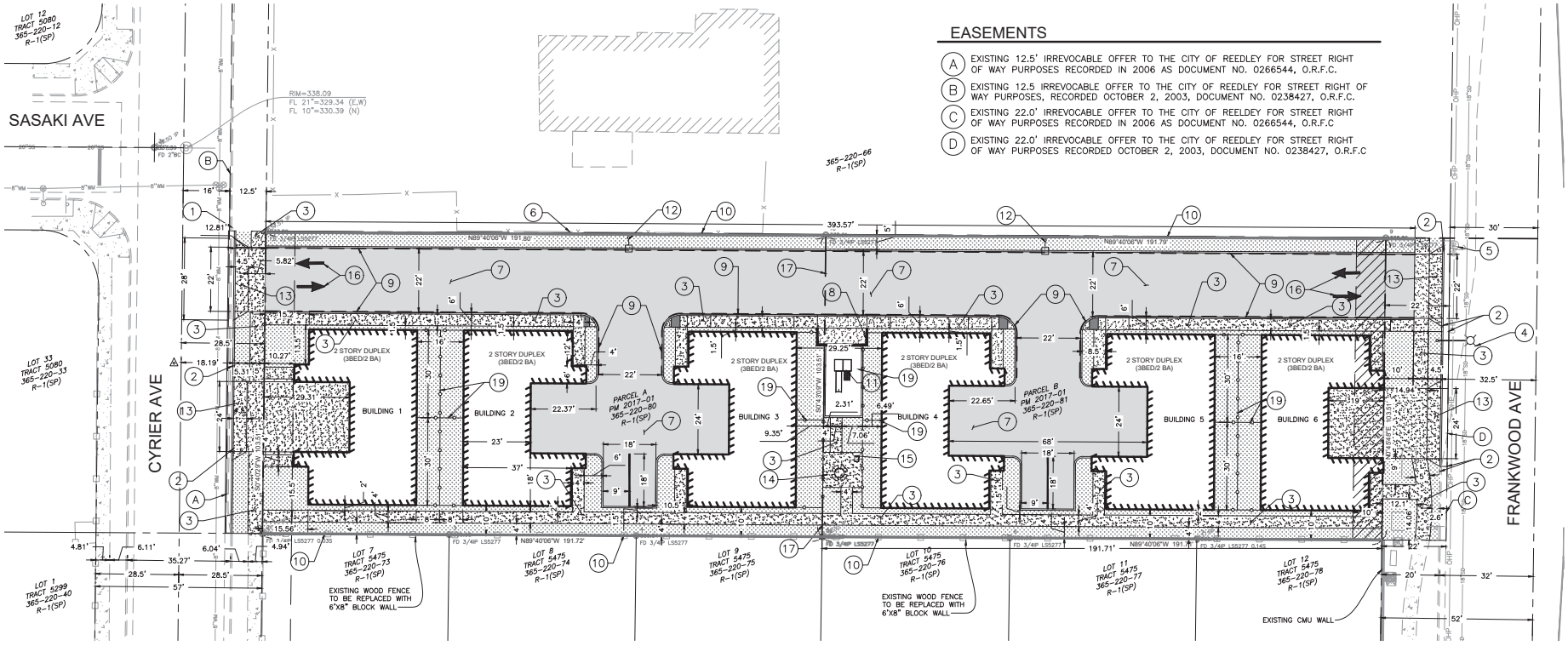

PROJECT INFO:

PROJECT LOCATION:	AT THE NORTH WEST CORNER OF S. FRANKWOOD AVE. AND W. LILAC AVE.
APN:	365-220-80 & 81
GROSS ACREAGE:	0.90 ACRES
NET ACREAGE:	0.90 ACRES
PROJECT OWNER:	NASSRI JABER MEGALODON PROPERTIES, LLC 521 FINLEY DR TAFT, CA 93268
EXISTING LAND USE:	VACANT/OPEN SPACE
EXISTING ZONING:	R-1(SP)
PROPOSED LAND USE:	MEDIUM DENSITY RESIDENTIAL (8-15 DU/AC)
PROPOSED ZONING:	RM-3
PROPOSED USE:	12 DU
PROPOSED DENSITY:	13.3 DU/AC

PARKING REQUIRED:	3.5 STALLS PER UNIT = 12 X 3.5 = 42 STALLS
PARKING PROVIDED:	28 STALLS
PARKING PROPOSED:	2.3 STALLS PER UNIT AND PUD REQUEST NEEDED

BUILDING 1: 1,483 SF
BUILDING 2: 1,483 SF
BUILDING 3: 1,483 SF
BUILDING 4: 1,483 SF
BUILDING 5: 1,483 SF
BUILDING 6: 1,483 SF

BUILDING TOTAL: 8,898 SF

PROPOSED PAVEMENT: 13,695 SF
PROPOSED LANDSCAPE: 9,601 SF

LEGEND

⚠	INDICATES STREETS PREVIOUSLY OFFERED FOR DEDICATION
PUE	PUBLIC UTILITY EASEMENT
	EXISTING PUE TO BE VACATED
	SUBDIVISION BOUNDARY
	CENTERLINE/SECTION LINE
	EASEMENT
	PROPOSED LOT
	EXISTING CONCRETE SIDEWALK
	PROPOSED CONCRETE SIDEWALK
	PROPOSED ASPHALT PAVEMENT
	PROPOSED LANDSCAPE

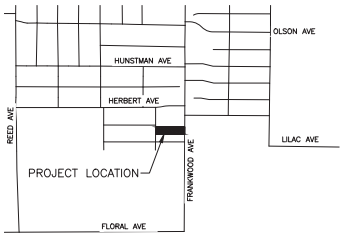

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FIGURE 1-3

Kings View Residential Project
Site Plan

SOURCE: Vang Inc. Consulting Engineers, 2/9/2023

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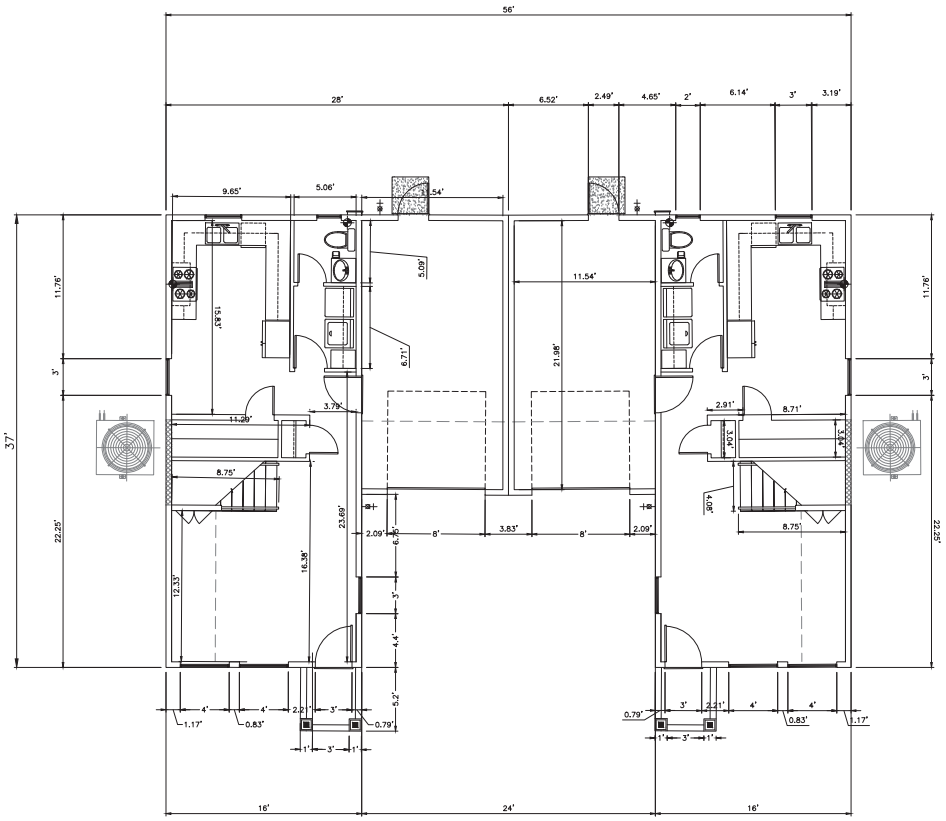

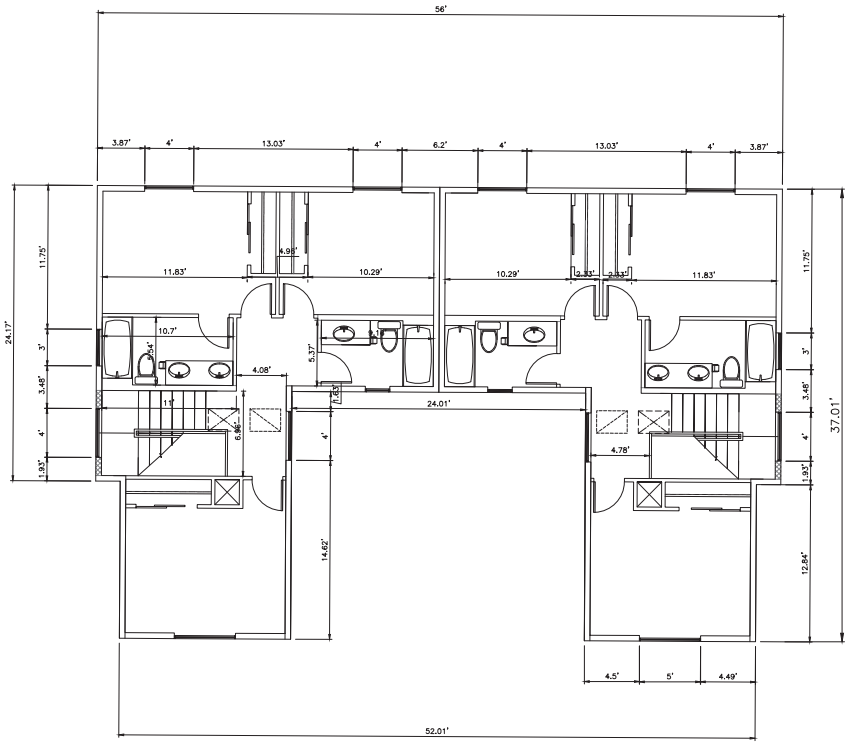

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FIGURE 1-4

NOT TO SCALE

Kings View Residential Project
Floor Plan of Townhouse Unit

SOURCE: Vang Inc. Consulting Engineers, 2/9/2023

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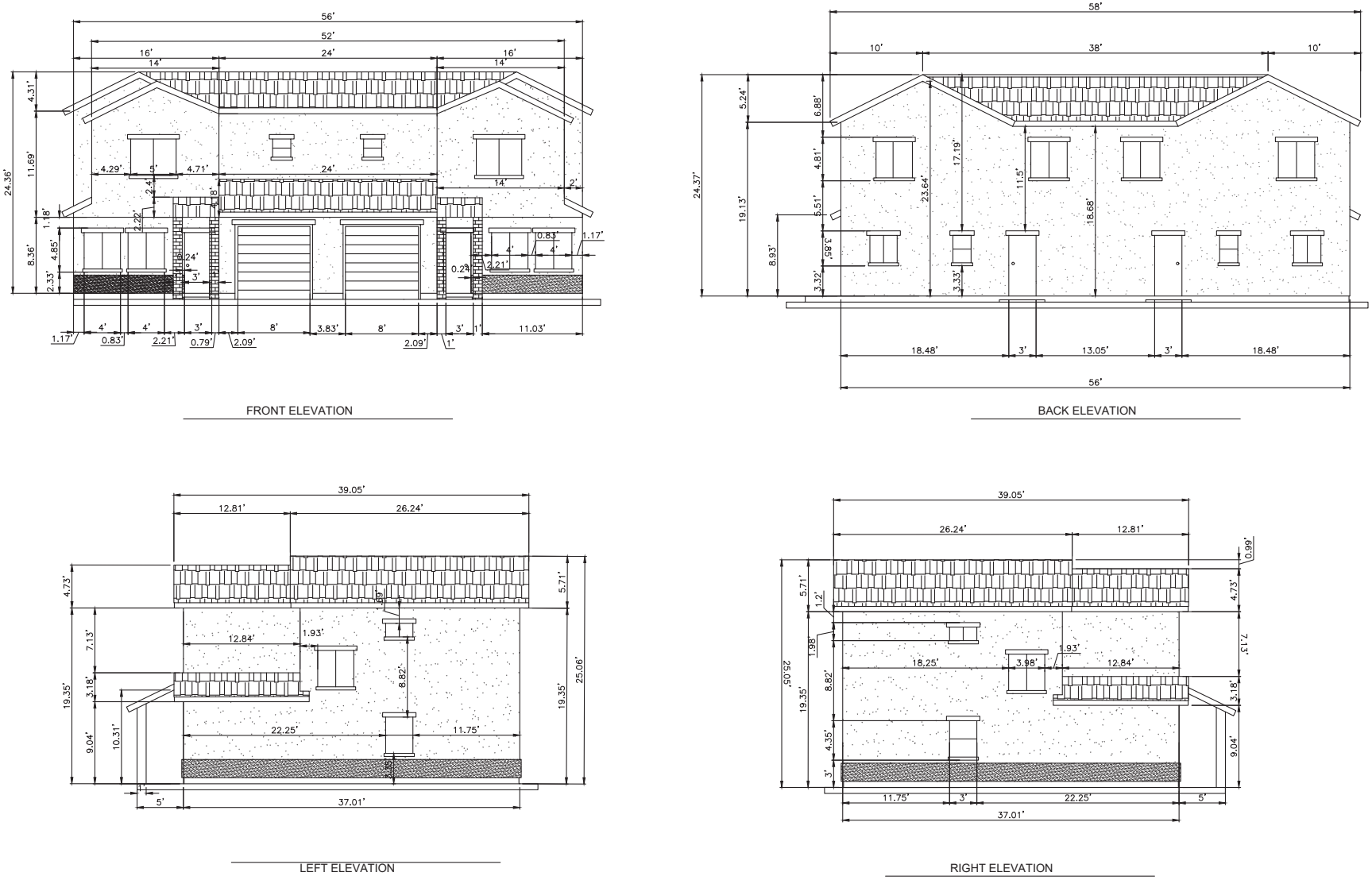

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FIGURE 1-5

NOT TO SCALE

Kings View Residential Project
Elevations of Residential Buildings

SOURCE: Vang Inc. Consulting Engineers, 2/9/2023

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PLANTING LEGEND

SYMBOL	SCIENTIFIC NAME / COMMON NAME	SIZE	QTY	WATER USE
TREES				
PC	PISTACIA CHINENSIS 'KEITH DAVEY' / CHINESE PISTACHE	15 GAL	7	L
WR	CERCIS OCCIDENTALIS/WESTERN REDBUD	15 GAL	6	L
LN	LAUREL NOBILIS / BAY LAUREL	15 GAL	6	L
SHRUBS				
DO	NERIUM OLEANDER 'PETITE PINK' / DWARF OLEANDER	5 GAL	57	L
MR	LOMANDRA LONGIFOLIA 'LOMLON' / LIME TUFF DWARF MATH RUSH	5 GAL	137	L
HB	NANDINA DOMESTICA 'GULF STREAM' / HEAVENLY BAMBOO	5 GAL	61	L
FL	DIETES IRIDIOIDES AND CVS./FORTNIGHT LILY	5 GAL	133	L
DL	IRIS DOUGLASIANA/DOUGLAS IRIS	5 GAL	147	L
GROUND COVER				
MP	MYOPORUM PARVIFOLIUM 'PROSTRATUM' / MYOPORUM	1 GAL	11	L
	3" THINK LANDSCAPE MULCH	1 GAL	5,131 SF	L

PROJECT INFO:

PROJECT LOCATION: AT THE NORTH WEST CORNER OF S. FRANKWOOD AVE. AND W. LILAC AVE.

APN: 365-220-80 & 81

GROSS ACREAGE: 0.90 ACRES

NET ACREAGE: 0.90 ACRES

PROJECT OWNER: NASSRI JABER
MEGALODON PROPERTIES, LLC
521 FINLEY DR
TAFT, CA 93268

SHADE REQUIREMENT

THE PARKING LOT SURFACE SHALL BE 50% SHADED WITHIN 15 YEARS

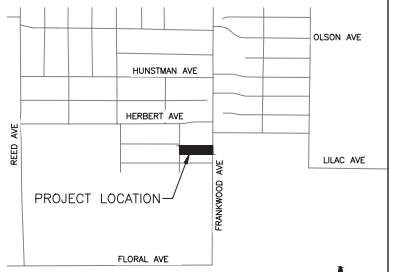
PARKING LOT AREA: 13,695 SF±
50% TO BE SHADED: 6,848 SF±

SHADE PROVIDED:

PISTACIA CHINENSIS 'KEITH DAVEY' / CHINESE PISTACHE	2 @ 1,257 SF±
CERCIS OCCIDENTALIS / WESTERN REDBUD	4 @ 452 SF±
LAUREL NOBILIS / BAY LAUREL	6 @ 1,257 SF±

TOTAL SHADE PROVIDED: 11,864 SF±

PERCENT OF SHADE PROVIDED: 86.6% (REQUIRED 50%)



VICINITY MAP
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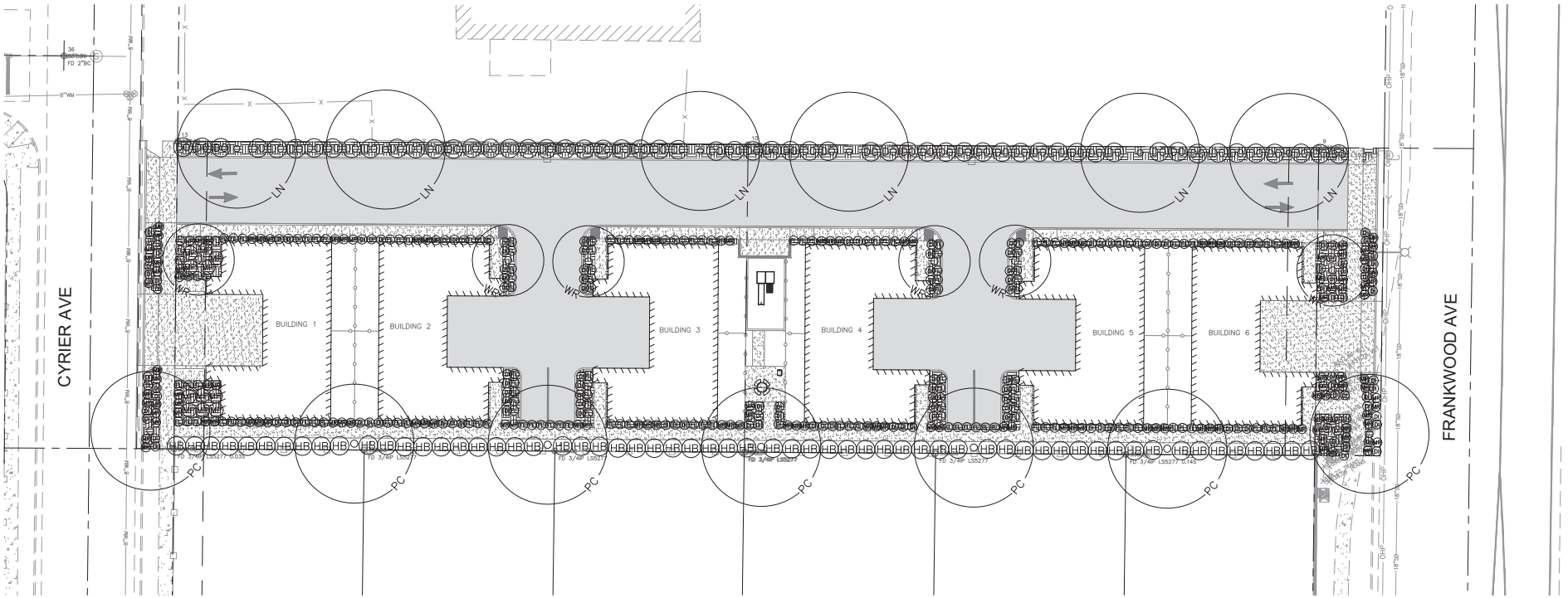

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FIGURE 1-6

NOT TO SCALE

SOURCE: Vang Inc. Consulting Engineers, 2/9/2023

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Kings View Residential Project
Landscape Plan

Utilities and Infrastructure

Water supply and wastewater services for the proposed project would be provided by the City of Reedley. The proposed project would connect to an existing 8-inch water main and existing 20-inch wastewater main in Cyrier Avenue.

The City of Reedley would provide stormwater management services to the project site. The proposed project would include the removal of the existing curb along the project frontage with Cyrier Avenue, as well as the construction of a new curb and gutter along the project frontage to Cyrier and South Frankwood Avenues. Stormwater from the project site would be collected through surface and subsurface drainage infrastructure onsite towards proposed and existing stormwater collection and drainage infrastructure along South Frankwood and Cyrier Avenues.

Access for emergency response services including fire, police, and medical response services, would be provided through the four proposed driveways along Cyrier Avenue and South Frankwood Avenue. Dedicated fire lanes would also be provided pursuant to requirements of the Reedley Fire Department (RFD).

Solid waste collection for the proposed project would be managed by Mid Valley Disposal, which maintains all solid waste collection in the City.

Electricity services would be provided by the Pacific Gas and Electric Company (PG&E). Telecommunication services for the project would be provided by either AT&T or Comcast. No natural gas connections or diesel backup generators would be included with the project.

Project Construction

Construction of the proposed project is anticipated to occur over a total 12-month period starting May 2024 and ending May 2025. In addition, the proposed project would include approximately 3,000 cubic yards of soil import, and no soil export.

9. Surrounding Land Uses and Setting:

The 0.9-acre project site is located in the City of Reedley, on the northwest of the intersection of South Frankwood Avenue and West Lilac Avenue. The project site is bounded by South Frankwood Avenue to the east, Cyrier Avenue to the west, by single-family residential uses to the south, and single-family residential uses and commercial uses to the north of the project site.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

- City of Reedley – Rezone and General Plan Amendment; Site Plan Review; PUD; water service and wastewater sewage service connection
- San Joaquin Valley Air Pollution Control District

- State Water Resources Control Board – National Pollutant Discharge Elimination System (NPDES) General Permit (with requisite Storm Water Pollution Prevention Plan, Conceptual Storm Water Pollution Prevention Plan, and Permanent Control Measures)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource 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.??

In compliance with Assembly Bill (AB) 52, on September 18, 2023, the City sent letters regarding the proposed project to the Santa Rosa Indian Community of the Santa Rosa Rancheria based on the list of tribes provided by the Native American Heritage Commission (NAHC). The 30-day consultation period for AB 52 is currently ongoing.

2.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 3.0.

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

2.1 DETERMINATION

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

Signature _____ Date _____

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3.0 CEQA ENVIRONMENTAL CHECKLIST

3.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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 a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 Impact Analysis

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

Less Than Significant Impact. A scenic vista is generally defined as a public vantage point with an expansive view of a significant landscape feature. According to the Reedley General Plan 2030 Program EIR (General Plan PEIR), the City identifies views of agricultural land from the urban fringes of the City, views of the Sierra Nevada mountain range east of the City, and views of the Kings River corridor, located along the western edge of the City, as potentially scenic vistas.[1]

The project site is currently vacant and undeveloped. The project site is located near Reedley City limits, and partially obstructed views of agricultural land located outside City limits but within the City's Sphere of Influence (SOI) may be seen from the project site. Distant views of the Sierra Nevada Mountains may also be visible from the project site. The proposed project would develop the 0.9-acre project site into a 12-unit multi-family residential development. Although implementation of the proposed project would change the existing vacant state of the project site into a multi-family residential use, the proposed residential use of the project site would be similar to existing residential uses south, east and north of the site and therefore, the addition of 12 townhouses at the project site would not substantially change views from public vista points. Additionally, the proposed townhouse units to be constructed at the project site would be consistent in size and scale to similar existing residential units in the vicinity of the project site and

[1] City of Reedley. 2013. Draft Program EIR, Reedley General Plan 2030, SCH #2010031106. January 8. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/Draft-Program-EIR-City-of-Reedley-General-Plan-1-8-2013.pdf (accessed June 2023).

would not introduce oversized elements that could obstruct distant views of the Sierra Nevada and foothills, or limited views of agricultural land. Therefore, the proposed project would not have a substantial effect on scenic vistas, and the impact would be less than significant.

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. According to the California Department of Transportation (Caltrans)[2] mapping of State Scenic Highways, there are no state-designated scenic highways in the City of Reedley. However, State Route 180 (SR-180), an Officially Designated State Scenic Highway, is located 9.55 miles northeast of the project site. Additionally, SR-168, an Eligible State Scenic Highway, is located approximately 21.65 miles northwest of the project site, in the City of Clovis. No Officially Designated or Eligible State Scenic Highways are located within or in the immediate vicinity of the project site. Therefore, the proposed project would not impact a designated or eligible State Scenic Highway or impact scenic resources located within the highway segments or its viewshed. Therefore, no impact on scenic resources within a State Scenic Highway would occur as a result of the proposed project.

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

Less Than Significant Impact. The proposed project would include the construction of 12 townhouse units in six buildings in the project site. The project site is currently vacant and undeveloped and bounded by South Frankwood Avenue to the east, Cyrier Avenue to the west, by single-family residential uses to the south, and single-family residential uses and commercial uses to the north of the project site. The proposed project would change the existing vacant state of the project site into a multi-family residential use. The project site is currently marked for residential development, as it is designated Low Density Residential in the City's General Plan and zoned within the City's One-Family Residential District (R-1 [SP]). The proposed project would require a rezone to Multi-Family Residential (RM-3) and a General Plan Amendment (GPA) to Medium Density Residential. The Project Applicant would comply with the City's GPA and rezone requirements, as well as development standards required for the proposed zoning. Additionally, the multi-family residential buildings to be constructed on the project site would be consistent in size and scale to existing residential units to north, south and west of the project site. Therefore, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality in the City and would not substantially degrade the existing visual character or quality of public views of the project site and its surroundings, and the impact would be less than significant.

[2] California Department of Transportation (Caltrans). n.d. State Scenic Highways. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed June 2023).

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 proposed project would include the construction of 12 townhouse units in six buildings in the project site, as well as associated uses and infrastructure. The construction of new buildings and infrastructure would introduce new sources of light into the project site and vicinity. Compliance with California Building Code (Title 24, California Code of Regulations) standards would reduce potential light and glare impacts. Furthermore, the City's General Plan and Municipal Code outlines performance standards related to exterior lighting to reduce impacts from new light sources.

Title 10, Zoning Regulations, from the City's Municipal Code includes lighting regulations for off street parking, signs, and residential areas to deflect light away from adjoining properties and prevent light spillage, glare, or annoyance to persons on or inside adjoining properties or to public or private rights of way. Additionally, as described in Chapter 19, Site Plan Review, of the Municipal Code, proposed lighting would need to be arranged as to deflect the light away from adjoining properties in compliance with applicable legislative policies relating to traffic safety, street dedications and street improvements and environmental quality. Additionally, Policy COSP 4.8.7 of the General Plan prohibits continuous all-night outdoor lighting of construction sites, which would limit construction activities to daylight hours, reducing potential impacts related to nighttime glare.

Required compliance with these regulations would ensure that light and glare from the project would not adversely affect daytime or nighttime views in the area. Additionally, the new sources of light and glare introduced by the proposed project would be comparable to the existing light and glare emitted by residential uses located north, west and south of the project site. Therefore, the adverse impacts related to light and glare resulting from the proposed project would be less than significant.

3.2 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

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

3.2.1 Impact Analysis

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

No Impact. The project site is located in the City of Reedley and it's bounded by South Frankwood Avenue to the east, Cyrier Avenue to the west, by single-family residential uses to the south, and single-family residential uses and commercial uses to the north of the project site. The project site is also classified as "Urban and Built-Up Land" by the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)[3]. Implementation of the proposed project would not

[3] California Department of Conservation (DOC). 2018. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed June 2023).

result in the conversion of Important Farmland to a non-agricultural use. As such, the proposed project would result in no impacts to Important Farmland.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is currently zoned within the City's One-Family Residential District (R-1 [SP]). The project site is not zoned for agricultural use and is not subject to a Williamson Act contract. Therefore, development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, resulting in no impact.

c. Would the project 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))?

No Impact. The project site is located within an existing urban area and is zoned within One-Family Residential District (R-1 [SP]) within the City of Reedley. The project site is not currently used for timberland production, nor is it zoned for forest land or timberland. Therefore, the proposed project would have no impact to 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)), and no mitigation is required.

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use?

No Impact. The project site is located in an existing urban area and is currently vacant and undeveloped. There is no existing forest land within the project site, and the site is not zoned as forest land. The proposed project would not convert forest land to non-forest use and would result in no impact to the loss or conversion of forest land to a non-forest use, and no mitigation is required.

e. Would the project 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?

No Impact. Please refer to discussions a) and c) of this section. The project site is located within an existing urban environment and would not result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses. Therefore, the project would have no impact related to the conversion of Farmland to non-agricultural use, or conversion of forest land to non-forest use, and no mitigation is required.

3.3 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.

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

3.3.1 Impact Analysis

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

Less Than Significant Impact with Mitigation Incorporated. The City of Reedley is part of the San Joaquin Valley Air Basin (SJVAB), which is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is responsible for air quality regulation within the eight-county San Joaquin Valley region.

Both the State and the federal government have established health-based Ambient Air Quality Standards (AAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead, and suspended particulate matter ($PM_{2.5}$ and PM_{10}). The SJVAB is designated as non-attainment for O_3 and $PM_{2.5}$ for federal standards and non-attainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards.

CEQA requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards. To bring the SJVAB into attainment, the SJVAPCD adopted the 2022 Plan for the 2015 8-Hour Ozone Standard in December 2022 to satisfy Clean Air Act requirements and ensure attainment of the 70 parts per billion (ppb) 8-hour ozone standard.

To ensure the SJVAB's continued attainment of the U.S. Environmental Protection Agency (USEPA) PM_{10} standard, the SJVAPCD adopted the 2007 PM_{10} Maintenance Plan in September 2007. SJVAPCD Regulation VIII (Fugitive PM_{10} Prohibitions) is designed to reduce PM_{10} emissions generated by

human activity. The SJVAPCD adopted the 2018 plan for the 1997, 2006, and 2012 $PM_{2.5}$ standards to address the USEPA federal annual $PM_{2.5}$ standard of 12 µg/m^3, established in 2012.

For a project to be consistent with SJVAPCD air quality plans, the pollutants emitted from a project should not exceed the SJVAPCD emission thresholds or cause a significant impact on air quality. In addition, emission reductions achieved through implementation of offset requirements are a major component of the SJVAPCD air quality plans. As discussed below, construction of the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. Implementation of Mitigation Measure AIR-1 would further reduce construction dust impacts. As discussed below, long-term operational emissions associated with the proposed project, including area, energy, and mobile source emissions, would also not exceed SJVAPCD established significance thresholds. Therefore, impacts related to the proposed project's potential to conflict with or obstruct implementation of the applicable air quality plan would be less than significant with mitigation.

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 with Mitigation Incorporated. The SJVAB is designated as non-attainment for O_3 and $PM_{2.5}$ for federal standards and non-attainment for O_3, PM_{10}, and $PM_{2.5}$ for State standards. The SJVAPCD's non-attainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

Short-Term Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, reactive organic gases (ROG), directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Project construction activities would include site preparation, grading, building construction, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of

fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SJVAPCD has implemented Regulation VIII measures for reducing fugitive dust emissions (PM_{10}). With the implementation of Regulation VIII measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, ROG, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

The SJVAPCD has established construction emissions thresholds on an annual basis as shown in Table 3.3.A below. Construction emissions for the proposed project were analyzed using the California Emissions Estimator Model (CalEEMod) version 2022.1. Construction of the proposed project is anticipated to begin in May 2024 and continue for a period of 12 months, ending in May 2025. This analysis assumes the use of Tier 2 construction equipment. Construction of the proposed project would include the import of 3,000 cubic yards of soil, which is included in this analysis. Other precise details of construction activities are unknown at this time; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. Construction-related emissions are presented in Table 3.3.A. CalEEMod output sheets are included in Appendix A.

Table 3.3.A: Project Construction Emissions (Tons per Year)

Construction Year	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2024	<0.1	0.9	0.7	<0.1	0.1	<0.1
2025	<0.1	0.5	0.4	<0.1	<0.1	<0.1
Maximum Annual Construction Emissions	**<0.1**	**0.9**	**0.7**	**<0.1**	**0.1**	**<0.1**
SJVAPCD Significance Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (July 2023).
CO = carbon monoxide
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SJVAPCD = San Joaquin Valley Air Pollution Control District
SO_X = sulfur oxides

As shown in Table 3.3.A, construction emissions would not exceed the SJVAPCD threshold for annual construction emissions for the proposed project. In addition to the construction period thresholds of significance, the SJVAPCD has implemented Regulation VIII measures for dust control during construction. These control measures are intended to reduce the amount of PM_{10} emissions during the construction period. Implementation of the fugitive dust control measures outlined in Mitigation Measure AIR-1 would ensure that the proposed project complies with Regulation VIII and further reduces the short-term construction period air quality impacts.

Mitigation Measure AIR-1 Consistent with SJVAPCD Regulation VIII (Fugitive PM_{10} Prohibitions), the following controls are required to be included as specifications for the proposed project and implemented at the construction site:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/ suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden.)
- Following the addition of materials to, or the removal of materials from, the surface of out-door storage piles, said piles shall be effectively stabilized of fugitive dust emission utilizing sufficient water or chemical stabilizer/suppressant.

With implementation of Mitigation Measure AIR-1, construction of the proposed project would result in a less-than-significant impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State AAQS.

Long-Term Operational Emissions. Long-term air pollutant emission impacts associated with the proposed project are those related to mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment).

PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which natural gas is used. The quantity of emissions is the product of usage intensity (i.e., the amount of natural gas) and the emission factor of the fuel source. However, the proposed project would not include natural gas and no natural gas demand is anticipated during operation of the proposed project.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment and the use of consumer products.

Emission estimates for operation of the proposed project were calculated using CalEEMod. Model results are shown in Table 3.3.B. Trip generation rates for the proposed project were based on the project's trip generation estimate, as identified in Section 3.17, Transportation. As discussed in Section 3.17, Transportation, the proposed project would generate approximately 81 average daily trips.

The primary emissions associated with the proposed project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the proposed project; emissions are released in other areas of the Air Basin. The annual emissions associated with project operational trip generation, energy, and area sources are identified in Table 3.3.B.

The results shown in Table 3.3.B indicate the proposed project's operational emissions would not exceed the significance criteria for annual CO, NO_X, ROG, SO_X, PM_{10}, or $PM_{2.5}$ emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the proposed project region is in non-attainment under an applicable federal or State AAQS. As a result, impacts would be less than significant.

Table 3.3.B: Project Operation Emissions (Tons per Year)

	ROG	NO_X	CO	SO_x	PM_{10}	$PM_{2.5}$
Mobile Source Emissions	0.1	0.1	0.3	<0.1	0.1	<0.1
Area Source Emissions	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
Energy Source Emissions	0.0	0.0	0.0	0.0	0.0	0.0
Total Project Operation Emissions	**0.1**	**0.1**	**0.4**	**<0.1**	**0.1**	**<0.1**
SJVAPCD Significance Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (July 2023).
CO = carbon monoxide
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
ROG = reactive organic gas
SJVAPCD = San Joaquin Valley Air Pollution Control District
SO_X = sulfur oxides

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

Less Than Significant with Mitigation Incorporated. Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The nearest sensitive receptors include single-family residences located immediately south of the project site, which are located less than 10 feet away.

Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following the Regulation VIII, Fugitive PM_{10} Prohibitions as required by Mitigation Measure AIR-1. Project construction emissions would be below the SJVAPCD significance thresholds. Once the proposed project is constructed, the proposed project would not be a significant source of long-term operational emissions. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during project operation. Impacts would be less than significant with mitigation.

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. During construction, the various diesel-powered vehicles and equipment in use on the site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. The potential for diesel odor impacts is therefore considered less than significant. In addition, the proposed uses that would be developed within the project site are not expected to produce any offensive odors that would result in frequent odor complaints. The proposed project would not create objectionable odors affecting a substantial number of people during project construction or operation, and this impact would be less than significant. No mitigation is required.

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
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 U.S. 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?	☐	☐	☐	☒

3.4.1 Impact Analysis

LSA conducted a Biological Resources Assessment (BRA)[4] to assess potential impacts of the proposed project on biological resources. The following summarizes the resources and methods used to assess the project site, and findings of the BRA.

3.4.1.1 Environmental Setting

The project site is located along the eastern portion of the San Joaquin Valley floor in Fresno County. The project site is relatively flat with little topographic variation and is at approximately 340 feet above mean sea level in elevation. There are no drainage features, depressional wetlands, or riparian areas present in the project site or immediate surroundings. The project site is currently undeveloped and contains one electric transformer in the southeast corner. According to historic aerial imagery, the project site has remained in its current condition for more than 20 years. The project site is bounded by South Frankwood Avenue to the east, Cyrier Avenue to the west, by

[4] LSA. 2023b. Biological Resources Assessment for the Kings View Residential Project located in City of Reedley, Fresno County, California. August 1.

single-family residential uses to the south, and single-family residential uses and commercial uses to the north of the project site. Some lands in the vicinity of the project site are fallow/vacant lots; however, most of the lands are developed with a mixture of commercial developments, schools, and residential uses. There are no undisturbed open spaces in the vicinity of the project site.

3.4.1.2 Literature Review and Records Search

LSA Biologist Kelly McDonald conducted a literature review and records search on June 29, 2023, to identify the existence and potential for occurrence of sensitive or special-status plant and animal species in the project vicinity. Database records reviewed included the following:

- **California Natural Diversity Data Base information (CNDDB – RareFind 5)**, which is administered by the California Department of Fish and Wildlife (CDFW), formerly known as the California Department of Fish and Game. This database covers sensitive plant and animal species, as well as sensitive natural communities that occur in California. Records from nine USGS quadrangles surrounding the project area (*Orange Cove North, Wahtoke, Sanger, Monson, Orange Cove South, Burris Park, Reedley, Traver,* and *Selma*), along with a query of records within a 5-mile radius of the project site, were obtained from this database to inform the field survey.

- **California Native Plant Society's (CNPS) Electronic Inventory of Rare and Endangered Vascular Plants**, which uses four specific categories or "lists" of sensitive plant species to assist with the conservation of rare or endangered botanical resources. Records from the nine USGS quadrangles surrounding the project site were obtained from this database to inform the field survey.

- **United States Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) Online System**, which lists all proposed, candidate, threatened, and endangered species managed by the Endangered Species Program of the USFWS that have the potential to occur on or near a particular site. This database also lists all designated critical habitats, national wildlife refuges, and migratory birds that could potentially be impacted by activities from a proposed project. An IPaC Trust Resource Report[5] was generated for the project site.

- **Designated and Proposed USFWS Critical Habitat Polygons** were reviewed to determine whether critical habitat has been designated or proposed within or in the vicinity of the project site[6].

[5] United States Fish and Wildlife Service (USFWS). 2023a. Environmental Conservation Online System (ECOS). Information for Planning and Conservation (IPaC) Trust Resources Report. June 2023. Website: http://ecos.fws.gov/ecp/ (accessed May 2023).

[6] USFWS. 2023b. USFWS Critical Habitat Polygons. Website: http://ecos.fws.gov/crithab/ (accessed May 2023).

- **The USFWS National Wetlands Inventory** was reviewed to determine whether any wetlands or surface waters of the United States have been previously identified in the survey area[7].

- **eBird:** eBird is a real-time, online checklist program launched in 2002 by the Cornell Lab of Ornithology and National Audubon Society. It provides rich data sources for basic information on bird abundance and distribution at a variety of spatial and temporal scales. eBird occurrence records within the project sites and a 5-mile radius around the project site were reviewed in July 2023 (eBird 2023).

In addition to the databases listed above, historic and current aerial imagery, and local land use policies related to biological resources were reviewed, including City of Reedley General Plan Policies COSP4.13.1 through COSP4.13.20 which relate to protection and conservation of sensitive and special-status habitats and species in the City's Planning Area.

3.4.1.3 Field survey

A general biological survey of the project site was conducted by LSA Biologist Kelly McDonald on July 12, 2023. The project site was surveyed on foot, and all biological resources observed were noted and mapped.

3.4.1.4 Findings

The project site is strictly upland in nature with dominant vegetation consisting of ruderal vegetation. There are no trees or shrubs located within the project site. Much of the soil and vegetation within the project site is disturbed from tilling and agricultural practices. Ongoing soil disturbance and the resulting competitive exclusion by invasive nonnative plants limit the potential for native flora to occur in the project site. No native or special-status vegetation communities exist in the project site.

No riparian habitat exists in the project site or on adjacent parcels and there are no depressional wetlands (e.g., vernal pools) or natural drainage features within the project site. The project site does not serve as a wildlife nursery or as a wildlife migration corridor.

A total of six wildlife species were observed on or near the project site during the July 2023 survey, including: American crow (*Corvus brachyrhynchos*), house finch (*Haemorhous mexicanus*), house sparrow (*Passer domesticus;* non-native species), rock pigeon (*Columba livia;* non-native species), western kingbird (*Tyrannus verticalis*), and Botta's pocket gopher (*Thomomys bottae*). Each of the wildlife species observed commonly occur in and around developed areas throughout the San Joaquin Valley.

The literature review identified 20 special-status plant species that are known to occur within a nine-quad area surrounding the project. The majority of the rare plant species that were identified

[7] USFWS. 2023c. USFWS National Wetlands Inventory (NWI), Online Mapper Tool. Website: https://www.fws.gov/wetlands/data/mapper.html (accessed May 2023).

in the databases have specialized habitat requirements (e.g., they occur on predominantly alkaline soils, vernal pools, riparian, or wetland habitats) that do not occur within the project site.

The project site contains marginal habitat for burrowing owl (*Athene cunicularia*) and avian nesting habitat. While no special-status animal species (or signs of such species) were observed on site during the July 2023 survey, California ground squirrel burrows that could be used by burrowing owl were observed in portions of the project site. None of the burrows observed in the project site exhibited features typical of occupied burrowing owl burrows at the time of the survey, although there is some potential for use by this species in the future. Potentially significant direct and/or indirect impacts, including mortality, harassment, or other forms of incidental take, could occur if construction-related ground disturbance occurs in or around an occupied burrow.

While only limited habitat for ground-nesting birds and birds that may nest in the annual herbaceous cover onsite exists on the project site, birds using the project site and immediate surroundings could be subjected to indirect disturbances during construction. Nesting birds are protected under the California Fish and Game Code. Construction activities that occur during the nesting bird season (typically February 15 through September 15) have potential to result in the direct or indirect take of nesting birds.

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 in the City of Reedley, is approximately 0.9-acre in size and is currently vacant and undeveloped. The project site is bounded by South Frankwood Avenue to the east, Cyrier Avenue to the west, by single-family residential uses to the south, and single-family residential uses and commercial uses to the north of the project site. The project site does not contain critical habitat that could support candidate, sensitive or special-status species. Furthermore, no special-status species have been identified within the project site or in the vicinity of the site. However, the project site has limited nesting habitat for burrowing owl (*Athene cunicularia*). As such, project implementation could potentially impact burrowing owl. If unmitigated or unavoidable, these potential impacts on burrowing owl could be considered potentially significant. Therefore, implementation of Mitigation Measure BIO-1, which would require conducting pre-construction surveys and implementing measures such as avoidance, den excavation and passive relocation, would prevent or compensate for impacts on special-status species. Therefore, the proposed project would have a less-than-significant impact with implementation of Mitigation Measures BIO-1 related to a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.

Mitigation Measure BIO-1 A preconstruction clearance survey is required for burrowing owl no more than 30 calendar days prior to initiation of project activities. All survey results must be delivered to the City of Reedley. If an active burrowing owl burrow is found within the project site, the

Project Applicant must coordinate with CDFW to obtain applicable agency approval/direction prior to any ground disturbance activities on the site. Specific avoidance, den excavation, passive relocation, and compensatory mitigation activities shall be performed as required by CDFW. If no active burrowing owl burrows are identified, project activities may proceed as planned following the preconstruction survey.

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 U.S. Fish and Wildlife Service?

Less Than Significant Impact. Habitat values of the project site have been severely diminished due to periodic site disturbance associated with tilling and agricultural activities. Review of historic and current aerial imagery of the project area, as well as the field survey conducted at the project site for the BRA determined that no riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulation by the CDFW or United States Fish and Wildlife Service's (USFWS) are present on the site. Designated critical habitat, sensitive natural communities, and other sensitive habitats are absent from the project site and adjacent lands. Therefore, implementation of the proposed project would have a less than significant impact related to a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service.

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?

No Impact. No aquatic resources occur within the project site, or within the vicinity of the project site. As a result, no impact would occur related to 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. 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 with Mitigation Incorporated. The project site does not contain any features that would function as wildlife movement corridors for resident or migratory wildlife species. However, the project site does contain suitable avian nesting habitat for ground-nesting species that may use existing burrows onsite and other birds that may nest in the annual herbaceous cover covering the site. Nearly all native birds are protected by the Federal Migratory Bird Treaty Act, the California Migratory Bird Protection Act, and the California Fish and Game Code. Construction activities that occur during the nesting bird season (typically February 15 through September 15) have potential to result in the mortality/disturbance of nesting birds. Therefore, implementation of Mitigation Measure BIO-1, which requires preparation of a burrowing owl preconstruction survey,

establishing buffers and avoidance of active nests, would effectively mitigate any impacts on burrowing owls to less-than-significant levels. Additionally, with implementation of Mitigation Measure BIO-2, which requires conduction of a preconstruction survey prior vegetation removal and construction occurring during bird nesting season (February 15 through September 15), as well as implementation of buffer zones around active nests, the proposed project would have a less-than-significant impact related to substantially interfering with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impeding the use of native wildlife nursery sites.

Mitigation Measure BIO-2 If vegetation removal, construction, or grading activities are planned to occur within the active nesting bird season (February 15 through September 15), a qualified biologist shall conduct a preconstruction nesting bird survey no more than 5 days prior to the start of such activities. The nesting bird survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related activities such as noise, vibration, increased human activity, and dust, etc. For any active nest(s) identified, the qualified biologist shall establish an appropriate buffer zone around the active nest(s). The appropriate buffer shall be determined by the qualified biologist based on species, location, and the nature of the proposed activities. Project activities shall be avoided within the buffer zone until the nest is deemed no longer active by the qualified biologist. Documentation of all survey results shall be provided to the City of Reedley.

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. As described in the BRA, the project would not conflict with any local policies or ordinances protecting biological resources. Though the proposed project is subject to local policies from the General Plan for the City of Reedley and the Fresno County General Plan related to biological resources, the project would comply with applicable requirements from local policies and ordinances. As such, the proposed project would not conflict with any of the existing ordinances and impacts 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 PG&E San Joaquin Valley Operation and Maintenance (O&M) Habitat Conservation Plan (HCP) was approved in 2007 and covers portions of nine counties, including Fresno County. This HCP covers PG&E activities which occur as a result of ongoing O&M that would have an adverse impact on any of the 65 covered species and provides incidental take coverage from the USFWS and CDFW. The Reedley Planning Area is not located within the boundaries of any approved or draft Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other adopted local, regional or State HCP.

Therefore, the project would not conflict with the provisions of the PG&E O&M HCP, or any other an adopted HCP or NCCP and the proposed project would have no impact.

3.5 CULTURAL RESOURCES

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

3.5.1 Impact Analysis

LSA Associates, Inc. prepared an Archeological Resources Assessment[8] for the proposed project to assess potential impacts to cultural resources. The following impact discussion summarizes the study and results.

Records Search. A record search was conducted for the project area by the Southern San Joaquin Valley Information Center (SSJVIC No. 22-1367). One previous cultural resources study was found to have included a portion of the project area. No records of known archeological sites were found in the project site or within a 0.5-mile radius of the project site.

Field Survey. A field survey of the project site was conducted on June 19, 2023, by LSA archaeologist Neal Kaptain. The project area is covered with ruderal vegetation that afforded limited visibility of the ground's surface. An area of imported fill in the southeast corner of the project area completely prevented visibility of the ground's surface. The survey was conducted by walking parallel east/west transects no more than 6 meters apart. Rodent burrows were examined for evidence of subsurface archaeological deposits, and a garden hoe was used to scrape aside vegetation to expose the ground's surface at 10-meter intervals along the survey route. No prehistoric or historic period cultural resources were observed during the survey. There are no resources eligible for the California Register of Historical Resources within the project site.

Sacred Land File Search. LSA requested a Sacred Lands File (SLF) search from the Native American Heritage Commission (NAHC) on May 30, 2023. The NAHC responded on June 26, 2023, with negative results for records of resources of Native American origin for the project area.

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

Less Than Significant with Mitigation Incorporated. A historical resource defined by CEQA includes one or more of the following criteria: 1) the resource is listed, or found eligible for listing in, the California Register of Historical Resources (CRHR); 2) listed in a local register of historical resources

[8] LSA. 2023a. Archaeological Resources Assessment for the Kings View Residential Project, Reedley, Fresno County, California (LSA Project No. 20321068). July 10.

as defined by Public Resources Code (PRC) Section 5020.1(k); 3) identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or 4) determined to be a historical resource by the project's lead agency (PRC Section 21084.1; CEQA Guidelines Section 15064.(a)). Under CEQA, historical resources include built-environment resources and archaeological sites.

No historical resources have been identified in the project site. However, impacts to historical resources could occur as a result of development in undeveloped land. To reduce potential impacts on potentially undiscovered historical resources in the project site, Mitigation Measure CUL-1 shall be implemented. This mitigation measure would reduce potential impacts to undiscovered resources to a less than significant level by consulting with a qualified historical resources specialist and implementing applicable mitigation measures to protect resources found during project construction.

Mitigation Measure CUL-1

If previously unknown resources are encountered before or during grading activities, construction shall stop within 50 feet of the find and a qualified historical resources specialist shall be consulted to determine whether the resource requires further study.

The qualified historical resources specialist shall make recommendations to the City of Reedley on the measures that shall be implemented to protect the discovered resources, including but not limited to excavation of the finds and evaluation of the finds in accordance with Section 15064.5 of the *CEQA Guidelines*.

If the resources are determined to be unique archeological resources as defined under Section 15064.5(c)(1) of the *CEQA Guidelines*, measures shall be identified by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of green space, parks, or open space in undeveloped areas of the project site, or data recovery excavations of the finds.

No further grading shall occur in the area of the discovery until the Lead Agency approves the protection measures. Any historical artifacts recovered as a result of mitigation shall be provided to a Lead Agency-approved institution or person who is capable of providing long-term preservation to allow future scientific study. A report of findings shall also be submitted to the Southern San Joaquin Valley Information Center.

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

Less Than Significant with Mitigation Incorporated. Pursuant to *CEQA Guidelines* Section 15064.5(c)(1), "When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource..." Those archaeological sites that do not qualify as historical resources shall be assessed to determine if they qualify as "unique archaeological resources" pursuant to California PRC Section 21083.2. Archaeological cultural resources identified during project construction shall be treated by the City in consultation with a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archaeology, and in accordance with Mitigation Measure CUL-1 as identified above in the discussion for a). With implementation of these measures, impacts to archaeological resources would be less than significant.

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

Less Than Significant with Mitigation Incorporated. Disturbance of human remains interred outside of formal cemeteries would result in a significant impact. If human remains are identified during project construction, Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code shall apply, as appropriate. In addition, the project would comply with Mitigation Measure CUL-2, which requires notifying the County Coroner and other relevant parties in the event that human remains are found during construction of the proposed project. Therefore, adherence to the requirements in Mitigation Measure CUL-2 would reduce potential impacts to unknown human remains to less than significant.

Mitigation Measure CUL-2

In the event that human remains are unearthed during excavation and grading activities of any future development project, all activity shall cease immediately. Pursuant to Health and Safety Code Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98(a). If the remains are determined to be of Native American descent, the coroner shall within 24 hours notify the Native American Heritage Commission (NAHC). The NAHC shall then contact the most likely descendant of the deceased Native American, who shall then serve as the consultant on how to proceed with the remains.

Pursuant to PRC Section 5097.98(b), upon the discovery of Native American remains, the Project Applicant shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the Project Applicant has discussed and conferred with the most likely descendants regarding their

recommendations, if applicable, taking into account the possibility of multiple human remains. The Project Applicant shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment.

3.6 ENERGY

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

3.6.1 Impact Analysis

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

Less Than Significant Impact. The proposed project would increase the demand for electricity, diesel fuel, and gasoline. The discussion and analysis provided below is based on data included in the CalEEMod output, which is included in Appendix A.

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built over approximately 12 months. The proposed project would require grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for demolition and grading activities, and construction of the residences. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, the proposed project would result in a less-than-significant impact during project construction.

Operational Energy Use. Energy use consumed by the proposed project would be associated with electricity consumption and fuel used for vehicle and truck trips associated with the project. The proposed project would not include natural gas and no natural gas demand is anticipated during operation of the proposed project. Energy consumption was estimated for the project using default energy intensities by land use type in CalEEMod.

In addition, the proposed project would result in energy usage associated with gasoline and diesel to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in approximately 189,498 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about

14.9 miles per gallon (mpg) in 1980 to 22.9 mpg in 2020.[9] The average fuel economy for heavy-duty trucks in the United States has also steadily increased, from 5.7 mpg in 2013 to a projected 8.0 mpg in 2021.[10] Therefore, using the average fuel economy estimates for 2020 and 2021 the proposed project would result in the consumption of approximately 6,509 gallons of gasoline and 5,053 gallons of diesel.

Table 3.6.A shows the estimated potential increased electricity demand fuel consumption associated with the proposed project.

Table 3.6.A: Estimated Annual Energy Use of Proposed Project

Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline Consumption (gallons per year)	Diesel Fuel Consumption (gallons per year)
69,850	0.0	6,509	5,053

Source: LSA (July 2023).
kWh = kilowatt-hours

As shown in Table 3.6.A, the estimated potential increased electricity demand associated with the proposed project is 69,850 kilowatt-hours (kWh) per year. In 2021, Fresno County consumed 8,378 gigawatt hours (GWh) or 8,378,047,292 kWh.[11] Therefore, electricity demand associated with the proposed project would be less than 0.1 percent of Fresno County's total electricity demand.

In addition, the proposed project would result in energy usage associated with gasoline and diesel to fuel project-related trips. As shown above in Table 3.6.A, vehicle trips associated with the proposed project would consume approximately 6,509 gallons of gasoline and 5,053 gallons of diesel fuel per year. Based on fuel consumption obtained from EMFAC2021, approximately 157 million gallons of diesel and approximately 372 million gallons of gasoline will be consumed from vehicle trips in Fresno County in 2023. Therefore, vehicle and truck trips associated with the proposed project would increase the annual fuel use in Fresno County by less than 0.1 percent for gasoline fuel usage and by less than 0.1 percent for diesel fuel usage.

In addition, proposed new development would be constructed using energy efficient modern building materials and construction practices, and the proposed project also would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). The expected energy consumption during construction and operation of the proposed project would be consistent with typical usage rates for residential uses; however, energy consumption is largely a function of personal choice and the physical structure and layout of buildings.

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9 U.S. Department of Transportation (DOT). n.d. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed July 2023).

10 Ibid.

11 California Energy Commission (CEC). 2021. Energy Consumption Data Management Service. Electricity Consumption by County. Website: www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed July 2023).

PG&E is the private utility that would supply the proposed project's electricity and natural gas services. In 2021, a total of 50 percent of PG&E's delivered electricity came from renewable sources, including solar, wind, geothermal, small hydroelectric and various forms of bioenergy.[12] PG&E reached California's 2020 renewable energy goal in 2017, and is positioned to meet the State's 60 percent by 2030 renewable energy mandate set forth in Senate Bill (SB) 100. In addition, PG&E plans to continue to provide reliable service to their customers and upgrade their distribution systems as necessary to meet future demand.

Therefore, the proposed project would result in a less-than-significant impact during project operation. As such, the proposed project would not result in a potential significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. No mitigation is required.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission (ZE) vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The most recently CEC adopted energy report is the 2023 Integrated Energy Policy Report[13]. The Integrated Energy Policy Reports provide the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The Integrated Energy Policy Reports cover a broad range of topics, including implementation of Senate Bill 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to Senate Bill 1383), updates on California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed

[12] Pacific Gas & Electric Company (PG&E). 2021. *Exploring Clean Energy Solutions.* https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page?WT.mc_id=Vanity_cleanenergy (accessed July 2023).

[13] CEC. 2023. *2023 Integrated Energy Policy Report.* California Energy Commission. Docket # 23-IEPR-01.

project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's Integrated Energy Policy Reports. Impacts would be less than significant, and no mitigation is required.

3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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?	☐	☒	☐	☐

3.7.1 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.

Less Than Significant Impact. Fault ruptures are generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., within the past 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The project site is not located within an Alquist-Priolo Earthquake Fault Zone.[14] In addition, no known active or potentially active faults or fault

[14] California DOC. 2021. EQ Zapp: California Earthquake Hazards Zone Application. Website: https://www.conservation.ca.gov/cgs/geohazards/eq-zapp (accessed June 2023).

traces are located in the vicinity of the project site. The closest active faults to the project site are the Nunez Fault, located approximately 60.5 miles southwest of the site, and the Independence Fault, located approximately 65 miles northeast of the site. Due to the distance of these known faults, no people or structures would be exposed to potential substantial adverse effects, including the risk of loss, injury, or death from the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Therefore, potential impacts related to fault rupture would be less than significant.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The Reedley Planning Area is within Seismic Zone 3. This area is characterized as having a relatively thin section of sedimentary rock overlying granite. In this zone, the amplification of shaking that would affect low-to-medium rise structures is relatively high.[15] However, there are no known active faults located within the Reedley Planning Area or the immediate vicinity. In addition, compliance with the California Building Code (Title 24 CCR) would ensure that geotechnical design of the proposed project would minimize or eliminate potential impacts related to strong seismic ground shaking. Therefore, the project would not directly or indirectly cause substantial adverse effects related to strong seismic ground shaking. As such, the proposed project would have a less-than-significant impact.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. During ground shaking, these soils lose strength and acquire "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that lie relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy. The General Plan EIR identifies that the potential for ground-failure hazards such as subsidence, settlement and liquefaction is considered minimal in the Reedley Planning Area. Furthermore, compliance with the California Building Code would ensure potential impacts associated with seismic-related ground failure would be less than significant.

iv. Landslides?

Less Than Significant Impact. Landslides typically occur in areas that experience ground shaking, are typically wet and/or have steep slopes. Due to the distance from known active faults, ground shaking potential in the project area is relatively low. The project site is generally flat area and is not located next to any hills, rivers, creeks or unlined canals that could increase the risk of landslides. Therefore, the potential for the proposed project to expose people or structures to risk as a result of landslides would be less than significant.

[15] City of Reedley. 2014. General Plan 2030. February 18. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/Reedley-General-Plan-2030-Adopted-February-18-2014-1.pdf (accessed June 2023).

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

Less Than Significant Impact. Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. Exposed soils could be entrained in stormwater runoff and transported off the project site. However, this impact would not be substantial because the project is required to comply with water quality control measures, which include preparation of a Stormwater Pollution Prevention Plan (SWPPP) (refer to Section 3.10, Hydrology and Water Quality). Although designed primarily to protect stormwater quality, the SWPPP would incorporate Best Management Practices (BMPs) to minimize erosion. Additional details regarding the SWPPP are provided in Section 3.10, Hydrology and Water Quality, of this Initial Study. Impacts related to substantial soil erosion or the loss of topsoil would be less than significant. No mitigation is required.

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

d. 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. Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. The project site contains Handford sandy loam, soil which has a low shrink-swell potential.[16] Compliance with California Building Code requirements would ensure the implementation of design features that would reduce potential impacts related to expansive soils to a less than significant level. As such, the risk of expansive soil affecting the proposed project is considered low and would represent a less than significant impact.

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. Wastewater sewage services for the proposed project would be provided by the City of Reedley. The proposed project would connect to existing wastewater service infrastructure along Cyrier Avenue. Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. The Project Applicant would pay applicable service connection fees to connect to the City's public sewer system, as required by Section 8-3-2 of the

[16] Natural Resources Conservation Service (NRCS). n.d. Web Soil Survey. Website: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx (accessed June 2023).

Reedley Municipal Code. Therefore, the proposed project would have no impact related to septic tanks or alternative wastewater disposal systems.

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

Less Than Significant with Mitigation Incorporated. Paleontological resources are afforded protection under *CEQA Guidelines*, Appendix G. The *CEQA Guidelines* indicate that a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site, or a unique geologic feature. PRC Section 5097.5 also specifies that the unauthorized removal or damage of paleontological remains is a misdemeanor. The California Penal Code Section 622.5 also sets penalties for removal or damage of paleontological resources.

The project site is currently vacant and undeveloped. As such, there is potential for undiscovered paleontological resources to be discovered in the undeveloped areas of the project site during construction activities. Mitigation Measure GEO-1 would serve to protect the accidental discovery of paleontological resources. As such, a less than significant impact with mitigation would occur.

Mitigation Measure GEO-1

If any potentially significant paleontological resources are discovered during grading activities, all construction activities shall stop within 50 feet of the find and a certified professional paleontologist shall provide recommendations and mitigation measures to protect the resource.

If a potentially significant resource is encountered, then the qualified professional paleontologist, the City of Reedley, and the Project Applicant shall arrange for either (1) total avoidance of the resource or (2) test excavations to evaluate eligibility and, if eligible, total data recovery. The determination shall be formally documented in writing and submitted to the City of Reedley as verification that the provisions for managing unanticipated discoveries have been met.

3.8 GREENHOUSE GAS EMISSIONS

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

3.8.1 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 with Mitigation Incorporated. Greenhouse gas emissions (GHGs) are present in the atmosphere naturally, and are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. However, over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global climate change. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF_6)

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere ("atmospheric lifetime").

The GWP of each gas is measured relative to CO_2, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat

trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

This section discusses the proposed project's potential impacts related to the release of GHG emissions for both construction and project operation. Section 15064.4 of the *State CEQA Guidelines* states that: "A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Neither the City of Reedley, nor the SJVAPCD has developed or adopted numeric GHG significance thresholds. Therefore, this analysis evaluates the GHG emissions based on the project's consistency with State GHG reduction goals.

Construction Activities. 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.

Total GHG emissions generated during all phases of construction were combined and are presented in Table 3.8.A. The SJVAPCD does not recommend assessing the significance of construction-related emissions. However, other jurisdictions, such as the South Coast Air Quality Management District (SCAQMD) and the Sacramento Metropolitan Air Quality Management District (SMAQMD), have concluded that construction emissions should be included since they may remain in the atmosphere for years after construction is complete. In order to account for the construction emissions, amortization of the total emissions generated during construction were based on the life of the development (nonresidential— 30 years) and added to the operational emissions.

Table 3.8.A: Project Construction GHG Emissions

Year	Metric Tons of CO_2e per Year
2024	119.0
2025	54.2
Total	**173.2**
Amortized over 30 years	5.8

Source: LSA (July 2023).
CO_2e = carbon dioxide equivalent

As shown in Table 3.8.A, it is estimated that construction of the proposed project would generate approximately 173.2 metric tons of CO_2e. When considered over the 30-year life of the project, the total amortized construction emissions for the proposed project would be 5.8 metric tons of CO_2e per year.

Operational Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks, and buses), 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.

Emissions estimates for operation of the proposed project were calculated using CalEEMod. Model results are shown in Table 3.8.B. Trip generation rates for the project were based on the project's trip generation estimates, as identified in Section 3.17, Transportation, the proposed project would generate approximately 81 average daily trips. In addition, this analysis assumes the proposed project would be built to current Title 24 building standards. Where project-specific data were not available, default assumptions from CalEEMod were used to estimate project emissions.

Table 3.8.B: Operational GHG Emissions

Emissions Category	Operational Emissions (Metric Tons per Year)				
	CO_2	CH_4	N_2O	CO_2e	Percent of Total
Mobile Source	73.5	<0.1	<0.1	74.9	88
Area Source	0.2	<0.1	<0.1	0.2	<1
Energy Source	6.5	<0.1	<0.1	6.5	8
Water Source	0.4	<0.1	<0.1	0.9	1
Waste Source	0.8	0.1	0.0	2.7	3
Operational Emissions				**85.2**	**100**
Amortized Construction Emissions				**5.8**	**-**
Total Operational Emissions				**91.0**	

Source: Compiled by LSA (July 2023).
Note = Some values may not appear to add up correctly due to rounding.
CH_4 = methane
CO_2e = carbon dioxide equivalent
CO_2 = carbon dioxide
N_2O = nitrous oxide

As shown in Table 3.8.B, the proposed project would generate approximately 91.0 metric tons of CO_2e annually.

The SJVAPCD has not established a numeric threshold for GHG emissions. As discussed, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). Neither the City of Reedley, nor the SJVAPCD has developed or adopted numeric GHG significance thresholds. Therefore, the proposed project was analyzed for consistency with the 2022 Scoping Plan.

The 2022 Scoping Plan includes key project attributes that reduce operational GHG emissions in Appendix D, Local Actions[17], of the 2022 Scoping Plan. As discussed in Appendix D of the 2022 Scoping Plan, absent consistency with an adequate, geographically specific GHG reduction plan such as a CEQA-qualified CAP, the first approach the State recommends for determining whether a proposed residential or mixed-use residential development would align with the State's climate goals is to examine whether the project includes key project attributes that reduce operational GHG emissions while simultaneously advancing fair housing. The following project attributes result in reduced GHG emissions from residential and mixed-use development. Residential and mixed-use projects that have all of the key project attributes in Table 3.8.C would accommodate growth in a manner consistent with State GHG reduction and equity prioritization goals.

Table 3.8.C: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Project Consistency
Transportation Electrification	Provides EV charging infrastructure that, at minimum, meets the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval.	***Consistent with Mitigation Measure GHG-1.*** CALGreen requires provision of infrastructure to accommodate EV chargers. It is not yet known whether the proposed project would include electric vehicle charging; therefore, implementation of Mitigation Measure GHG-1 would be required to ensure the proposed project would provide electric vehicle charging. With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with this key project attribute.
VMT Reduction	Is located on infill sites that are surrounded by existing urban uses and reuses or redevelops previously undeveloped or underutilized land that is presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer).	***Consistent***. The project site is located in an area with a mix of land uses, including residential and commercial, uses that are presently served by existing utilities and essential public services (e.g., transit, streets, water, sewer). In addition, as discussed in Section 3.17, the proposed project would result in a less-than-significant VMT impact. Therefore, the proposed project would be consistent with this key project attribute.
	Does not result in the loss or conversion of natural and working lands.	***Consistent.*** The project site is not zoned for agricultural uses or enrolled in a Williamson Act Contract. The State Department of Conservation classifies the project site as Non-Enrolled Land. The project site is not located on land that is designated as Prime Farmland or Farmland of State Importance. In

[17] California Air Resources Board (CARB). 2022. *2022 Scoping Plan Appendix D Local Actions.* November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-appendix-d-local-actions.pdf (accessed July 2023).

Table 3.8.C: Project Consistency with the 2022 Scoping Plan Key Residential and Mixed-Use Project Attributes that Reduce GHGs

Priority Areas	Key Project Attribute	Project Consistency
		addition, the project site is currently vacant and is not zoned for agricultural uses. As such, the proposed project would be consistent with this key project attribute.
	Consists of transit-supportive densities (minimum of 20 residential dwelling units per acre) or Is in proximity to existing transit stops (within a half mile), or satisfies more detailed and stringent criteria specified in the region's SCS.	***Consistent.*** The proposed project would not include 20 residential dwelling units per acre; however, the project site is located within 0.5 mile of a transit stop. The proposed project would also provide pedestrian infrastructure connecting to neighboring uses. The roads serving the project are designed for low speed and would be conducive to bicycle use. As such, the project would promote initiatives to reduce vehicle trips and VMT and would increase the use of alternate means of transportation. As such, the proposed project would be consistent with this key project attribute.
	Reduces parking requirements by: eliminating parking requirements or including maximum allowable parking ratios (i.e., the ratio of parking spaces to residential units or square feet); or providing residential parking supply at a ratio of less than one parking space per dwelling unit; or for multifamily residential development, requiring parking costs to be unbundled from costs to rent or own a residential unit.	***Consistent.*** The proposed project would consist of 6 buildings consisting of 12 townhouse units. The proposed project would provide 28 on-site parking spaces throughout the project site. Based on the proposed uses when compared to the number of parking spaces, the proposed project would be consistent with this key project attribute.
	At least 20 percent of units included are affordable to lower-income residents.	***Consistent.*** The proposed project would not include affordable residential units. However, the proposed project would include residential units that would be in close proximity to commercial uses and would allow residents to live within walking distance to the commercial zones. Although the proposed project would not include affordable housing, the proposed project would provide needed multi-family housing. Therefore, the proposed project would be consistent with this key project attribute.
	Results in no net loss of existing affordable units.	***Consistent.*** The proposed project would not result in the removal of any existing residential units. As such, the proposed project would be consistent with this key project attribute.
Building Decarbonization	Uses all-electric appliances without any natural gas connections and does not use propane or other fossil fuels for space heating, water heating, or indoor cooking.	***Consistent*** The proposed project would be consistent with State building code requirements as Title 24 advances to implement the building decarbonization goals from the 2022 Scoping Plan. As such, the proposed project would be consistent with this key project attribute.

Source: Compiled by LSA (July 2023).

With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the 2022 Scoping Plan key residential and mixed-use project attributes related to EV charging requirements and building electrification. Therefore, with implementation of Mitigation Measure GHG-1, the proposed project would be consistent with all project attributes in the 2022 Scoping Plan GHG emission thresholds.

Mitigation Measure GHG-1 In order to meet the 2022 Scoping Plan greenhouse gas (GHG) requirements, consistent with State GHG reduction and equity prioritization goals, the proposed project shall provide electric vehicle charging capabilities that meet the most ambitious voluntary standard in the California Green Building Standards Code at the time of project approval as part of the final project design.

Implementation of Mitigation Measure GHG-1 would ensure that the proposed project would be consistent with all project attributes in the 2022 Scoping Plan GHG emission thresholds. As such, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be less than significant with mitigation.

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. As described above, the proposed project would be consistent with the 2022 Scoping Plan key residential and mix-used project attributes to reduce GHG emissions. Other applicable plans include the SJVAPCD's Climate Change Action Plan (CCAP), which includes suggested best performance standards (BPS) for proposed development projects. However, the SJVAPCD's CCAP was adopted in 2009 and was prepared based on the State's 2020 GHG targets, which are now superseded by State policies (i.e., the 2022 California Green Building Code) and the 2030 GHG targets, established in SB 32.

In addition, the proposed project was analyzed for consistency with the goals of Executive Order (EO) B-30-15, SB 32, AB 197, and the Scoping Plan.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. CARB released the 2017 Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 builds keeps the State on the path toward achieving the 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

The Scoping Plan contains GHG reduction measures that work towards reducing GHG emissions, consistent with the targets set by EO B-30-15 and codified by SB 32 and AB 197. The measures applicable to the proposed project include energy efficiency measures, water conservation and

efficiency measures, and transportation and motor vehicle measures, as qualitatively discussed below.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would not be powered by natural gas, and no natural gas demand is anticipated during construction or operation of the proposed project. The elimination of natural gas in new development would help projects implement their "fair share" of achieving long-term 2045 carbon neutrality consistent State goals. As such, if a project does not utilize natural gas, a lead agency can conclude that it would be consistent with achieving the 2045 neutrality goal and will not have a cumulative considerable impact on climate change.[18] In addition, the proposed project would be required to comply with the latest Title 24 standards of the CCR, established by the CEC, regarding energy conservation and green building standards. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the proposed project would be required to comply with the latest Title 24 standards of the CCR, which includes a variety of different measures, including reduction of wastewater and water use. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures.

As such, the proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in EO B 30 15, SB 32, AB 197, and would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and impacts would be less than significant. No mitigation is required.

[18] Bay Area Air Quality Management District (BAAQMD). 2022. *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans.* April. Website: Microsoft Word - FINAL CEQA Thresholds Report for Climate Impacts 03_30_22 revisions with tracked changes (baaqmd.gov) (accessed July 2023).

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 2 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.9.1 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. Construction activities associated with the proposed project would involve the use of limited amounts of potentially hazardous materials, including but not limited to, solvents, paints, fuels, oils, and transmission fluids. However, all materials used during construction would be contained, stored, and handled in compliance with applicable standards and regulations established by the California Department of Toxic Substances Control (DTSC), the EPA, and the Occupational Safety and Health Administration (OSHA). The proposed project would introduce multi-family residential uses to the project site. No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials or emitting significant amounts of hazardous substances would occur within the project site. All storage, handling, and disposal of hazardous materials during project construction and operation would comply with applicable standards and regulations, including Fresno County General Plan Policy HS-F.1.

- **Policy HS-F.1** The County shall require that facilities that handle hazardous materials or hazardous wastes be designed, constructed, and operated in accordance with applicable hazardous materials and waste management laws and regulations.

As a result, the proposed project would not create significant hazards to the public or environment through the transport, use or disposal of hazardous materials, and a less than significant impact would occur.

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. See discussion a) above. The proposed project would not use substantial amounts hazardous materials which release would result in a significant hazard to the public or the environment. Additionally, the proposed project would also comply, as applicable, with DTSC, EPA and OSHA regulations for the storage, handling, and disposal of hazardous materials. Additionally, the project would comply with local regulations like Fresno County General Plan Policy HS-F.1, included in discussion for a), which requires compliance with local, State and federal standards and procedures for the handling, use, transport and disposal of hazardous materials. As a result, the proposed project would not 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, and impacts 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?

Less Than Significant Impact. The closest existing schools to the project site are the Immanuel High School, located approximately 0.62-mile northwest of the site, and Washington Elementary School, located 0.87-mile northwest of the site. The project site is not located within a 0.25-mile of an existing school. As previously discussed, the proposed project would introduce a multi-family residential use to the project site, which would not result in the use or emission of substantial quantities of hazardous materials that would pose a human or environmental health risk. In addition, all hazardous materials within the project site would be handled, stored, and disposed of in accordance with applicable standards and regulations. Therefore, because the proposed project would not result in the emission of hazardous materials or acutely hazardous substances, the impact would be less than significant.

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?

No Impact. According to the DTSC EnviroStor database,[19] the project site is not located on a federal superfund site, State response site, voluntary cleanup site, school cleanup site, evaluation site,

[19] California Department of Toxic Substances Control (DTSC). 2023. EnviroStor. Website: http://www.envirostor.dtsc.ca.gov/?surl=kzptd (accessed June 2023).

school investigation site, military evaluation site, tiered permit site, or corrective action site. The project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[20] As a result, the proposed project would not create a significant hazard to the public or the environment, and there would be no impact.

e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 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 Impact. The closest airport is the Reedley Municipal Airport, approximately 6.1 miles north of the project site. The nearest medical center helipad to the project site is located at the Kaweah Delta District Hospital in Visalia, located approximately 19.4 miles southeast from the project site. The project site is not located within the airport land use plan for any airport[21]. Additionally, due to the distance between the project site and local airports and helipads, operations at these locations are not expected to pose a safety hazard for people residing in the project site. Therefore, the proposed project would not expose persons to airport-related hazards, and the potential impact would be less than significant.

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 California Emergency Services Act requires cities to prepare and maintain an Emergency Plan for natural, manmade, or war-caused emergencies that result in conditions of disaster or in extreme peril to life. The Reedley Fire and Police Departments maintain emergency response and evacuation plans that form part of the City's Emergency Response Plan, established pursuant to Title 5, Chapter 8 of the City's Municipal Code, and are consistent with Fresno County's Emergency Services Plan. Development of the proposed project would be required to comply with applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the Reedley Fire and Police Departments.

The proposed project would include the construction of 12 townhouse units in six buildings in the project site, as well as associated uses and infrastructure. The proposed project is not expected to block the circulation of emergency response services in the vicinity of the project site or introduce elements that would conflict with the operations of the City's Emergency Plan. During construction of the project, construction vehicles and equipment might obstruct traffic near the project site, but this obstruction would be temporary and would cease when project construction ceases. Therefore, the proposed project would not interfere with emergency response or evacuation plans in Reedley, and this impact would be less than significant.

[20] California Environmental Protection Agency. 2018. Government Code Section 65962.5(a) Hazardous Waste and Substances Site List. Website: https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/ (accessed June 2023).

[21] Fresno Council of Governments. 2018. *Fresno County Airport Land Use Compatibility Plan*. December.

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. Wildland fires occur in geographic areas that contain the types and conditions of vegetation, topography, weather, and structure density susceptible to risks associated with uncontrolled fires that can be started by lightning, improperly managed campfires, cigarettes, sparks from automobiles, and other ignition sources. The project site is located in an area mapped as Local Responsibility Area (LRA) Unzoned, indicating that the area is urbanized and not susceptible to wildland conflagrations, and is not located within a very high fire hazard severity zone (VHFHSZ).[22] Therefore, the proposed project would not expose people or structures to a significant loss, injury or death involving wildland fires and the impact would be less than significant.

[22] California Department of Forestry and Fire Protection (CAL FIRE). 2022. Fresno County State Responsibility Area Fire Hazard Severity Zones. Website: https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/ (accessed June 2023).

3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or 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; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 Impact Analysis

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

Construction. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. During project construction , there would be an increased potential to expose soils to wind and water erosion, which could result in temporary minimal increases in sediment load in nearby water bodies.

Although the project site has a 0.9-acre area, the parcels that make up the project site have been identified for development pursuant to the City of Reedley's General Plan. As such, the project would require coverage under 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). Construction activities subject to the Construction General Permit includes clearing, grading, and other ground-disturbing activities such as stockpiling or excavation. The Construction General Permit requires development and implementation of a SWPPP.

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

Operation. Operation of the proposed 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 Reedley operates under the California Regional Water Quality Control Board Central Valley Regional National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements General Permit for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (MS4) (Order No. 2013-0001-DWQ, as amended by Order WQ 2016-0069-EXEC; NPDES No. CAS000004). Consistent with the City's MS4 Permit, the project would implement water quality control BMPs consistent with requirements of the City and the California Storm Water Quality Association (CASQA) Best Management Practice Handbooks. Adherence to the City of Reedley's MS4 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.

Additionally, the City of Reedley's Stormwater Management Implementation Plan (SMIP)[23] was prepared in support of the City's application for a Municipal Stormwater (MS4) Permit to the Central Valley Regional Water Quality Control Board. The plan includes information on federal, state, and local storm water quality regulations, stormwater quality control strategies and programs to be implemented in Reedley, storm water quality monitoring and assessment, and plan implementation requirements. The project would comply with applicable storm water quality control requirements of the SMIP.

Infiltration of stormwater could have the potential to affect groundwater quality. The majority of the project site would be impervious surface; and therefore, it is not expected that stormwater would infiltrate during project operations. Because stormwater would be collected and diverted to the City's storm drain system, there is not a direct path for pollutants to reach groundwater.

[23] City of Reedley. 2007. Storm Water Management Implementation Plan. Website: https://www.waterboards.ca.gov/water_issues/programs/stormwater/swmp/reedley_swmp.pdf (accessed June 2023).

Therefore, project operations would not violate groundwater quality standards or waste discharge requirements and impacts would be less than significant.

Therefore, impacts associated with the proposed project 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 Reedley underlies the Kings Subbasin, which is part of the greater San Joaquin Valley Groundwater Basin. Temporary dewatering from excavations could be necessary during construction. Construction-related dewatering would be temporary and limited to the area of excavations on the project site and would not substantially contribute to depletion of groundwater supplies. Operation of the project would not require groundwater extraction. Following project implementation, there would be an increase in impervious surface area given that the project site would be mostly built out aside from planting areas located on the perimeter of the project site and around the proposed residential buildings. 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 stormwater from the project site would be collected and directed to the City of Reedley's storm drain system, which includes percolation facilities to replenish groundwater supplies in the Basin.

According to the City's 2020 Urban Water Management Plan (UWMP)[24], Reedley's water supply consists exclusively of groundwater. There are seven active domestic water supply wells that provide potable water to the City. The City is engaged in groundwater recharge projects and activities to reduce the consumptive use of groundwater. For example, the City currently discharges treated wastewater effluent from the City's Wastewater Treatment Plant (WWTP) into percolation ponds for groundwater recharge. In addition, the City maintains nine stormwater percolation basins that also aid in groundwater recharge through infiltration of runoff collected from developed land uses in the City. Thus, the project would not interfere with groundwater recharge and impacts would be less than significant.

Additionally, based on the maximum projected demand for the City included in the UWMP [i.e., 2,818 acre feet per year (AFY) in 2045] and projected available water supplies (i.e., 5,067 AFY in 2045), even during multiple dry years the City would have sufficient supply to cover projected demands resulting from development in the City.

Therefore, this 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. The impact would be less than significant.

[24] City of Reedley. 2021. 2020 Urban Water Management Plan. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2021/12/City_of_Reedley_UWMP_-_Public_Draft-1639427519.pdf (accessed June 2023).

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. Construction of the proposed project would result in grading on the site that would expose native soils that could be subject to the effects associated with wind and water erosion unless adequate measures are taken to limit the transport of soils in surface water from the site to downstream locations.

Stormwater collection and disposal, and flood control for the City of Reedley is provided by the City. Stormwater from the project site would be directed through internal drainage infrastructure (e.g., manholes, culverts, catch basins, etc.) towards existing and proposed drainage infrastructure located along South Frankwood and Cyrier Avenues. Stormwater from the project site would then be redirected towards the City's infiltration facilities.

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, construction impacts related to on- or off-site erosion or siltation would be less than significant.

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 onsite 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 onsite erosion and siltation by stabilizing the soil. Additionally, the Project Applicant would establish and maintain existing drainage patterns on the project site. Therefore, the proposed 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. Impacts 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, 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.

While the project would permanently increase the impervious surface area in the project site, the project would be required to direct runoff towards existing and proposed drainage infrastructure along South Frankwood and Cyrier Avenues. Proposed storm drain infrastructure onsite and along South Frankwood and Cyrier Avenues would be constructed per City standards and would be compatible with planned stormwater infrastructure outlined in the City's Integrated Master Plan (IMP).[25]

Additionally, the Project Applicant would be required to pay applicable development impact fees, pursuant to Section 10-23-4 of the City's Municipal Code, which would address the cost of construction of public storm drainage facilities.

As such, the runoff from the project site would be able to be safely conveyed through existing and proposed planned infrastructure along South Frankwood and Cyrier Avenues. Additionally, the project would be required to maintain the existing drainage pattern of the site. Therefore, the project would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be considered 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; or

Less Than Significant Impact.

Construction. The proposed project would result in an increase in impervious surfaces given that the project site would be mostly built out aside from planting areas located on the perimeter of the project site and around the proposed residential buildings. However, compliance with pre-existing regulatory requirements, including compliance with the Construction General Permit and implementation of a SWPPP, would reduce or eliminate the potential for project construction to cause substantial additional polluted runoff or runoff in excess of existing or planned stormwater drainage systems. Therefore, construction would not result in additional sources of polluted runoff to be discharged to the storm drain system and impacts would be less than significant. No mitigation is required.

Operations. As discussed above, the proposed project would result in an increase in impervious surfaces. However, compliance with existing regulatory requirements, including the MS4 Permit, would reduce or eliminate the potential for project operations to cause substantial additional polluted runoff or runoff in excess of existing or planned stormwater drainage systems. Additionally, pursuant to requirements of the Municipal Code, the Project Applicant would be required to pay a development impact fee to fund development of future drainage infrastructure in the City. Therefore, project operations would not result in additional sources of polluted runoff to be discharged to the storm drain system and impacts would be less than significant.

[25] City of Reedley. 2014b. Integrated Master Plan for Potable Water, Sanitary Sewer, and Storm Drainage Systems. June. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2020/01/City-of-Reedley-Integrated-Master-Plan-for-Potable-Water-Sanitary-Sewer-and-Storm-Drainage-Systems-June-2014.pdf (accessed June 2023).

iv. Impede or redirect flood flows?

Less Than Significant Impact. The proposed project is not located within the 100-year flood hazard area as mapped by the Federal Emergency Management Agency (FEMA).[26] Therefore, the proposed project would not impede or redirect potential flood flows, and impacts would be less than significant. No mitigation is required.

d. In flood hazard, tsunami, or seiche zones, would the project 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. Refer to discussion a) in Section 3.9, Hazards and Hazardous Materials regarding the use of hazardous materials within the project site. As a result, a less-than-significant impact would occur related to the release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. No mitigation is required.

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 project falls within Central Valley Regional Water Quality Control Board jurisdiction under the Water Quality Control Plan for the Tulare Lake Basin (Basin Plan)[27]. The Basin Plan addresses water quality concerns and identifies water quality objectives within the Tulare Lake Basin. The City's SMIP describes all measures which must be implemented by the City and by future development to comply with water quality protection requirements. Additionally, as noted above, the proposed project would be required to adhere to NPDES drainage control requirements during construction and operation as well as to MS4 Permit requirements for stormwater discharge into the municipal system. The project would be required to comply with applicable federal, state and local policies and requirements related to water quality control to ensure Basin Plan goals are not obstructed.

The project is located within the jurisdiction of the Kings River East Groundwater Sustainability Agency (GSA), which is the agency responsible for sustainably managing groundwater in their respective defined basins and sub-basins. In 2019, the GSA adopted a Groundwater Sustainability Plan (GSP)[28] pursuant to California Water Code Section 10727. Because the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, the proposed project would not conflict with or obstruct implementation of the GSP or any sustainable groundwater management plan. In addition, the project would comply with the City's UWMP goals,

[26] Federal Emergency Management Agency (FEMA). 2020. FEMA Flood Map Service Center: Search By Address. Website: https://msc.fema.gov/portal/search?AddressQuery#searchresultsanchor (accessed June 2023).

[27] California Regional Water Quality Control Board Central Valley Region. 2018. Water Quality Control Plan for the Tulare Lake Basin. May. Website: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/tularelakebp_201805.pdf (accessed June 2023).

[28] Kings River East Groundwater Sustainability Agency. 2019. Groundwater Sustainability Plan. December 13. Website: https://kingsriveeast.org/gsp/ (accessed June 2023).

which are meant to fulfill groundwater sustainability goals of the GSP for the basin. As a result, the proposed project would not conflict with the Basin Plan, SMIP, or other water quality control plan or the GSP, the UWMP, or other sustainable groundwater management plan. Impacts would be less than significant.

3.11 LAND USE AND PLANNING

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

3.11.1 Impact Analysis

a. Would the project physically divide an established community?

Less Than Significant Impact. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas.

The proposed project would include the construction of 12 townhouse units in six buildings in the project site, as well as associated parking, open space and common areas with picnic and play facilities, landscaped areas, pedestrian and utility infrastructure. The project site is bounded by South Frankwood Avenue to the east, Cyrier Avenue to the west, by single-family residential uses to the south, and single-family residential uses and commercial uses to the north of the project site. The proposed project would not construct features that would divide an established community or remove means of access that would impair mobility in a community. Therefore, the proposed project would have 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. The project site is designated Low Density Residential in the City of Reedley General Plan and zoned within the One-Family Residential District (R-1 [SP]). The project would require a change to the General Plan land use designation and zoning of the project site. The Project Applicant would need to submit a General Plan Amendment and Rezone application and comply with all of the City's associated requirements and fees. The impact of this land use change would be less than significant with implementation of the City's applicable requirements.

3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
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?	☐	☐	☒	☐

3.12.1 Impact Analysis

a. Would the project 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?

Less Than Significant Impact. The California Surface Mining and Reclamation Act provides for the evaluation of an area's mineral resources using a system of Mineral Resource Zone (MRZ) classifications that reflect the known or inferred presence and significance of a given mineral resource. The Fresno County General Plan Update Background Report provides information on the location and types of mineral resources located in the County. Figures 7-9, 7-11 and 7-13 in the Background Report[29] show that there are no areas designated MRZ-2 (i.e., areas where significant mineral resources are known or very likely to be found) within the project area. Furthermore, a review of the California Department of Conservation's Mines & Mineral Resource Related Data & Maps[30] indicates that there are no known mineral resources within or in the vicinity of the project site. Therefore, the proposed project would not result in the loss of any known mineral resources, and the impact would be less than significant.

b. Would the project 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?

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

[29] Fresno County. 2000. General Plan. Background Report. Website: https://www.fresnocountyca.gov/files/sharedassets/county/vision-files/files/8398-background_report_june04.pdf (accessed August 2023).

[30] California DOC. n.d. DOC Maps: Mines and Mineral Resources. Website: https://maps.conservation.ca.gov/mineralresources/#datalist (accessed June 2023).

3.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
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 2 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?	☐	☐	☒	☐

3.13.1 Impact Analysis

The analysis included in this section is based on finding of the Noise and Vibration Impact Analysis[31] prepared by LSA for this project. The Noise and Vibration Impact Analysis is included in Appendix D.

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 with Mitigation Incorporated.

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent human sensitivity to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the

[31] LSA. 2023d. Noise and Vibration Impact Analysis Kings View Residential Project Reedley, California. August.

sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

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

A project would have a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the City of Reedley.

The applicable noise standards governing the project site include the criteria in the California Code of Regulations and the Noise Element of the City's General Plan 2030 (Noise Element). The Noise Element provides the City's goals and policies related to noise, including the land use compatibility guidelines for community exterior noise environments. The City has identified the following goals and policies in the Noise Element:

Goals.

- NE 6.1A – To protect the citizens of the City from potential harmful effect due to exposure to excessive noise.
- NE 6.1B – To preserve the tranquility of residential and other noise sensitive areas by preventing noise-producing uses from encroaching upon existing and planned noise sensitive uses.
- NE 6.1C – To develop a policy framework necessary to achieve and maintain a healthful noise environment.

Policies.

- NE 6.1.2: In order to maintain an acceptable noise environment, the following maximum acceptable noise levels should be established for various land use designations (see Tables C and D).
- NE 6.1.3: Areas subject to a DNL greater than 60 dBA are identified as noise impact zones. As part of the special permit process the proposed development project will be required to

have an acoustical analysis prepared by a license engineer. The report should also include practical and reasonable mitigation measures.

- NE 6.1.4: Within noise impact zones, the City will evaluate the noise impact on development proposals. Mitigating measures, including but not limited to the following, may be required:

  (a) Setbacks, berms, and barriers.

  (b) Acoustical design of structures.

  (c) Location of structures.

- NE 6.1.5: Design of all proposed development should incorporate features necessary to minimize adverse noise impacts, while also minimizing effects on surrounding lands uses.

Table 3.13.A: Allowable City-Wide Noise Exposure – Transportation

Location of Measurement	Allowable Transportation Source Noise Exposure	
	Noise Sensitive Land Uses	New Transportation Noise Sources
Indoor	45 dBA L_{dn}	45 dBA L_{dn}
Outdoor	60 dBA L_{dn}	60 dBA L_{dn}

Source: City of Reedley (2014).
Notes:
1. This table is applicable to noise sources created by either new development and/or new transportation projects.
2. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB L_{dn} where practical application of construction practices has been used to mitigate exterior noise exposure.
dBA = A-weighted decibels
L_{dn} = day-night average noise level

Table 3.13.B: Allowable Noise Exposure – Stationary Sources

	Allowable Stationary Source Noise Exposure	
	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}, dBA	55	50
Maximum Level, dBA	70	65

Source: City of Reedley (2014).
Notes:
1. As determined within outdoor activity areas of existing or planned noise-sensitive uses, if outdoor activity area locations are unknown, the allowable noise exposure shall be determined at the property line of the noise sensitive use.
2. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB L_{dn} where practical application of construction practices has been used to mitigate exterior noise exposure.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

The City has set restrictions to control noise impacts associated with the construction of the proposed project. According to the City's General Plan Environmental Impact Report (EIR), construction activity is limited to the acceptable daily construction hours of 7:00 a.m. to 5:00 p.m.

Additionally, although the City does not have daytime construction noise level limits for activities that occur within the specified hours to determine potential California Environmental Quality Act (CEQA) noise impacts, construction noise was assessed using criteria from the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual). Table 3.13.C shows the Federal Transit Administration's (FTA) Detailed Assessment Construction Noise Criteria based on the composite noise levels per construction phase.

Table 3.13.C: Detailed Assessment Daytime Construction Noise Criteria

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

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Certain land uses are considered more sensitive to noise than others. Examples of these land uses include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The closest sensitive receptors include single-family homes located immediately adjacent to the south on Lilac Avenue and to the north from the project site boundary approximately 30 feet away.

The following section describes how the short-term construction and long-term operational noise impacts of the proposed project would be less than significant with mitigation.

Short-Term (Construction) Noise Impacts. Two types of short-term noise impacts could occur during the construction of the proposed project: noise generated by construction crew commutes and noise generated during construction phases, which include includes site preparation, grading, building construction, paving, and architectural coating on the project site. The CalEEMod output for the project indicates that the project would result in an additional 240 vehicles, consisting of worker and hauling trips, being added to South Frankwood Avenue, the roadway adjacent to the project site. Because the existing traffic volume on South Frankwood Avenue is considerably more than 240, construction-related vehicle trips would not approach existing daily traffic volumes and traffic noise would not increase by 3 dBA CNEL. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

Project construction would result in short-term noise impacts on the nearby sensitive receptors. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related

noise ranges to be categorized by work phase. Table 3.13.D lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model.

Table 3.13.D: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (L_{max}) at 50 Feet[2]
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: *FHWA Roadway Construction Noise Model User's Guide,* Table 1 (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the Central Artery/ Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
FHWA = Federal Highway Administration
L_{max} = maximum instantaneous sound level

It is expected that composite noise levels during construction at the nearest off-site sensitive residential uses to the south and north would reach an average noise level of 81 dBA L_{eq} during daytime hours. While construction-related short-term noise levels have the potential to be higher

than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed.

The proposed project would implement Mitigation Measure NOI-1, which requires compliance with the construction hours specified in the General Plan EIR, which states that construction activities are allowed between the hours of 7:00 a.m. and 5:00 p.m., and with best construction practices that include use of noise attenuation fixtures for construction equipment, and the location of staging areas and stationary construction equipment away from off-site sensitive uses. As it relates to off-site uses, construction-related noise impacts would exceed the 80 dBA L_{eq} construction noise level criteria, as established by the FTA for residential land uses for the average daily condition as modeled from the center of the project site. However, construction would be temporary, and with implementation of Mitigation Measure NOI-1, impacts would be considered less than significant.

Operational Noise Impacts. The proposed project would consist of the construction of 12 two-story townhouses. Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. As discussed in Trip Generation and Vehicle Miles Traveled (VMT) Analysis memorandum[32], the proposed project would result in an increase of 81 daily trips. The adjacent South Frankwood Avenue carries approximately 4,260 average daily trips. The following equation was used to determine the potential impacts of the project:

$$\text{Change in CNEL} = 10\ log_{10}\ [V_{(e+p)}/V_{(existing)}]$$

where: $V_{existing}$ = existing daily volumes

V_{e+p} = existing daily volumes plus project

Change in CNEL = increase in noise level due to the project

The results of the calculations show that an increase of approximately 0.1 dBA CNEL is expected along South Frankwood Avenue. A noise level increase of less than 1 dBA would not be perceptible to the human ear; therefore, the traffic noise increase in the vicinity of the project site resulting from the proposed project would be less than significant. No mitigation is required.

Mitigation Measure NOI-1: The project contractor shall implement the following measures during construction of the project:

- The project would comply with the City's General Plan EIR allowed daily hours of construction between 7:00 a.m. and 5:00 p.m.

[32] LSA. 2023c. Kings View Residential Project Traffic Memorandum. June 15.

- The project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers consistent with manufacturer's standards.
- The project construction contractor shall locate staging areas away from off-site sensitive uses during the later phases of project development.
- The project construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.

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

Less Than Significant Impact. Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of old buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

The streets surrounding the project area are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur and, therefore, no vibration impact analysis of on-road vehicles is necessary. Therefore, once constructed, the proposed project would not contain uses that would generate groundborne vibration. This impact would be less than significant.

Construction Vibration. Construction of the proposed project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in peak particle velocity (PPV) (in/sec) because vibration levels calculated in root-mean-square (RMS) are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage. The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table 3.13.E shows the PPV and VdB values at 25 feet from a construction vibration source. As shown in Table 3.13.E, bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 87 VdB of groundborne vibration when measured at 25 feet, based on the Transit Noise and Vibration Impact Assessment. At this level, groundborne vibration would result in potential annoyance to residents and workers but would not cause any damage to the buildings.

Table 3.13.E: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer[2]	**0.089**	**87**
Caisson Drilling	0.089	87
Loaded Trucks[2]	**0.076**	**86**
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
[2] Equipment shown in **bold** is expected to be used on site.
µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inch/inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residences and commercial/office buildings in the project vicinity). Outdoor site preparation for the proposed project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels. The distance to

the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_vdB\ (D) = L_vdB\ (25\ ft) - 30\ Log\ (D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

As shown in Table 3.13.E, for typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 feet. As noted above, the closest sensitive receptors to the project site include single-family residential uses located south and north of the project site. At 30 feet, these single-family residences would experience vibration levels of up to 71 VdB (0.068 PPV in/sec), which would not exceed the FTA threshold of 94 VdB (0.2 PPV in/sec) for non-engineered timber and masonry building damage when bulldozers and loaded trucks operate at or near the project construction boundary. Although construction vibration levels at surrounding uses would have the potential to result in annoyance, these vibration levels would no longer occur once construction of the project is completed and impacts would be considered less than significant. No mitigation is 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 2 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?

Less Than Significant Impact. Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airport to the proposed project site is Reedley Municipal Airport, located approximately 6 miles north of the project site. According to Figure 6.2 of the City's General Plan[33], the project site is located well outside the 65 dBA CNEL airport noise impact zone. Therefore, the project would not be adversely affected by airport/airfield noise, nor would the project contribute to or result in adverse airport/airfield noise impacts.

[33] City of Reedley. 2014. General Plan 2030. February 18. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2019/12/Reedley-General-Plan-2030-Adopted-February-18-2014-1.pdf (accessed August 2023).

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

3.14.1 Impact Analysis

a. Would the project 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)?

Less Than Significant Impact. The project site is currently designated Low Density Residential in the General Plan and zoned within the One-Family Residential District (R-1 [SP]), which is intended primarily to provide living areas at locations designated by the general plan for low and medium density, involving single- family dwellings. The proposed project would require a General Plan Amendment and Rezone to Medium Density Residential and Multi-Family Residential (RM-3), respectively. The project site does not currently contain any permanent residents. Although the project site is zoned and designated for residential use, the proposed zoning would introduce higher-density residential uses on the site. Therefore, implementation of the proposed project would potentially result in an increase in unplanned population growth in the City.

The proposed project would introduce 12 residential units to the project site, which would increase the population at the project site by approximately 45 residents.[34,35] The addition of 45 new residents represents approximately 0.2 percent of Reedley's 2020 population of 25,227.[36] As such, population growth in the area as a result of residential land uses would be negligible, and a less-than-significant impact would occur.

[34] Based on an average of 3.72 persons per household in the City of Reedley, as identified by the Census Bureau.

[35] United States Census Bureau. QuickFacts. Reedley city, California. Website: https://www.census.gov/quickfacts/reedleycitycalifornia (accessed June 2023).

[36] Ibid.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. The project site is currently vacant. The proposed project would introduce 12 townhouse units in six buildings into the project site and would not necessitate the displacement or removal of existing housing. Therefore, the proposed project would not require the construction of replacement housing, and the impact would be less than significant.

3.15 PUBLIC SERVICES

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

3.15.1 Impact Analysis

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Less Than Significant Impact. The City of Reedley Fire Department (RFD) would provide fire protection services to the proposed project. The RFD operates out of a station located at 1060 D Street, approximately 1.31 miles northeast of the site. The RFD has three full-time employees, and a volunteer staff of approximately 40 people that are hired on a paid-per-call basis. The typical response time by the Reedley Fire Department is five to eight minutes, although there is no stated policy on standard response times or officer to resident ratios established by the City for the RFD. Planned growth under the General Plan would increase calls for fire protection service in the City. The project would introduce 12 residential units into the project site. The Project Applicant would need to submit a General Plan Amendment (GPA) and rezone application and comply with all associated requirements and fees. The project would be consistent with the General Plan after implementation of GPA and rezone requirements.

The project could result in an incremental increase in the demand for fire protection services. However, the proposed project would be required to comply with all applicable codes for fire safety and emergency access. In addition, the project applicant would be required to submit plans to the RFD for review and approval prior to the issuance of building permits to ensure the project would conform to applicable building codes. Furthermore, the Project Applicant would be required to pay development impact fees pursuant to Section 10-23-4 of the City's Municipal Code to account for the potential impacts to fire service facilities.

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

ii. Police protection?

Less Than Significant Impact. Police protection services in Reedley are provided by the Reedley City Police Department (RPD). The RPD operates out of a station located at 843 G Street, approximately 1.33 miles northwest of the site. The RPD Operations Division is staffed by approximately 29 sworn officers: the chief, one lieutenant, seven sergeants, one corporal, 17 patrol officers, and two reserve officers. The RPD also consists of non-sworn staff including one administrative assistant, six dispatchers, five community service officers, and three records specialists. The RPD has a standard response time of three to five minutes. Planned growth under the General Plan would increase calls for police protection service in the City. The Project Applicant would need to submit a GPA and rezone application and comply with all associated requirements and fees. The project would be consistent with the General Plan after implementation of GPA and rezone requirements.

The project could result in an incremental increase in the demand for police protection services. The Project Applicant would be required to pay development impact fees pursuant to Section 10-23-4 of the City's Municipal Code to account for the potential impacts to police protection services.

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

iii. Schools?

Less Than Significant Impact. The Kings Canyon Unified School District (KCUSD) provides kindergarten through 12th grade education for the City of Reedley. The KCUSD covers approximately 600 square miles and has a student population of approximately 10,000. The KCUSD operates 19 schools for kindergarten through 12th grade education, as well as programs for adult, alternative, vocational, special education, and an online Leadership Academy. Planned growth under the General Plan would increase demand for school services. The Project Applicant would need to submit a GPA and rezone application and comply with all associated requirements and fees. The project would be consistent with growth under the General Plan after implementation of GPA and rezone requirements

The KCUSD uses a student generation rate of 0.8 students per household unit to estimate future student populations. The proposed project would introduce 12 residential units to the project site, and as such, would include approximately 10 students that would require services from the KCUSD. The proposed project would increase the demand for school services in the vicinity. The Project

Applicant would be required to pay appropriate school developer fees at time of building permits to address potential impacts to KCUSD services, as set forth in Education Code Section 17620, pursuant to Government Code 65995.

The KCUSD would continue to provide services to the project site and would not require the construction of new or expanded school facilities. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional school facilities or services and impacts related to increased demand for school services would represent a less-than-significant.

iv. Parks?

Less Than Significant Impact. The City of Reedley operates and manages about 72 acres of developed City-owned parks, trails and facilities. The General Plan EIR identifies that the City has a parkland standard of four acres of parkland per 1,000 residents. The proposed project would include the construction of 12 townhouse units in six buildings in the project site, as well as associated parking, open space and common areas with picnic and play facilities, landscaped areas, pedestrian and utility infrastructure. Planned growth under the General Plan would increase demand for parks in the City. The Project Applicant would need to submit a GPA and rezone application and comply with all associated requirements and fees. The project would be consistent with growth under the General Plan after implementation of GPA and rezone requirements.

The proposed project could increase the demand for park services and nearby recreational facilities. However, the proposed project would include the construction of private open space and play areas that would offset the demand for public parks in the project vicinity. Furthermore, the Project Applicant would be required to pay development impact fees for park and recreation facilities pursuant to Section 10-23-4 of the City's Municipal Code at the time building permits are obtained. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional park facilities, and impacts to parks would represent a less-than-significant impact.

v. Other public facilities?

Less Than Significant Impact. Planned growth under the General Plan would increase the demand for public facilities in the City. The Project Applicant would need to submit a GPA and rezone application and comply with all associated requirements and fees. The project would be consistent with growth under the General Plan after implementation of GPA and rezone requirements.

Development of the proposed project could also increase demand for other public services, including libraries, community centers, and public health care facilities. The Project Applicant would be required to coordinate with the City the payment of applicable impact fees to mitigate impacts to public facilities resulting from the proposed project. As such, the impact would be less than significant.

3.16 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?	☐	☐	☒	☐

3.16.1 Impact Analysis

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?

Less Than Significant Impact. The proposed project would include the construction of 12 townhouse units in six buildings in the project site, as well as associated parking, open space and common areas with picnic and play facilities, landscaped areas, pedestrian and utility infrastructure. The development of the project would result in population growth which could increase the demand for nearby recreational facilities. The Project Applicant would be required to pay development impact fees for park and recreation facilities pursuant to Section 10-23-4 of the City's Municipal Code at the time building permits are obtained. The impact fee would serve to offset project impact on existing recreational facilities. Therefore, the impact would be less than significant.

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?

Less Than Significant Impact. The proposed project would include the construction of 12 townhouse units, which would introduce approximately 45 residents to the project site. The General Plan EIR identifies that the City of Reedley has about 72 acres of developed City-owned parks, trails and other recreational facilities. Given the minimal population growth associated with the project site, it is not anticipated that project demand would require the construction of additional public recreational facilities. Additionally, the proposed project would include the construction of open space and common areas with picnic and play facilities that would offset the demand for recreational facilities in the vicinity of the project site. The potential environment effects resulting from construction of play facilities within the project site is included in the analysis included in this Initial Study. Potential adverse physical effects would result in less than significant impacts with implementation of construction mitigation measures included in this document.

3.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines §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?	☐	☐	☒	☐

3.17.1 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 City of Reedley typically follows the Guidelines for the Preparation of Traffic Impact Studies (TIS Guidelines) for the County of Fresno for traffic analysis purposes.[37] According to the County's TIS Guidelines, a detailed LOS study may not be required if the project is estimated to add less than 10 peak hour trips at any intersection within the vicinity of the project site.

A Trip Generation and Vehicle Miles Traveled (VMT) Analysis memorandum[38] included as Appendix C, was prepared for the proposed project. Trip generation for the project was developed using rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) for Land Use 220 – "Multifamily Housing (Low Rise) Not Close to Rail Transit". The proposed project is anticipated to generate 81 daily trips, including 5 trips in the a.m. peak hour, 6 trips in the p.m. peak hour. Since the anticipated number of peak hour trips generated by the proposed project is lower than the 10-trip threshold established by the County's TIS Guidelines, a detailed LOS study would not be required for this project.

The proposed project would not involve the alteration of any existing roadways, transit or bicycle infrastructure in the surrounding area. The project would include the construction of pedestrian sidewalks along the project frontage with South Frankwood Avenue and Cyrier Avenue, which would be constructed pursuant to City standards. Furthermore, because the traffic generated by the proposed project is below the threshold of significance identified in the County's TIS Guidelines, the proposed project would not interfere with the operation of any transit, bicycle, and pedestrian facilities on the area. The proposed project would not conflict with applicable existing

[37] Fresno County. 2018. Guidelines For the Preparation of Traffic Impact Studies Within the County of Fresno. May.

[38] LSA. 2023c. Kings View Residential Project Traffic Memorandum. June 15

transportation programs and policies. Therefore, the proposed project would result in a less-than-significant impact.

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

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

The City of Reedley has adopted the Fresno Council of Governments (Fresno COG) *Fresno County SB 743 Implementation Regional Guidelines*[39] for preparation of VMT analysis for projects within the City. Based on the adopted guidelines, a project generating less than 500 daily trips can be considered a low VMT generator and can be considered to have a less than significant VMT impact. As described in discussion for a) above, the proposed project is anticipated to generate 81 daily trips, including 5 trips in the a.m. peak hour, 6 trips in the p.m. peak hour. As project trip generation is less than the Fresno COG Guidelines' daily trip threshold of 500 trips, a detailed VMT analysis would not be required for the project and VMT impacts would be less than significant.

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 Impact. Vehicle access to the project site would be provided by four driveways; two located along South Frankwood Avenue and two driveways along Cyrier Avenue. Vehicles exiting the project site from a project driveway must stop before they continue to merge on the neighboring circulation network.

Pedestrian circulation for the proposed project would occur through proposed pedestrian sidewalks to be constructed pursuant to City requirements along the project frontage with South Frankwood Avenue and Cyrier Avenue, and through internal pathways and walkways in the project site.

The proposed project would not include any sharp curves or other roadway design elements that would create dangerous conditions. In addition, the project design features would be required to comply with standards set by the City's General Plan and City Engineer. In addition, the proposed project would also be required to submit plans to the RFD for review and approval prior to the issuance of building permits to ensure there are no substantial hazards associated with the project

[39] Fresno Council of Governments. 2021. *Fresno County SB 743 Implementation Regional Guidelines*. January.

design. Therefore, the proposed project would result in a less-than-significant impact related to hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and no mitigation is required.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. The proposed project would include the construction of 12 townhouse units in six buildings in the project site, as well as associated parking, open space and common areas with picnic and play facilities, landscaped areas, pedestrian and utility infrastructure. Emergency vehicles would have access to the project site via four proposed ingress and egress driveways, two along South Frankwood Avenue, and two along Cyrier Avenue. Furthermore, the proposed project's site plan would be subject to review and approval by the RFD to ensure the project includes adequate emergency access. In addition, as discussed in Section 3.9, Hazards and Hazardous Materials, project implementation would not physically interfere with emergency evacuation to and from the project site. Therefore, the proposed project would result in less-than-significant impacts related to inadequate emergency access, and no mitigation is required.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in 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.	☐	☒	☐	☐

3.18.1 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

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 with Mitigation Incorporated. The State requires lead agencies to consider the potential effects of proposed projects and consult with California Native American tribes during the local planning process for the purpose of protecting Traditional Tribal Cultural Resources through the CEQA Guidelines. Pursuant to PRC Section 21080.3.1, the lead agency shall begin consultation with the California Native American tribe that is traditionally and culturally affiliated with the geographical area of the proposed project. Such significant cultural resources are either sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a tribe which

is either on or eligible for inclusion in the California Historic Register or local historic register, or, the lead agency, at its discretion, and support by substantial evidence, choose to treat the resources as a Tribal Cultural Resources (PRC Section 21074(a)(1-2)).

Additional information may also be available from the California Native American Heritage Commission's Sacred Lands File per PRC Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that PRC Section 21082.3(c) contains provisions specific to confidentiality.

Pursuant to Senate Bill 18 (SB 18), Native American tribes traditionally and culturally affiliated with the project area were invited to consult on September 18, 2023, regarding the proposed project based on a list of contacts provided by the Native American Heritage Commission (NAHC). These tribes included: Table Mountain Rancheria, North Valley Yokuts Tribe, Picayune Rancheria of the Chukchansi Indians, Traditional Choinumni Tribe, Tule River Indian Tribe, Santa Rosa Indian Community of the Santa Rosa Rancheria, Dumna Wo-Wah Tribal Government and Wuksachi Indian tribe/ Eshom Valley Band.

Assembly Bill (AB) 52, which became law January 1, 2015, requires that, as part of the CEQA review process, public agencies provide early notice of a project to California Native American Tribes to allow for consultation between the tribe and the public agency. The purpose of AB 52 is to provide the opportunity for public agencies and tribes to consult and consider potential impacts to Tribal Cultural Resources (TCR's), as defined by the Public Resources Code (PRC) Section 2107(a). Under AB 52, public agencies shall reach out to California Native American Tribes who have requested to be notified of projects in areas within or which may have been affiliated with their tribal geographic range. Pursuant to Assembly Bill 52 (AB 52), Santa Rosa Indian Community of the Santa Rosa Rancheria was invited to consult on September 18, 2023. The consultation periods for both AB 52 and SB 18 are currently ongoing. AB 52 and SB 18 consultation invitation letters sent to tribes by the City of Reedley are included in Appendix D.

According to the Archeological Resources Assessment[40] prepared for the project, no records of tribal cultural resources were found in the project area according to the SLF record search conducted on May 30, 2023. If any artifacts are inadvertently discovered during ground-disturbing activities, existing federal, State, and local laws and regulations would require construction activities to cease until such artifacts are properly examined and determined not to be of significance by a qualified cultural resources professional. In addition, Mitigation Measures CUL-1 and CUL-2 included in Section 3.5, Cultural Resources, would apply to the project and would reduce potential impacts to unknown resources to less than significant.

[40] LSA. 2023a. Archaeological Resources Assessment for the Kings View Residential Project, Reedley, Fresno County, California (LSA Project No. 20321068). July 10.

3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater 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?	☐	☐	☒	☐

3.19.1 Impact Analysis

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water. Water supply for the proposed project would be provided by the City of Reedley. The proposed project would connect to an existing water main along Cyrier Avenue.

Short-term demand for water may occur during excavation, grading, and construction activities on site. Construction activities would require water primarily for dust mitigation purposes. Water from the existing potable water lines in the vicinity of the project site would be used. Overall, short-term construction activities would require minimal water and are not expected to have any adverse impacts on the existing water system or available water supplies. The proposed project would not require the construction of new or expanded water conveyance, treatment, or collection facilities with respect to construction activities.

According to the City's 2020 Urban Water Management Plan (UWMP)[41], the City obtains its entire water supply from the Kings Subbasin. Water is extracted through seven active domestic water supply wells and distributed through the City's water system, which consists of 82 miles of pipeline and three elevated storage tanks. The City's UWMP identified that the City's 2020 daily per capita water use target was 215 gallons per capita per day (GPCD). The project would introduce approximately 45 residents to the project site, which would require approximately 9,675 gallons per day. Based on the nature of the proposed project, the project-generated increase in water demand would be minimal and would fall within the City's existing capacity and available supply. Additionally, as described in the discussion for b) below, the City would have sufficient water supplies during normal, single-year dry and multiple-year dry scenarios through 2045, and given that the project would comply with would introduce uses compatible with the zoning and land use designation of the project site, after compliance with the City's rezone and GPA requirements, the proposed project would be consistent with growth under the General Plan, and would be accounted for in the City's UWMP projections. As such, the proposed project would not necessitate new or expanded water entitlements, and the City would be able to accommodate the increased demand for potable water.

Wastewater. Wastewater sewage services for the proposed project would be provided by the City of Reedley. The proposed project would connect to an existing wastewater service infrastructure along Cyrier Avenue. Wastewater from the project site would be collected and transported to the City of Reedley wastewater treatment plant (WWTP). The WWTP has a treatment capacity of to 7.0 million gallons per day (mgd).

No significant increase in wastewater flows is anticipated as a result of construction activities on the project site. Sanitary services during construction would be provided by portable toilet facilities, which transport waste off site for treatment and disposal. Based on estimated water consumption for the project, wastewater generation is estimated to be 9,675 gallons per day. Based on the capacity of existing infrastructure, wastewater generation associated with the proposed project is not anticipated to exceed wastewater treatment requirements or exceed the available capacity to accommodate the increased wastewater flows from the proposed project. The project would be adequately served by the capacity and the existing wastewater conveyance system. The Project Applicant would be required to cover payment of any applicable connection charges and/or fees and extension of services in a manner which is compliant with the City's standards, specifications, and policies. As such, the proposed project would not necessitate new or expanded wastewater facilities, and the City would be able to accommodate the increased demand for wastewater services.

Stormwater. The City of Reedley would provide stormwater management services to the projects site. The proposed project would include the removal of the existing curb along the project frontage with Cyrier Avenue, as well as the construction of a new curb and gutter along the project frontage to Cyrier and South Frankwood Avenues. Stormwater from the project site would be collected

[41] City of Reedley. 2021. 2020 Urban Water Management Plan. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2021/12/City_of_Reedley_UWMP_-_Public_Draft-1639427519.pdf (accessed June 2023).

through surface and subsurface drainage infrastructure onsite towards proposed and existing stormwater collection and drainage infrastructure along South Frankwood and Cyrier Avenues.

Impacts to storm drainage facilities have been previously discussed in Section 3.10, Hydrology and Water Quality. The proposed project would result in the construction of new stormwater drainage facilities or the expansion of existing facilities. Specifically, the proposed project would include construction of new surface and subsurface drainage infrastructure (e.g., manholes, culverts, catch basins, etc.) to direct stormwater towards the City's existing stormwater collection system along South Frankwood and Cyrier Avenues and towards the City's infiltration infrastructure. However, the construction of such minor facilities would be constructed in conformance with City standards; therefore, its construction would not cause significant environmental effects.

Electricity and Telecommunication Facilities. Electricity services would be provided by the Pacific Gas and Electric Company (PG&E) and would be supplied through connections to existing service infrastructure. Telecommunication services for the project would be provided by either AT&T or Comcast. Electric power and telecommunication facilities would require connections to the project site. However, because the project site is located within an urbanized area with existing facilities in close proximity, connection to these facilities would not cause significant environmental effects. As a result, the project would result in a less-than-significant impact related to the relocation or construction or new or expanded utilities.

Summary. The proposed project would not require or result in the relocation or construction of new or expanded facilities for water, wastewater treatment, storm drainage, electric power or telecommunications which could cause significant environmental effects. Impacts would be less than significant, and no mitigation is required.

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 Impact. Refer to discussion b) of Section 3.10, Hydrology and Water Quality. Based on the City's 2020 UWMP, the water supplies under normal conditions for the City from 2025 (1,795 Acre Feet (AF)/year) to 2045 (2,818 AF/year) would be sufficient to cover the potable water demand (i.e., 1,795 AF by 2025 and 2,818 AF by 2045) for each normal year, respectively.[42]

During a single dry year, water supplies for the City from 2025 (1,795 AF/year) to 2045 (2,818 AF/year) would be sufficient to cover the potable water demand for each year (i.e., 1,795 AF by 2025 and 2,818 AF by 2045), respectively.

After a 5-year dry period, water supplies for the City from 2025 (1,795 AF/year) to 2045 (2,818 AF/year) would be sufficient to cover the potable water demand for each year (i.e., 1,795 AF by 2025 and 2,818 AF by 2045), respectively.

[42] City of Reedley. 2021. 2020 Urban Water Management Plan. Website: https://reedley.ca.gov/wp-content/uploads/reedleyweb/2021/12/City_of_Reedley_UWMP_-_Public_Draft-1639427519.pdf (accessed June 2023).

After submitting a GPA and rezone application and complying with all associated requirements and fees related to the GPA and rezone progress, the proposed project would be consistent with growth under the City's General Plan and would be accounted for in the City's UWMP projections. Therefore, the proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years, and 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 Impact. Refer to discussion a) above. Wastewater generation associated with the proposed project is not anticipated to exceed wastewater treatment requirements or exceed the available capacity to accommodate the increased wastewater flows from the proposed project. The project would be adequately served by the capacity and the existing wastewater conveyance system. In addition, the proposed project is not expected to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. As such, the proposed project would 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 and impacts would be less than significant. No mitigation is required. In addition, the proposed project would be subject to the payment of any applicable connection charges and/or fees and extension of services in a manner that is compliant with the City's standards, specifications, and policies. As such, impacts would be less than significant. No mitigation is required.

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?

Less Than Significant Impact. The City of Reedley has an exclusive franchise agreement with Mid Valley Disposal, which includes curb-side garbage and recycling pick up and hauling within the City. The solid waste is then disposed at the American Avenue Disposal Site.

The American Avenue Landfill (i.e., American Avenue Disposal Site 10-AA-0009) has a maximum permitted capacity of 32,700,000 cubic yards and a remaining capacity of 29,358,535 cubic yards, with an estimated closure date of August 31, 2031. The maximum permitted throughput is 2,200 tons per day.[43]

According to the CalEEMod analysis prepared for the project, operation of the proposed project would generate approximately 8.78 tons of solid waste per year, or approximately 0.02 tons per day. Given the available capacity at the landfills, the additional solid waste generated by the proposed project is not anticipated to cause the facility to exceed its daily permitted capacity. As such, the

[43] California Department of Resources Recycling and Recovery (CalRecycle). n.d. SWIS Facility/Site Summary. American Avenue Disposal Site (10-AA-0009). Website: https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/352 (accessed June 2023).

project would be served by a landfill with sufficient capacity to accommodate the project's waste disposal needs, and impacts associated with the disposition of solid waste would be less than significant.

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

Less Than Significant Impact. To comply with the California Integrated Waste Management Act of 1989 (AB 939), the County must divert at least 50 percent of its solid waste from landfills. In addition, Assembly Bill 341 (AB 341) sets a statewide 75 percent recycling goal by 2020. AB 341 also requires businesses generating more than four cubic yards of solid waste to recycle. The project is required to comply with federal, state, and local management and reduction statues and regulations, including Title 14 and Title 27 of the California Code of Regulations and General Plan goals and policies. Therefore, the proposed project would not conflict with federal, state, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant. No mitigation is required.

3.20 WILDFIRE

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

3.20.1 Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not interfere with any emergency evacuation routes within the City of Reedley or an adopted emergency response plan. The project would not impede access to any nearby roadways that may serve as emergency access routes in the project vicinity. Therefore, the impact would be less than significant.

b. Would the project, 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?

Less Than Significant Impact. The project site is in an area mapped by CAL FIRE as Local Responsibility Area (LRA) Unzoned, indicating that the area is urbanized and not susceptible to wildland conflagrations, and is not located within a very high fire hazard severity zone (VHFHSZ). and is not located within a VHFHSZ.[44] The project site would comply with City and County fire safety regulations for project construction and operation. Therefore, the proposed project would not exacerbate wildfire risks and potentially expose project occupants to wildfires. The impact would be less than significant.

[44] California Department of Forestry and Fire Protection (CAL FIRE). 2022. Fresno County State Responsibility Area Fire Hazard Severity Zones. Website: https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/ (accessed June 2023).

c. Would the project 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?

Less Than Significant Impact. The project site is located in an LRA Unzoned area and is not located within a VHFHSZ. Although the proposed project may require the installation of infrastructure to serve the site, the installation of this infrastructure would not exacerbate fire risk in the project vicinity. The installation of wastewater and stormwater infrastructure to serve the project site would comply with design and construction requirements of the City. The Project Applicant would also pay for applicable impact fees and connection fees for utilities that would serve the project site. Compliance with utility installation requirements of the City and utility providers would reduce potential impacts to less than significant.

d. Would the project 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?

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

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

3.21.1 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 with Mitigation Incorporated. As discussed in Section 3.4, Biological Resources and Section 3.5, Cultural Resources, with the incorporation of Mitigation Measures BIO-1 and BIO-2 and CUL-1 and CUL-2, development of the proposed project would not: (1) degrade the quality of the environment; (2) substantially reduce the habitat of a fish or wildlife species; (3) cause a fish or wildlife species population to drop below self-sustaining levels; (4) threaten to eliminate a plant or animal community; (5) reduce the number or restrict the range of a rare or endangered plant or animal; or (6) eliminate important examples of the major periods of California history. Therefore, this impact would be less than significant 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 with Mitigation Incorporated. The proposed project's impacts would be individually limited and not cumulatively considerable due to the site-specific nature of the potential impacts. The potentially significant impacts that can be reduced to less-than-significant levels with

implementation of recommended mitigation measures include the topics of Aesthetics, Air Quality, Biological Resources, Cultural Resources, and Noise. These impacts would primarily be related to construction-period activities, would be temporary in nature, and would not substantially contribute to any potential cumulative impacts associated with these topics.

Implementation of mitigation measures AIR-1, BIO-1 and BIO-2, CUL-1 and CUL-2, GEO-1 and NOI-1 would ensure that the impacts of the project would be below established thresholds of significance. Since the proposed project would not result in any significant project-level impacts, the proposed project would not result in any significant impacts that would combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. As such, this impact would be less than significant with mitigation incorporated.

For the topics of Aesthetics, Agriculture and Forestry Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildlife, the project would have no impacts or less-than-significant impacts, and therefore, the project would not substantially contribute to any potential cumulative impacts for these topics. As such, impacts would be less than significant with mitigation incorporated.

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

Less Than Significant with Mitigation Incorporated. The proposed project's potential to result in environmental effects that could directly or indirectly impact human beings has been evaluated in this Initial Study. With implementation of the recommended mitigation measures, all environmental effects that could adversely affect human beings, either directly or indirectly, would be less than significant with mitigation incorporated.

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APPENDIX A

CALEEMOD OUTPUT SHEETS

Kings View Apartments Project Custom Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Kings View Apartments Project
Construction Start Date	5/6/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.90
Precipitation (days)	28.4
Location	36.579804822306926, -119.44985783747259
County	Fresno
City	Reedley
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2513
EDFZ	5
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Southern California Gas
App Version	2022.1.1.14

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Condo/Townhouse	12.0	Dwelling Unit	0.75	8,898	9,600	—	38.0	—
Parking Lot	28.0	Space	0.15	0.00	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.54	0.99	16.2	10.9	0.03	0.44	2.81	3.23	0.41	1.20	1.59	—	4,434	4,434	0.13	0.44	6.62	4,575
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.44	0.99	12.0	9.42	0.01	0.44	0.06	0.50	0.41	0.01	0.43	—	1,512	1,512	0.06	0.02	0.01	1,519
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.18	0.24	5.14	3.95	0.01	0.17	0.11	0.28	0.16	0.04	0.20	—	712	712	0.03	0.02	0.13	719
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.03	0.04	0.94	0.72	< 0.005	0.03	0.02	0.05	0.03	0.01	0.04	—	118	118	< 0.005	< 0.005	0.02	119

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.54	0.47	16.2	10.9	0.03	0.42	2.81	3.23	0.39	1.20	1.59	—	4,434	4,434	0.13	0.44	6.62	4,575
2025	0.44	0.99	12.0	9.46	0.01	0.44	0.10	0.50	0.41	0.02	0.43	—	1,518	1,518	0.06	0.02	0.44	1,525
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.44	0.99	12.0	9.42	0.01	0.44	0.06	0.50	0.41	0.01	0.43	—	1,512	1,512	0.06	0.02	0.01	1,519
2025	0.44	0.98	12.0	9.39	0.01	0.44	0.06	0.50	0.41	0.01	0.43	—	1,511	1,511	0.06	0.02	0.01	1,518
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.18	0.20	5.14	3.95	0.01	0.17	0.11	0.28	0.16	0.04	0.20	—	712	712	0.03	0.02	0.13	719
2025	0.10	0.24	2.51	2.01	< 0.005	0.10	0.02	0.11	0.09	< 0.005	0.09	—	326	326	0.01	< 0.005	0.03	327
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.03	0.04	0.94	0.72	< 0.005	0.03	0.02	0.05	0.03	0.01	0.04	—	118	118	< 0.005	< 0.005	0.02	119
2025	0.02	0.04	0.46	0.37	< 0.005	0.02	< 0.005	0.02	0.02	< 0.005	0.02	—	54.0	54.0	< 0.005	< 0.005	0.01	54.2

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.40	0.59	0.26	2.79	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	5.66	514	520	0.60	0.03	1.80	544
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.30	0.49	0.29	1.87	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	5.66	473	479	0.60	0.03	0.11	502

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.34	0.52	0.27	2.18	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	5.66	485	491	0.60	0.03	0.81	515
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.10	0.05	0.40	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	0.94	80.3	81.2	0.10	< 0.005	0.13	85.2

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.34	0.32	0.25	2.11	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	—	472	472	0.02	0.02	1.73	481
Area	0.06	0.27	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.82	1.82	< 0.005	< 0.005	—	1.83
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	39.0	39.0	0.01	< 0.005	—	39.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.93	1.28	2.21	0.10	< 0.005	—	5.27
Waste	—	—	—	—	—	—	—	—	—	—	—	4.73	0.00	4.73	0.47	0.00	—	16.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	0.40	0.59	0.26	2.79	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	5.66	514	520	0.60	0.03	1.80	544
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.30	0.28	0.29	1.87	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	—	433	433	0.03	0.03	0.04	441
Area	0.00	0.21	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	39.0	39.0	0.01	< 0.005	—	39.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.93	1.28	2.21	0.10	< 0.005	—	5.27
Waste	—	—	—	—	—	—	—	—	—	—	—	4.73	0.00	4.73	0.47	0.00	—	16.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06

Total	0.30	0.49	0.29	1.87	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	5.66	473	479	0.60	0.03	0.11	502
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.30	0.28	0.27	1.85	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	—	444	444	0.02	0.02	0.75	452
Area	0.03	0.24	< 0.005	0.34	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.90	0.90	< 0.005	< 0.005	—	0.90
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	39.0	39.0	0.01	< 0.005	—	39.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.93	1.28	2.21	0.10	< 0.005	—	5.27
Waste	—	—	—	—	—	—	—	—	—	—	—	4.73	0.00	4.73	0.47	0.00	—	16.6
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	0.34	0.52	0.27	2.18	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	5.66	485	491	0.60	0.03	0.81	515
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	0.05	0.05	0.34	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	73.5	73.5	< 0.005	< 0.005	0.12	74.9
Area	0.01	0.04	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.15	0.15	< 0.005	< 0.005	—	0.15
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	6.46	6.46	< 0.005	< 0.005	—	6.53
Water	—	—	—	—	—	—	—	—	—	—	—	0.15	0.21	0.37	0.02	< 0.005	—	0.87
Waste	—	—	—	—	—	—	—	—	—	—	—	0.78	0.00	0.78	0.08	0.00	—	2.74
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	0.06	0.10	0.05	0.40	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	0.94	80.3	81.2	0.10	< 0.005	0.13	85.2

3. Construction Emissions Details

3.1. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.25	0.25	7.05	5.99	0.01	0.24	—	0.24	0.23	—	0.23	—	858	858	0.03	0.01	—	861
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.29	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	35.3	35.3	< 0.005	< 0.005	—	35.4
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.84	5.84	< 0.005	< 0.005	—	5.86
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.01	0.20	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	31.0	31.0	< 0.005	< 0.005	0.12	31.5

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.17	1.17	< 0.005	< 0.005	< 0.005	1.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	0.38	13.0	9.79	0.02	0.37	—	0.37	0.34	—	0.34	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	—	2.08	2.08	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.36	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	46.9	46.9	< 0.005	< 0.005	—	47.1
Dust From Material Movement	—	—	—	—	—	—	0.06	0.06	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.06	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.77	7.77	< 0.005	< 0.005	—	7.80
Dust From Material Movement	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.02	0.30	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	46.5	46.5	< 0.005	< 0.005	0.19	47.3
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.12	0.06	3.24	0.77	0.02	0.05	0.70	0.74	0.05	0.19	0.24	—	2,674	2,674	0.06	0.42	6.43	2,808
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.17	1.17	< 0.005	< 0.005	< 0.005	1.19
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.09	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	—	73.3	73.3	< 0.005	0.01	0.08	76.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.20
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	12.1	12.1	< 0.005	< 0.005	0.01	12.7

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.34	10.8	8.10	0.01	0.38	—	0.38	0.35	—	0.35	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.34	10.8	8.10	0.01	0.38	—	0.38	0.35	—	0.35	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.14	4.34	3.25	< 0.005	0.15	—	0.15	0.14	—	0.14	—	523	523	0.02	< 0.005	—	525

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.79	0.59	< 0.005	0.03	—	0.03	0.03	—	0.03	—	86.7	86.7	< 0.005	< 0.005	—	87.0
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.02	0.35	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	53.5	53.5	< 0.005	< 0.005	0.21	54.5
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.2	17.2	< 0.005	< 0.005	0.04	18.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.03	0.28	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	47.5	47.5	< 0.005	< 0.005	0.01	48.2
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	17.2	17.2	< 0.005	< 0.005	< 0.005	18.0
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.01	0.01	0.12	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	19.7	19.7	< 0.005	< 0.005	0.04	20.1
Vendor	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.90	6.90	< 0.005	< 0.005	0.01	7.21
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.27	3.27	< 0.005	< 0.005	0.01	3.32
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.14	1.14	< 0.005	< 0.005	< 0.005	1.19
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.34	10.8	8.10	0.01	0.38	—	0.38	0.35	—	0.35	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	0.34	10.8	8.10	0.01	0.38	—	0.38	0.35	—	0.35	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.06	1.99	1.49	< 0.005	0.07	—	0.07	0.06	—	0.06	—	240	240	0.01	< 0.005	—	241
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.36	0.27	< 0.005	0.01	—	0.01	0.01	—	0.01	—	39.7	39.7	< 0.005	< 0.005	—	39.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.02	0.32	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52.4	52.4	< 0.005	< 0.005	0.20	53.3
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.9	16.9	< 0.005	< 0.005	0.04	17.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.02	0.26	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	46.5	46.5	< 0.005	< 0.005	0.01	47.2
Vendor	< 0.005	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	16.9	16.9	< 0.005	< 0.005	< 0.005	17.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.86	8.86	< 0.005	< 0.005	0.02	9.00
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.11	3.11	< 0.005	< 0.005	< 0.005	3.25
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.47	1.47	< 0.005	< 0.005	< 0.005	1.49
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.51	0.51	< 0.005	< 0.005	< 0.005	0.54
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.22	0.22	5.75	4.58	0.01	0.25	—	0.25	0.24	—	0.24	—	823	823	0.03	0.01	—	826
Paving	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.24	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	33.8	33.8	< 0.005	< 0.005	—	34.0
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.04	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.60	5.60	< 0.005	< 0.005	—	5.62
Paving	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.04	0.65	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	< 0.005	< 0.005	0.40	108
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.01	4.01	< 0.005	< 0.005	0.01	4.07
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.66	0.66	< 0.005	< 0.005	< 0.005	0.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.18	4.18	< 0.005	< 0.005	—	4.20
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.69	0.69	< 0.005	< 0.005	—	0.69
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.50	9.50	< 0.005	< 0.005	< 0.005	9.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.31
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.05	0.05	< 0.005	< 0.005	< 0.005	0.05
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	0.55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.27	0.24	< 0.005	0.02	—	0.02	0.02	—	0.02	—	33.7	33.7	< 0.005	< 0.005	—	33.8
Architectural Coatings	—	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	< 0.005	0.05	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.58	5.58	< 0.005	< 0.005	—	5.60
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.5	10.5	< 0.005	< 0.005	0.04	10.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.30	9.30	< 0.005	< 0.005	< 0.005	9.44
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.43	2.43	< 0.005	< 0.005	< 0.005	2.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.40	0.40	< 0.005	< 0.005	< 0.005	0.41
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.34	0.32	0.25	2.11	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	—	472	472	0.02	0.02	1.73	481
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.34	0.32	0.25	2.11	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	—	472	472	0.02	0.02	1.73	481
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.30	0.28	0.29	1.87	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	—	433	433	0.03	0.03	0.04	441
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.30	0.28	0.29	1.87	< 0.005	< 0.005	0.37	0.37	< 0.005	0.09	0.10	—	433	433	0.03	0.03	0.04	441
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.06	0.05	0.05	0.34	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	73.5	73.5	< 0.005	< 0.005	0.12	74.9
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	0.06	0.05	0.05	0.34	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	73.5	73.5	< 0.005	< 0.005	0.12	74.9

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	35.8	35.8	0.01	< 0.005	—	36.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	3.20	3.20	< 0.005	< 0.005	—	3.23
Total	—	—	—	—	—	—	—	—	—	—	—	—	39.0	39.0	0.01	< 0.005	—	39.4
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	35.8	35.8	0.01	< 0.005	—	36.2
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	3.20	3.20	< 0.005	< 0.005	—	3.23
Total	—	—	—	—	—	—	—	—	—	—	—	—	39.0	39.0	0.01	< 0.005	—	39.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	5.93	5.93	< 0.005	< 0.005	—	5.99
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	—	0.53	0.53	< 0.005	< 0.005	—	0.53
Total	—	—	—	—	—	—	—	—	—	—	—	—	6.46	6.46	< 0.005	< 0.005	—	6.53

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	0.06	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.82	1.82	< 0.005	< 0.005	—	1.83
Total	0.06	0.27	0.01	0.68	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	1.82	1.82	< 0.005	< 0.005	—	1.83
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Consumer Products	—	0.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.00	0.21	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00

Consumer Products	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.15	0.15	< 0.005	< 0.005	—	0.15
Total	0.01	0.04	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	0.15	0.15	< 0.005	< 0.005	—	0.15

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.93	1.28	2.21	0.10	< 0.005	—	5.27
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.93	1.28	2.21	0.10	< 0.005	—	5.27
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.93	1.28	2.21	0.10	< 0.005	—	5.27

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.93	1.28	2.21	0.10	< 0.005	—	5.27
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.15	0.21	0.37	0.02	< 0.005	—	0.87
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.15	0.21	0.37	0.02	< 0.005	—	0.87

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.73	0.00	4.73	0.47	0.00	—	16.6
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	4.73	0.00	4.73	0.47	0.00	—	16.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	4.73	0.00	4.73	0.47	0.00	—	16.6

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	4.73	0.00	4.73	0.47	0.00	—	16.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	0.78	0.00	0.78	0.08	0.00	—	2.74
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.78	0.00	0.78	0.08	0.00	—	2.74

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Condo/Townhouse	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.06	0.06
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Condo/T	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetatio	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	5/6/2024	5/24/2024	5.00	15.0	—
Grading	Grading	5/27/2024	6/7/2024	5.00	10.0	—
Building Construction	Building Construction	6/10/2024	4/4/2025	5.00	215	—
Paving	Paving	4/7/2025	4/25/2025	5.00	15.0	—
Architectural Coating	Architectural Coating	12/16/2024	5/9/2025	5.00	105	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 2	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 2	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 2	2.00	6.00	82.0	0.20

Building Construction	Tractors/Loaders/Backh	Diesel	Tier 2	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Tier 2	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 2	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Tier 2	1.00	7.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	7.70	LDA,LDT1,LDT2
Site Preparation	Vendor	—	4.00	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	7.70	LDA,LDT1,LDT2
Grading	Vendor	—	4.00	HHDT,MHDT
Grading	Hauling	37.5	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	8.64	7.70	LDA,LDT1,LDT2
Building Construction	Vendor	1.28	4.00	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT

Paving	—	—	—	—
Paving	Worker	17.5	7.70	LDA,LDT1,LDT2
Paving	Vendor	—	4.00	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	1.73	7.70	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	4.00	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	18,018	6,006	0.00	0.00	392

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	7.50	0.00	—
Grading	3,000	0.00	7.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.15

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Condo/Townhouse	—	0%
Parking Lot	0.15	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Condo/Townhouse	81.0	81.0	81.0	29,565	519	519	519	189,498
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Condo/Townhouse	—
Wood Fireplaces	0
Gas Fireplaces	6
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
18018.45	6,006	0.00	0.00	392

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Condo/Townhouse	64,126	204	0.0330	0.0040	0.00
Parking Lot	5,724	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Condo/Townhouse	483,552	161,066
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Condo/Townhouse	8.78	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

Condo/Townhouse	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Condo/Townhouse	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

8. User Changes to Default Data

Screen	Justification
Land Use	project site is 0.9 total acres
Construction: Construction Phases	construction is expected to commence in May 2024 and occur for approximately 12 months, ending in May 2025. Overlap between building construction and architectural coating.
Construction: Off-Road Equipment	Default construction schedule with Tier 2 engines
Operations: Vehicle Data	Based on project's trip generation of 81 average daily trips
Operations: Hearths	Assuming no wood burning hearths
Operations: Energy Use	Proposed buildings would be all electric

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APPENDIX B

NOISE AND VIBRATION IMPACT ANALYSIS

NOISE AND VIBRATION IMPACT ANALYSIS

KINGS VIEW RESIDENTIAL PROJECT

REEDLEY, CALIFORNIA

LSA

August 2023

NOISE AND VIBRATION IMPACT ANALYSIS

KINGS VIEW RESIDENTIAL PROJECT

REEDLEY, CALIFORNIA

Submitted to:

City of Reedley
1733 9th Street
Reedley, California 93654

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(949) 553-0666

Project No. 20231068

LSA

August 2023

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LIST OF ABBREVIATIONS AND ACRONYMS

ADT	average daily trips
CEQA	California Environmental Quality Act
City	City of Reedley
CNEL	Community Noise Equivalent Level
dB	decibel
dBA	A-weighted decibel(s)
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
ft	foot/feet
FTA	Federal Transit Administration
FTA Manual	FTA *Transit Noise and Vibration Impact Assessment Manual*
in/sec	inch/inches per second
L_{dn}	day-night average noise level
L_{eq}	equivalent continuous sound level
L_{max}	maximum instantaneous sound level
mi	mile/miles
Noise Element	City of Reedley General Plan 2030 Noise Element
PPV	peak particle velocity
project	Kings View Residential Project
RMS	root-mean-square
STC	Sound Transmission Class
VdB	vibration velocity decibels

INTRODUCTION

This noise and vibration impact analysis has been prepared to evaluate the potential noise and vibration impacts and reduction measures associated with the proposed Kings View Residential Project (project) in Reedley, California. This report is intended to satisfy the City of Reedley's (City) requirement for a project-specific noise impact analysis by examining the impacts of the project site and evaluating noise reduction measures that the project may require.

PROJECT LOCATION AND DESCRIPTION

The project site is located along the eastern portion of the San Joaquin Valley floor in Fresno County. Specifically, the project site is located on two Assessor's Parcel Numbers, 365-22-80 and 365-22-81. The project site is currently undeveloped and contains one transformer in the southeast corner. The project site is bounded by South Frankwood Avenue to the east, Cyrier Avenue to the west, single-family residential uses to the south, and single-family residential uses and commercial uses to the north. Some lands in the vicinity of the project site are fallow/vacant lots; however, most of the lands are developed with a mixture of commercial developments, schools, and residential uses. There are no undisturbed open spaces in the vicinity of the project site. See Figure 1, Project Location, and Figure 2, Site Plan, below.

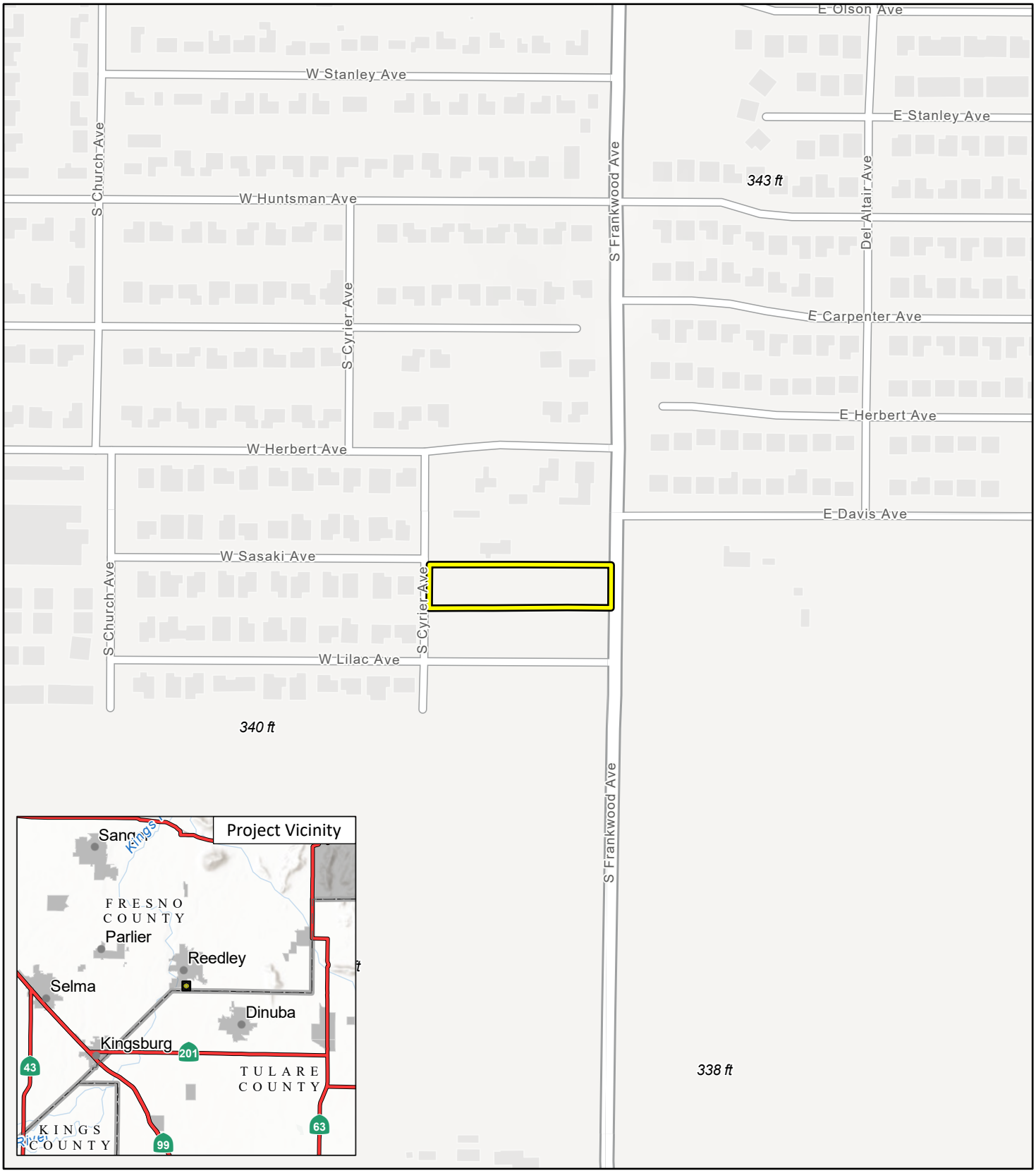
The project involves the construction of six, two-story multi-family residential buildings totaling approximately 8,898 square feet. The following improvements would be included as part of the proposed project: a total of 28 on-site parking spaces; open space and common areas with picnic and play facilities; exterior lighting; approximately 9,600 square feet of landscaped areas; and the construction of trash enclosures designed pursuant to City standards.

EXISTING LAND USES IN THE PROJECT AREA

The project site is surrounded primarily by residential and commercial uses. The areas adjacent to the project site include the following uses:

- **North:** Existing single-family residence and auto repair shop;
- **East:** South Frankwood Avenue followed by vacant land;
- **South:** Existing single-family residences; and
- **West:** Existing single-family residences opposite Cyrier Avenue.

The closest sensitive receptors to the project site include single-family homes located immediately adjacent to the south on Lilac Avenue and to the north from the project site boundary approximately 30 feet away.



LSA

FIGURE 1

N

0 350

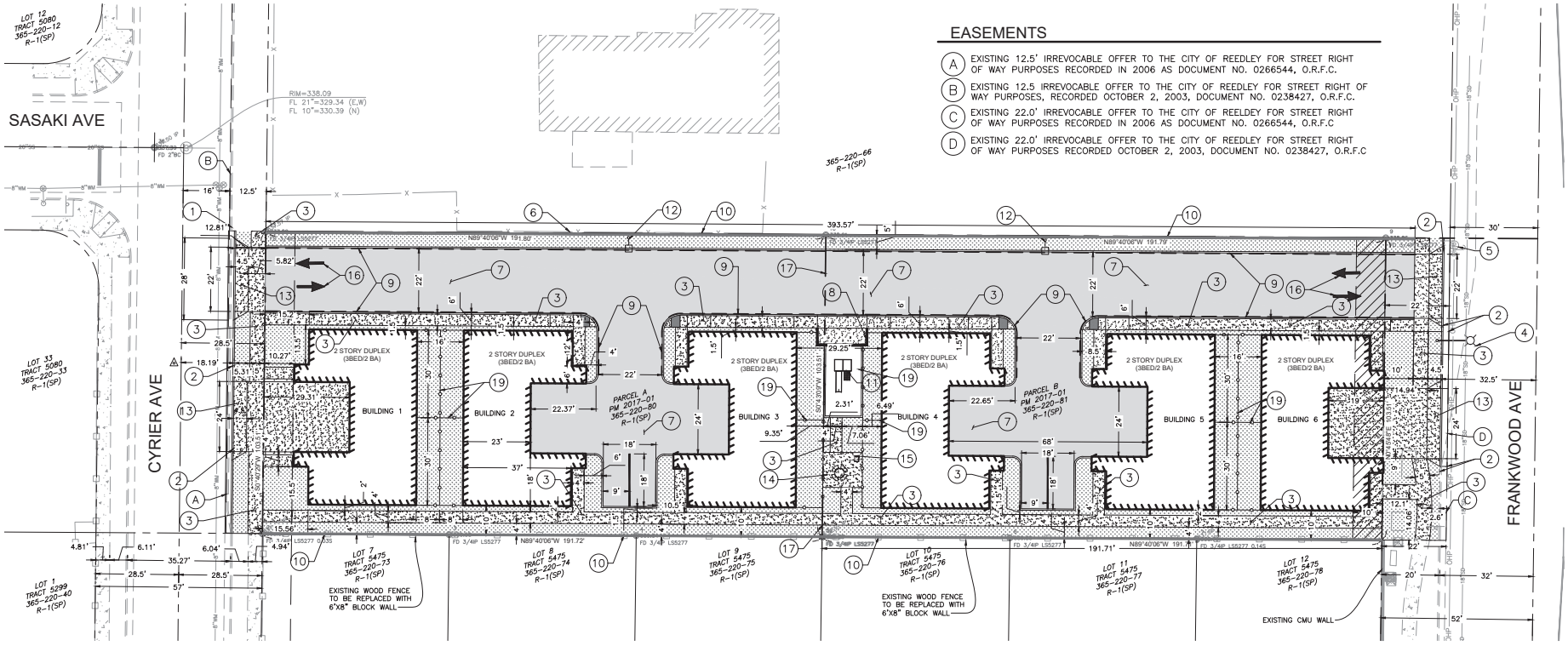
FEET

SOURCE: Esri Community Maps

Kings View Residential Project

Project Location

J:\20231068\GIS\Pro\Kings View Apartments Project\Kings View Apartments Project.aprx (8/21/2023)



PROJECT INFO:

1" = 20'

PROJECT LOCATION:	AT THE NORTH WEST CORNER OF S. FRANKWOOD AVE. AND W. LILAC AVE.
APN:	365-220-80 & 81
GROSS ACREAGE:	0.90 ACRES
NET ACREAGE:	0.90 ACRES
PROJECT OWNER:	NASSRI JABER MEGALODON PROPERTIES, LLC 521 FINLEY DR TAFT, CA 93268
EXISTING LAND USE:	VACANT/OPEN SPACE
EXISTING ZONING:	R-1(SP)
PROPOSED LAND USE:	MEDIUM DENSITY RESIDENTIAL (8-15 DU/AC)
PROPOSED ZONING:	RM-3
PROPOSED USE:	12 DU
PROPOSED DENSITY:	13.3 DU/AC

PARKING REQUIRED: 3.5 STALLS PER UNIT = 12 X 3.5 = 42 STALLS

PARKING PROVIDED: 28 STALLS

PARKING PROPOSED: 2.3 STALLS PER UNIT AND PUD REQUEST NEEDED

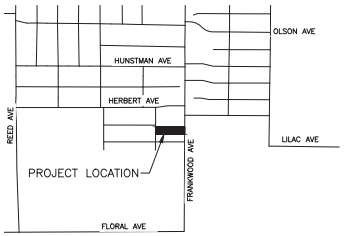
BUILDING 1: 1,483 SF
BUILDING 2: 1,483 SF
BUILDING 3: 1,483 SF
BUILDING 4: 1,483 SF
BUILDING 5: 1,483 SF
BUILDING 6: 1,483 SF

BUILDING TOTAL: 8,898 SF

PROPOSED PAVEMENT: 13,695 SF
PROPOSED LANDSCAPE: 9,601 SF

LEGEND

◬	INDICATES STREETS PREVIOUSLY OFFERED FOR DEDICATION
PUE	PUBLIC UTILITY EASEMENT
	EXISTING PUE TO BE VACATED
	SUBDIVISION BOUNDARY
	CENTERLINE/SECTION LINE
	EASEMENT
	PROPOSED LOT
	EXISTING CONCRETE SIDEWALK
	PROPOSED CONCRETE SIDEWALK
	PROPOSED ASPHALT PAVEMENT
	PROPOSED LANDSCAPE



VICINITY MAP
NOT TO SCALE

LSA

FIGURE 2

N

0 20 40
FEET

SOURCE: Vang Inc. Consulting Engineers, 2/9/2023

I:\20231068\G\Site_Plan.ai (6/14/2023)

Kings View Residential Project
Site Plan

NOISE AND VIBRATION FUNDAMENTALS

CHARACTERISTICS OF SOUND

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep.

To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect the ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a sound wave, which results in the tone's range from high to low. Loudness is the strength of a sound, and it describes a noisy or quiet environment; it is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves combined with the reception characteristics of the human ear. Sound intensity is the average rate of sound energy transmitted through a unit area perpendicular to the direction in which the sound waves are traveling. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

MEASUREMENT OF SOUND

Sound intensity is measured with the A-weighted decibel (dBA) scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound, similar to the human ear's de-emphasis of these frequencies. Decibels (dB), unlike the linear scale (e.g., inches or pounds), are measured on a logarithmic scale representing points on a sharply rising curve.

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

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

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

Other noise rating scales of importance when assessing the annoyance factor include the maximum instantaneous noise level (L_{max}), which is the highest sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

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

Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to sound levels higher than 85 dBA. Exposure to high sound levels affects the entire system, with prolonged sound exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of sound exposure above 90 dBA would result in permanent cell damage. When the sound level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of sound is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by a feeling of pain in the ear (i.e., the threshold of pain). A sound level of 160–165 dBA will result in dizziness or a

loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less developed areas.

Table A lists definitions of acoustical terms, and Table B shows common sound levels and their sources.

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of sound measurement that denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., the number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. (All sound levels in this report are A-weighted unless reported otherwise.)
L_{01}, L_{10}, L_{50}, L_{90}	The fast A-weighted noise levels that are equaled or exceeded by a fluctuating sound level 1%, 10%, 50%, and 90% of a stated time period, respectively.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 dBA to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 dBA to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max}, L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time. Usually a composite of sound from many sources from many directions, near and far; no particular sound is dominant.

Sources: (1) Technical Noise Supplement (Caltrans 2013); (2) Transit Noise and Vibration Impact Assessment Manual (FTA 2018).
Caltrans = California Department of Transportation
FTA = Federal Transit Administration

Table B: Common Sound Levels and Their Noise Sources

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

Source: Compiled by LSA (2022).

FUNDAMENTALS OF VIBRATION

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may not be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as the motion of building surfaces, the rattling of items sitting on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibration of walls, floors, and ceilings that radiate sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile-driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with both ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet (ft) from the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft . When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. It is assumed for most projects that the roadway surface will be smooth enough that ground-borne

vibration from street traffic will not exceed the impact criteria; however, construction of the project could result in ground-borne vibration that may be perceptible and annoying.

Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path will usually be greater than ground-borne noise.

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

$$L_v = 20 \log_{10} [V/V_{ref}]$$

where "L_v" is the vibration velocity in decibels (VdB), "V" is the RMS velocity amplitude, and "V_{ref}" is the reference velocity amplitude, or 1×10^{-6} inches/second (in/sec) used in the United States.

REGULATORY SETTING

APPLICABLE NOISE STANDARDS

The applicable noise standards governing the project site include the criteria in the California Code of Regulations and the Noise Element of the City's General Plan 2030 (Noise Element).

California Code of Regulations

Interior noise levels for residential habitable rooms are regulated by Title 24 of the California Code of Regulations California Noise Insulation Standards. Title 24, Chapter 12, Section 1206.4, of the 2019 California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation (Title 24 California Code of Regulations, Chapter 12, Section 1206.4).

City of Reedley

Noise Element of the General Plan 2030

The Noise Element provides the City's goals and policies related to noise, including the land use compatibility guidelines for community exterior noise environments. The City has identified the following goals and policies in the Noise Element:

Goals.

NE 6.1A – To protect the citizens of the City from potential harmful effect due to exposure to excessive noise.

NE 6.1B – To preserve the tranquility of residential and other noise sensitive areas by preventing noise-producing uses from encroaching upon existing and planned noise sensitive uses.

NE 6.1C – To develop a policy framework necessary to achieve and maintain a healthful noise environment.

Policies.

NE 6.1.2: In order to maintain an acceptable noise environment, the following maximum acceptable noise levels should be established for various land use designations (see Tables C and D).

NE 6.1.3: Areas subject to a DNL greater than 60 dBA are identified as noise impact zones. As part of the special permit process the proposed development project will be required to have an acoustical analysis prepared by a license engineer. The report should also include practical and reasonable mitigation measures.

NE 6.1.4: Within noise impact zones, the City will evaluate the noise impact on development proposals. Mitigating measures, including but not limited to the following, may be required:

(a) Setbacks, berms, and barriers.

(b) Acoustical design of structures.

(c) Location of structures.

NE 6.1.5: Design of all proposed development should incorporate features necessary to minimize adverse noise impacts, while also minimizing effects on surrounding lands uses.

Table C: Allowable City-Wide Noise Exposure – Transportation

Location of Measurement	Allowable Transportation Source Noise Exposure	
	Noise Sensitive Land Uses	New Transportation Noise Sources
Indoor	45 dBA L_{dn}	45 dBA L_{dn}
Outdoor	60 dBA L_{dn}	60 dBA L_{dn}

Source: City of Reedley (2014).
Notes:
1. This table is applicable to noise sources created by either new development and/or new transportation projects.
2. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB L_{dn} where practical application of construction practices has been used to mitigate exterior noise exposure.
dBA = A-weighted decibels
L_{dn} = day-night average noise level

Table D: Allowable Noise Exposure – Stationary Sources

	Allowable Stationary Source Noise Exposure	
	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}, dBA	55	50
Maximum Level, dBA	70	65

Source: City of Reedley (2014).
Notes:
1. As determined within outdoor activity areas of existing or planned noise-sensitive uses, if outdoor activity area locations are unknown, the allowable noise exposure shall be determined at the property line of the noise sensitive use.
2. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB L_{dn} where practical application of construction practices has been used to mitigate exterior noise exposure.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

General Plan EIR

Construction Noise Standards. The City has set restrictions to control noise impacts associated with the construction of the proposed project. According to the City's General Plan Environmental Impact

Report (EIR), construction activity is limited to the acceptable daily construction hours of 7:00 a.m. to 5:00 p.m.

Federal Transit Administration

Although the City does not have daytime construction noise level limits for activities that occur within the specified hours to determine potential California Environmental Quality Act (CEQA) noise impacts, construction noise was assessed using criteria from the *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) (FTA Manual). Table E shows the Federal Transit Administration's (FTA) Detailed Assessment Construction Noise Criteria based on the composite noise levels per construction phase.

Table E: Detailed Assessment Daytime Construction Noise Criteria

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

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

APPLICABLE VIBRATION STANDARDS

Federal Transit Administration

Vibration standards included in the FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table F provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table G lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster) and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

Table F: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Max L_V (VdB)[1]	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] As measured in 1/3-octave bands of frequency over a frequency range of 8 to 80 Hertz.
FTA = Federal Transit Administration
Max = maximum
L_V = velocity in decibels
VdB = vibration velocity decibels

Table G: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
FTA = Federal Transit Administration
PPV = peak particle velocity
in/sec = inch/inches per second

OVERVIEW OF THE EXISTING NOISE ENVIRONMENT

The primary existing noise sources in the project area are transportation facilities. Local traffic on the roadways in the vicinity of the project (South Frankwood Avenue and Cyrier Avenue) is a steady source of ambient noise.

AMBIENT NOISE MEASUREMENTS

Noise Measurements

A long-term (24-hour) noise level measurement was conducted on July 25 and 26, 2023, using a Larson Davis Spark 706RC Dosimeter, and a short-term (15-minutes) noise level measurement was conducted using a Larson Davis LxT. Table H provides a summary of the measured hourly noise levels from the noise level measurements. Hourly noise levels at surrounding sensitive uses are as low as 35.2 dBA L_{eq} during nighttime hours and 42.7 dBA L_{eq} during daytime hours. Long-term noise monitoring data results are provided in Appendix A. Figure 3 shows the monitoring locations.

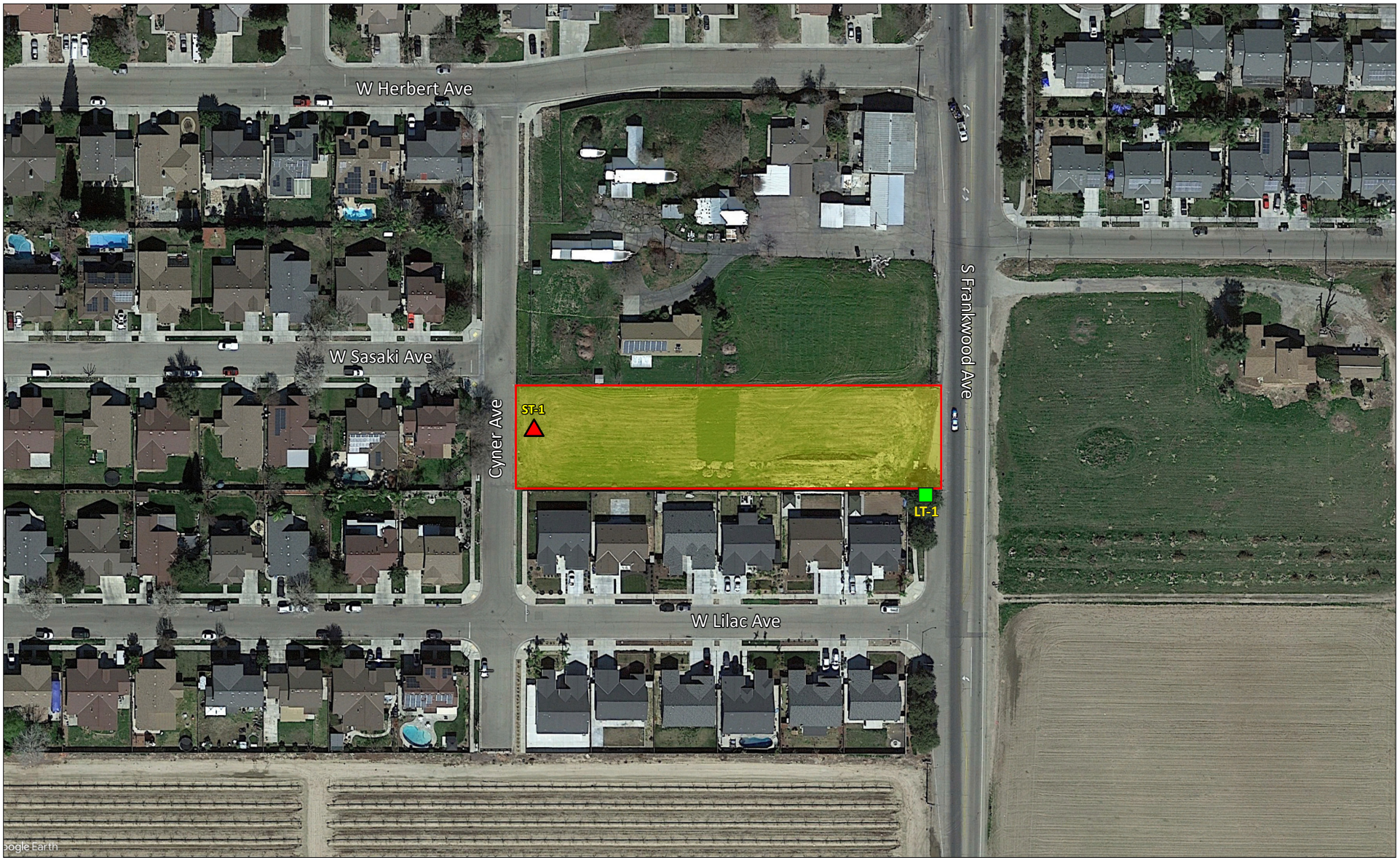
Table H: Ambient Noise Level Measurements

Location		Daytime Noise Levels[1] (dBA L_{eq})	Nighttime Noise Levels[2] (dBA L_{eq})	Daily Noise levels (dBA L_{dn})
LT-1	Near southwest corner of project site, on a tree by transformer, approximately 45 ft from the South Frankwood Avenue centerline.	67.3 – 72.2	59.8 – 73.1	74.9
ST-1[3]	Near western boundary of project site, approximately 25 ft from the Cyrier Avenue centerline.	42.7 – 47.6	35.2 – 48.5	50.3

Source: Compiled by LSA (2023).
Note: Noise measurements were conducted from July 25 to July 26, 2023, starting at 5:00 p.m.
[1] Daytime Noise Levels = Noise levels during the hours from 7:00 a.m. to 10:00 p.m.
[2] Nighttime Noise Levels = Noise levels during the hours from 10:00 p.m. to 7:00 a.m.
[3] Short-term measurement data estimated based on corresponding long-term.
dBA = A-weighted decibels
ft = foot/feet
L_{dn} = day-night noise level
L_{eq} = equivalent continuous sound level

EXISTING AIRCRAFT NOISE

Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. The closest airport to the proposed project site is Reedley Municipal Airport, located approximately 6 miles (mi) north of the project site. According to Figure 6.2 of the City's General Plan, the project site is located well outside the 65 dBA CNEL airport noise impact zone. Therefore, the project would not be adversely affected by airport/airfield noise, nor would the project contribute to or result in adverse airport/airfield noise impacts.



LSA

FIGURE 3

LEGEND

Project Site Boundary

ST-1 Short-term Noise Monitoring Location

LT-1 Long-term Noise Monitoring Location

0 125 250

FEET

SOURCE: Google Earth (2023)

Kings View Residential

Noise Monitoring Locations

I:\20231068\G\Noise_Locs.ai (8/22/2023)

PROJECT IMPACT ANALYSIS

SHORT-TERM CONSTRUCTION NOISE IMPACTS

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single-event noise-exposure potential causing intermittent noise nuisance (passing trucks at 50 ft would generate up to 84 dBA L_{max}), the effect on longer-term ambient noise levels would be small when compared to existing daily traffic volumes on South Frankwood Avenue. The results of the California Emissions Estimator Model (CalEEMod) for the proposed project indicate that during the grading phase, an additional 240 vehicles, consisting of worker and hauling trips, would be added to the roadway adjacent to the project site. Because the existing traffic volume on South Frankwood Avenue is considerably more than 240, construction-related vehicle trips would not approach existing daily traffic volumes and traffic noise would not increase by 3 dBA CNEL. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during construction, which includes site preparation, grading, building construction, paving, and architectural coating on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table I lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, taken from the Federal Highway Administration (FHWA) *Roadway Construction Noise Model* (FHWA 2006).

In addition to the reference maximum noise level, the usage factor provided in Table I is used to calculate the hourly noise level impact for each piece of equipment based on the following equation:

$$L_{eq}(equip) = E.L. + 10\log(U.F.) - 20\log\left(\frac{D}{50}\right)$$

where: $L_{eq}(equip)$ = L_{eq} at a receiver resulting from the operation of a single piece of equipment over a specified time period.

E.L. = noise emission level of the particular piece of equipment at a reference distance of 50 ft.

U.F. = usage factor that accounts for the fraction of time that the equipment is in use over the specified period of time.

D = distance from the receiver to the piece of equipment.

Table I: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)[1]	Maximum Noise Level (L_{max}) at 50 Feet[2]
Auger Drill Rig	20	84
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Paver	50	77
Pickup Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Trencher	50	80
Welder	40	73

Source: *FHWA Roadway Construction Noise Model User's Guide,* Table 1 (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] Maximum noise levels were developed based on Specification 721.560 from the Central Artery/ Tunnel program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
FHWA = Federal Highway Administration
L_{max} = maximum instantaneous sound level

Each piece of construction equipment operates as an individual point source. Using the following equation, a composite noise level can be calculated when multiple sources of noise operate simultaneously:

$$Leq\ (composite) = 10 * \log_{10}\left(\sum_{1}^{n} 10^{\frac{Ln}{10}}\right)$$

Using the equations from the methodology above, the reference information in Table I, and the construction equipment list provided, the composite noise level of each construction phase was calculated. The project construction composite noise levels at a distance of 50 ft would range from

74 dBA L_{eq} to 85 dBA L_{eq}, with the highest noise levels occurring during the grading and paving phases.

Once composite noise levels are calculated, reference noise levels can then be adjusted for distance using the following equation:

$$Leq\ (at\ distance\ X) = Leq\ (at\ 50\ feet) - 20 * \log_{10}\left(\frac{X}{50}\right)$$

In general, this equation shows that doubling the distance would decrease noise levels by 6 dBA, while halving the distance would increase noise levels by 6 dBA.

Table J shows the nearest sensitive uses to the project site, their distance from the center of construction activities, and composite noise levels expected during construction. These noise level projections do not consider intervening topography or barriers. Construction equipment calculations are provided in Appendix B.

Table J: Potential Construction Noise Impacts at Nearest Receptor

Receptor (Location)	Composite Noise Level (dBA L_{eq}) at 50 feet[1]	Distance (feet)	Composite Noise Level (dBA L_{eq})
Residences (South and North)	85	85	81
Residences (West)		280	70

Source: Compiled by LSA (2023).
[1] The composite construction noise level represents the grading/paving phases, which are expected to result in the greatest noise level as compared to other phases.
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

While construction noise will vary, it is expected that composite noise levels during construction at the nearest off-site sensitive residential uses to the south and north would reach an average noise level of 81 dBA L_{eq} during daytime hours. These predicted noise levels would only occur when all construction equipment is operating simultaneously and, therefore, are assumed to be rather conservative in nature. While construction-related short-term noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed.

The proposed project would comply with the construction hours specified above, which states that construction activities are allowed between the hours of 7:00 a.m. and 5:00 p.m. As it relates to off-site uses, construction-related noise impacts would exceed the 80 dBA L_{eq} construction noise level criteria, as established by the FTA for residential land uses for the average daily condition as modeled from the center of the project site. However, construction would be temporary and within the acceptable daily construction hours and therefore the impacts will be intermittent and considered less than significant. Best construction practices presented at the end of this analysis shall be implemented to minimize noise impacts to surrounding receptors.

SHORT-TERM CONSTRUCTION VIBRATION IMPACTS

This construction vibration impact analysis discusses the level of human annoyance using vibration levels in RMS (VdB) and assesses the potential for building damages using vibration levels in PPV (in/sec). This is because vibration levels calculated in RMS are best for characterizing human response to building vibration, while calculating vibration levels in PPV is best for characterizing the potential for damage.

Table K shows the PPV and VdB values at 25 ft from the construction vibration source. As shown in Table K, bulldozers and other heavy-tracked construction equipment (expected to be used for this project) generate approximately 0.089 PPV in/sec or 87 VdB of ground-borne vibration when measured at 25 ft, based on the FTA Manual. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would be used at or near the project setback line).

Table K: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 ft	
	PPV (in/sec)	L_V (VdB)[1]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer[2]	**0.089**	**87**
Caisson Drilling	0.089	87
Loaded Trucks[2]	**0.076**	**86**
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[1] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
[2] Equipment shown in **bold** is expected to be used on site.

µin/sec = microinches per second
ft = foot/feet
FTA = Federal Transit Administration
in/sec = inch/inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The formulae for vibration transmission are provided below, and Tables L and M provide a summary of off-site construction vibration levels.

$$L_vdB\ (D) = L_vdB\ (25\ ft) - 30\ Log\ (D/25)$$

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

As shown in Table F, above, the threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses. As shown in Table G, the FTA guidelines indicate that for a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV.

Table L: Potential Construction Vibration Annoyance Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (VdB) at 25 ft[1]	Distance (ft)[2]	Vibration Level (VdB)
Residences (South and North)	87	85	71
Residences (West)		280	56

Source: Compiled by LSA (2023).
[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses.
ft = foot/feet
VdB = vibration velocity decibels

Table M: Potential Construction Vibration Damage Impacts at Nearest Receptor

Receptor (Location)	Reference Vibration Level (PPV) at 25 ft[1]	Distance (ft)[2]	Vibration Level (PPV)
Residences (South and North)	0.089	30	0.068
Residences (West)		65	0.021

Source: Compiled by LSA (2023).
[1] The reference vibration level is associated with a large bulldozer, which is expected to be representative of the heavy equipment used during construction.
[2] The reference distance is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.
ft = foot/feet
PPV = peak particle velocity

Based on the information provided in Table L, vibration levels are expected to approach 71 VdB at the closest residential uses located immediately south and north of the project site, which is below the 78 VdB threshold for annoyance.

Based on the information provided in Table M, vibration levels are expected to approach 0.068 PPV in/sec at the nearest surrounding structures and would not exceed the 0.2 PPV in/sec damage threshold considered safe for non-engineered timber and masonry buildings. Vibration levels at all other buildings would be lower. Therefore, construction would not result in any vibration damage, and impacts would be less than significant.

Because construction activities are allowed between the hours of 7:00 a.m. and 5:00 p.m., vibration impacts would not occur during the more sensitive nighttime hours.

LONG-TERM OFF-SITE TRAFFIC NOISE IMPACTS

In order to assess the potential traffic impacts related to the proposed project, LSA estimates that the proposed project would result in an increase of 81 average daily trips (ADT). The existing (2004) ADT on South Frankwood Avenue is 4,260 (City of Reedley Technical Library – Traffic Engineering Studies and Maps). While the current traffic volume on South Frankwood Avenue is likely higher, using the 2004 volumes would be considered conservative. The following equation was used to determine the potential impacts of the project:

$$\text{Change in CNEL} = 10\ log_{10}\ [V_{(e+p)}/V_{(existing)}]$$

where: $V_{existing}$ = existing daily volumes
V_{e+p} = existing daily volumes plus project
Change in CNEL = increase in noise level due to the project

The results of the calculations show that an increase of approximately 0.1 dBA CNEL is expected along South Frankwood Avenue. A noise level increase of less than 1 dBA would not be perceptible to the human ear; therefore, the traffic noise increase in the vicinity of the project site resulting from the proposed project would be less than significant. No mitigation is required.

STATIONARY OPERATIONAL NOISE IMPACTS TO OFF-SITE RECEIVERS

It expected that the proposed residential uses would install heating, ventilation, and air conditioning equipment. It is expected that the equipment installed at each proposed building would comply with the City's noise standards presented in Table D.

LONG-TERM TRAFFIC-RELATED VIBRATION IMPACTS

The proposed project would not generate vibration levels related to on-site operations. In addition, vibration levels generated from project-related traffic on the adjacent roadways are unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration isolation. Based on a reference vibration level of 0.076 in/sec PPV, structures greater than 20 ft from the roadways that contain project trips would experience vibration levels below the most conservative standard of 0.12 in/sec PPV; therefore, vibration levels generated from project-related traffic on the adjacent roadways would be less than significant, and no mitigation measures are required.

LAND USE COMPATIBILITY

The dominant source of noise in the project vicinity is traffic noise from roadways in the vicinity of the project.

EXTERIOR NOISE ASSESSMENT

To assess exterior noise levels at the project site, as shown in Table H, long-term noise level measurements were gathered. The daily noise levels show that noise levels at the project site approach 75 dBA L_{dn} at the proposed building closest to South Frankwood Avenue (Building 6). Furthermore, hourly noise levels at the project site are as high as 73.1 dBA L_{eq} during nighttime hours and 72.2 dBA L_{eq} during daytime hours. As specified above, for residential uses, an exterior noise level of 60 dBA L_{dn} or less is acceptable. The closest amenity area where humans will spend time is the private yard area between Building 5 and Building 6. After distance attenuation and a minimum reduction of 15 dBA provided by shielding from Building 6, the noise level at the private yard would be reduced below the acceptable level of 60 dBA L_{dn}. Additionally, all other private yards are located farther from South Frankwood Avenue and would be shielded by the proposed buildings. Therefore, noise levels at outdoor noise-sensitive uses would not exceed the City's exterior allowable noise exposure level of 60 dBA L_{dn}.

INTERIOR NOISE ASSESSMENT

As discussed above, per the City's General Plan, an interior noise level standard of 45 dBA L_{dn} or less is required for all noise-sensitive rooms. Based on the expected future exterior noise levels at the project site approaching 75 dBA L_{dn} at the proposed building closest to South Frankwood Avenue (Building 6), a minimum noise reduction of 30 dBA would be required.

Based on reference information from transmission loss test reports for various Milgard windows (Milgard 2008), the necessary reduction can be achieved with standard building construction and upgraded windows with Sound Transmission Class (STC) ratings of 30–35, depending on the window-to-glass ratio, at Building 6, which would not be shielded by a noise barrier. For all other buildings, which are farther from South Frankwood Avenue and would be shielded by the proposed buildings, with standard building construction along with standard windows (typically in the STC 25–28 range), interior noise levels of 45 dBA L_{dn} or less would be achieved.

Once final plans are available to detail the exterior wall construction and a window manufacturer has been chosen, a Final Acoustical Report would be required to confirm the reduction capability of the exterior façades and to identify any specific upgrades necessary to achieve an interior noise level of 45 dBA L_{dn} or below.

BEST CONSTRUCTION PRACTICES

In addition to compliance with the City's General Plan EIR allowed daily hours of construction between 7:00 a.m. and 5:00 p.m., the following best construction practices would further minimize construction noise impacts:

- The project construction contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained noise mufflers consistent with manufacturer's standards.
- The project construction contractor shall locate staging areas away from off-site sensitive uses during the later phases of project development.
- The project construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.

REFERENCES

California Department of Transportation (Caltrans). 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol.* September.

City of Reedley. 2014. *General Plan 2030*. February 18.

Federal Highway Administration (FHWA). 2006. *Roadway Construction Noise Model User's Guide.* January. Washington, D.C. Website: www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf (accessed August 2023).

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. Office of Planning and Environment. Report No. 0123. September.

Milgard. 2008. Various Transmission Loss Reports.

APPENDIX A

NOISE MONITORING DATA

Noise Measurement Survey – 24 HR

Project Number: 20231068
Project Name: Kings View Residential

Test Personnel: Moe Abushanab
Equipment: Spark 706RC (SN:18571)

Site Number: LT-1 Date: 7/25/2023

Time: From 5:00 p.m. To 5:00 p.m.

Site Location: Near southeast corner of project site, on a tree by transformer, approximately 45 feet from South Frankwood Avenue centerline.

Primary Noise Sources: Regular traffic noise on S. Frankwood Avenue
Occasional aircraft noise

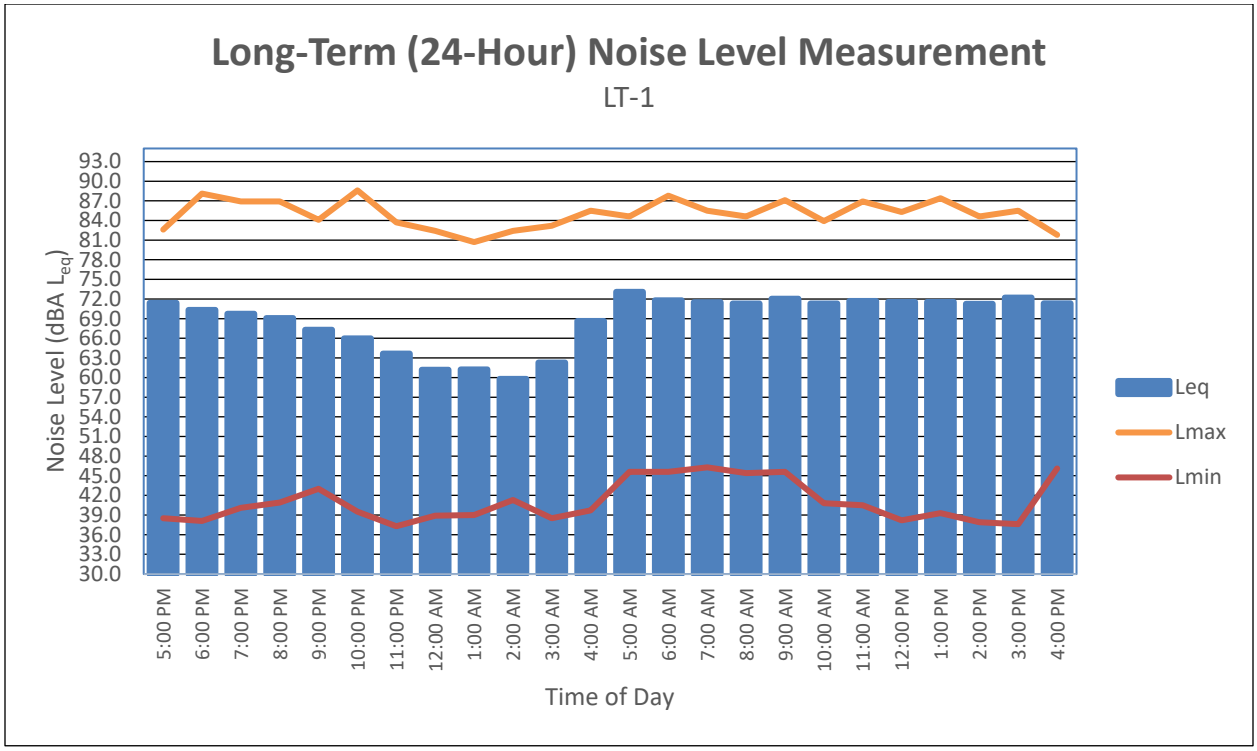
Comments:

Photo:

Long-Term (24-Hour) Noise Level Measurement Results at LT-1

Start Time	Date	Noise Level (dBA)		
		L_{eq}	L_{max}	L_{min}
5:00 PM	7/25/23	71.4	82.6	38.5
6:00 PM	7/25/23	70.3	88.1	38.1
7:00 PM	7/25/23	69.8	86.9	40.1
8:00 PM	7/25/23	69.1	86.9	40.9
9:00 PM	7/25/23	67.3	84.1	43.0
10:00 PM	7/25/23	66.0	88.6	39.5
11:00 PM	7/25/23	63.7	83.7	37.3
12:00 AM	7/26/23	61.2	82.4	38.9
1:00 AM	7/26/23	61.2	80.7	39.0
2:00 AM	7/26/23	59.8	82.4	41.3
3:00 AM	7/26/23	62.3	83.2	38.5
4:00 AM	7/26/23	68.6	85.5	39.7
5:00 AM	7/26/23	73.1	84.6	45.6
6:00 AM	7/26/23	71.8	87.8	45.6
7:00 AM	7/26/23	71.5	85.5	46.3
8:00 AM	7/26/23	71.3	84.6	45.4
9:00 AM	7/26/23	72.1	87.1	45.6
10:00 AM	7/26/23	71.3	83.9	40.8
11:00 AM	7/26/23	71.7	86.9	40.5
12:00 PM	7/26/23	71.5	85.3	38.2
1:00 PM	7/26/23	71.6	87.4	39.3
2:00 PM	7/26/23	71.3	84.6	37.9
3:00 PM	7/26/23	72.2	85.5	37.6
4:00 PM	7/26/23	71.4	81.8	46.1

Source: Compiled by LSA Associates, Inc. (2023).
dBA = A-weighted decibel
L_{eq} = equivalent continuous sound level
L_{max} = maximum instantaneous noise level
L_{min} = minimum measured sound level


Long-Term (24-Hour) Noise Level Measurement
LT-1
Noise Level (dBA Leq)
93.0
90.0
87.0
84.0
81.0
78.0
75.0
72.0
69.0
66.0
63.0
60.0
57.0
54.0
51.0
48.0
45.0
42.0
39.0
36.0
33.0
30.0
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
Time of Day
Leq
Lmax
Lmin

Noise Measurement Survey

Project Number: 20231068
Project Name: Kings View Residential

Test Personnel: Moe Abushanab
Equipment: Larson Davis LxT

Site Number: ST-1 Date: 7/25/2023

Time: From 4:18 p.m. To 4:33 p.m.

Site Location: Near western border of project site, approximately 25 feet away from Cyrier Avenue centerline.

Primary Noise Sources: Background traffic noise on S. Frankwood Avenue
Occasional traffic on Cyrier Avenue

Measurement Results

	dBA
L_{eq}	47.4
L_{max}	68.2
L_{min}	36.0
L_{peak}	97.8
L_2	55.8
L_8	49.6
L_{25}	42.9
L_{50}	40.3
SEL	

Atmospheric Conditions:

Maximum Wind Velocity (mph)	7.8
Average Wind Velocity (mph)	4.4
Temperature (F)	98.0
Relative Humidity (%)	17.0
Comments:	

Comments:

Location Photo:

APPENDIX B

CONSTRUCTION NOISE CALCULATIONS

Construction Calculations

Phase: Site Preparation

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA)	
						Lmax	Leq
Grader	1	85	40	50	0.5	85	81
Tractor	1	84	40	50	0.5	84	80
					Combined at 50 feet	**88**	**84**
					Combined at Receptor 85 feet	**83**	**79**
					Combined at Receptor 280 feet	**73**	**69**

Phase: Grading

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA)	
						Lmax	Leq
Grader	1	85	40	50	0.5	85	81
Dozer	1	82	40	50	0.5	82	78
Tractor	1	84	40	50	0.5	84	80
					Combined at 50 feet	**89**	**85**
					Combined at Receptor 85 feet	**84**	**80**
					Combined at Receptor 280 feet	**74**	**70**

Phase:Building Construstion

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA)	
						Lmax	Leq
Crane	1	81	16	50	0.5	81	73
Man Lift	2	75	20	50	0.5	75	71
Tractor	2	84	40	50	0.5	84	83
					Combined at 50 feet	**86**	**84**
					Combined at Receptor 85 feet	**82**	**79**

Phase:Paving

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA)	
						Lmax	Leq
Paver	1	77	50	50	0.5	77	74
Drum Mixer	4	80	50	50	0.5	80	83
Roller	1	80	20	50	0.5	80	73
Tractor	1	84	40	50	0.5	84	80
					Combined at 50 feet	**87**	**85**
					Combined at Receptor 85 feet	**82**	**81**
					Combined at Receptor 280 feet	**72**	**70**

Phase:Architectural Coating

Equipment	Quantity	Reference (dBA) 50 ft Lmax	Usage Factor[1]	Distance to Receptor (ft)	Ground Effects	Noise Level (dBA)	
						Lmax	Leq
Compressor (air)	1	78	40	50	0.5	78	74
					Combined at 50 feet	**78**	**74**
					Combined at Receptor 85 feet	**73**	**69**

Sources: RCNM

[1]- Percentage of time that a piece of equipment is operating at full power

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

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APPENDIX C

TRIP GENERATION AND VEHICLE MILES TRAVELED ANALYSIS MEMORANDUM

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

June 15, 2023

Rodney L. Horton, MPA
Community Development Director
Community Development Department
City of Reedley
1733 9th Street
Reedley, CA 93654

Subject: Kings View Residential Project Traffic Memorandum (LSA Project No. 20231068)

Dear Mr. Horton:

LSA Associates, Inc. (LSA) has prepared this Trip Generation and Vehicle Miles Traveled (VMT) Analysis memorandum (Memo) for the proposed Kings View Residential (project) in the City of Reedley (City). The project site is located northwest of the intersection of South Frankwood Avenue and West Lilac Avenue in the City. It is bounded by roadways to two sides: South Frankwood Avenue to the east, and Cyrier Avenue to the west. The project will include 12 two-story townhouses in six buildings. Access to the project would be provided from South Frankwood Avenue and Cyrier Avenue.

The site is currently zoned as R-1-SP (Single Family Residential) and the General Plan land use identified these parcels as Low Density Residential. The proposed project would require a General Plan Amendment (GPA) to High Density Residential and a rezone to Multi-Family Residential (RM-3). Figure 1 (all figures and tables attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan for the project.

The objectives of this Memo are as follows:

- To estimate the trip generation for the proposed project and determine whether a detailed Level of Service (LOS) study will be required for the project; and
- To determine whether a detailed VMT analysis will be required for the proposed project.

TRIP GENERATION ANALYSIS

The City of Reedley typically follows the Guidelines for the Preparation of Traffic Impact Studies (TIS) within the County of Fresno (dated May 2018), for traffic analysis purposes. According to the County's TIS Guidelines, a detailed LOS study may not be required if the project is estimated to add less than 10 peak hour trips at any intersection within the vicinity of the project site.

Trip generations for the project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 220 – "Multifamily Housing (Low Rise) Not Close to Rail Transit". Table A summarizes the project trip generation and shows that the proposed project is anticipated to generate 5 trips in the a.m. peak hour, 6 trips in the p.m. peak

hour, and 81 daily trips. Since the anticipated number of peak hour trips generated by the proposed project is lower than the 10-trip threshold established by the County's TIS Guidelines, a detailed LOS study may not be required for this project.

VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised California Environmental Quality Act (CEQA) Guidelines for use. Among the changes to the guidelines was the removal of vehicle delay and level of service as the sole basis of determining CEQA impacts. With the implementation of the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

The city has adopted the Fresno Council of Governments (Fresno COG) *Fresno County SB 743 Implementation Regional Guidelines,* dated January 2021 for preparation of VMT analysis for projects within the city. Based on the adopted guidelines, a project generating less than 500 daily trips can be considered a low VMT generator and can be considered to have a less than significant VMT impact. As shown in Table A, the project is anticipated to generate 81 daily trips, which is less than the Fresno COG Guidelines' daily trip threshold of 500 daily trips. Therefore, a detailed VMT analysis may not be required for the project.

If you have any questions, please do not hesitate to contact me at (951) 781-9310 or Ambarish.Mukherjee@lsa.net.

Sincerely,

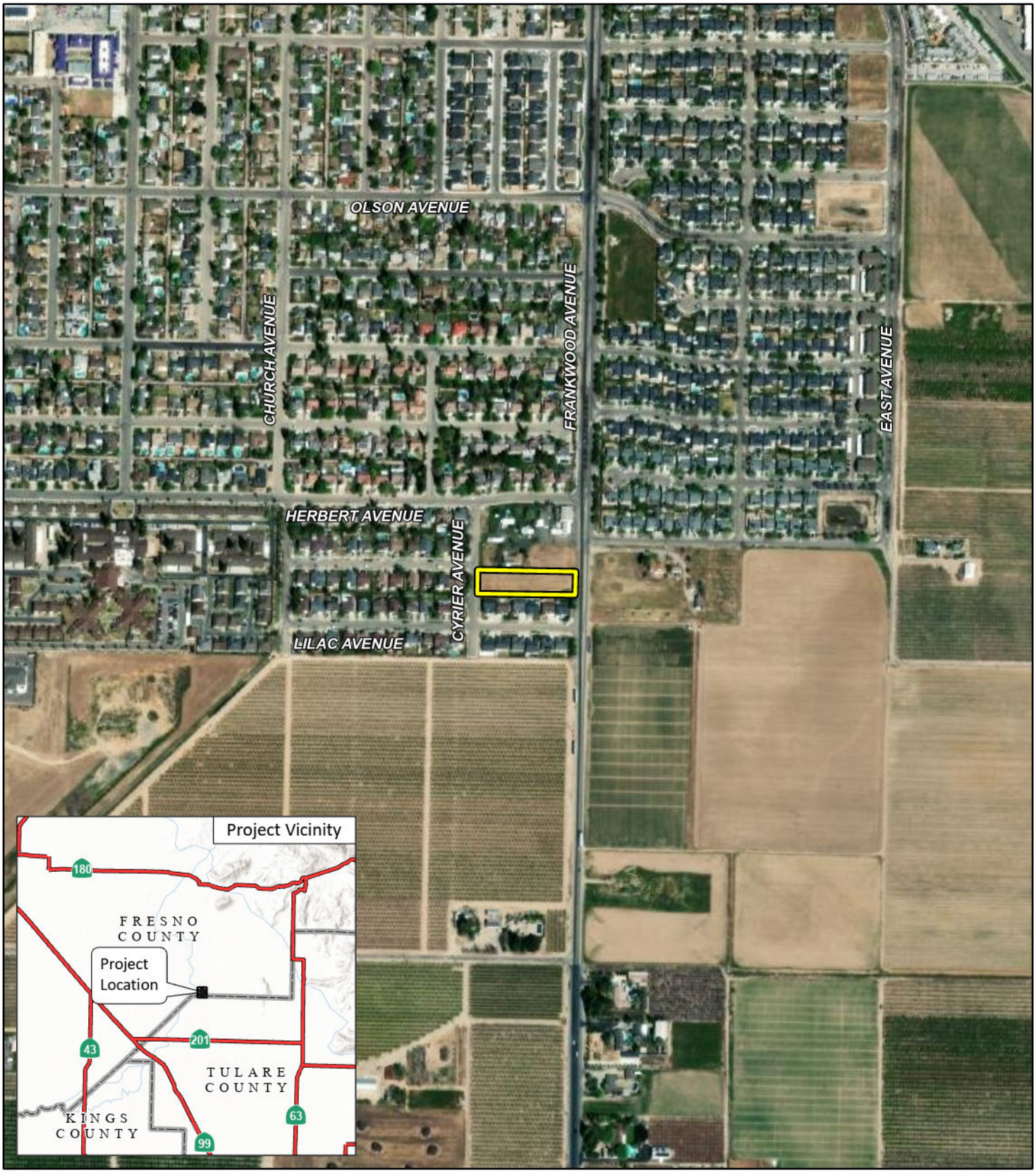
LSA

Ambarish Mukherjee, AICP, PE
Principal

Attachments:

- Figure 1: Regional and Project Location
- Figure 2: Conceptual Site Plan
- Table A: Project Trip Generation

FIGURES



LSA

LEGEND

Project Location

FIGURE 1

N

0 600

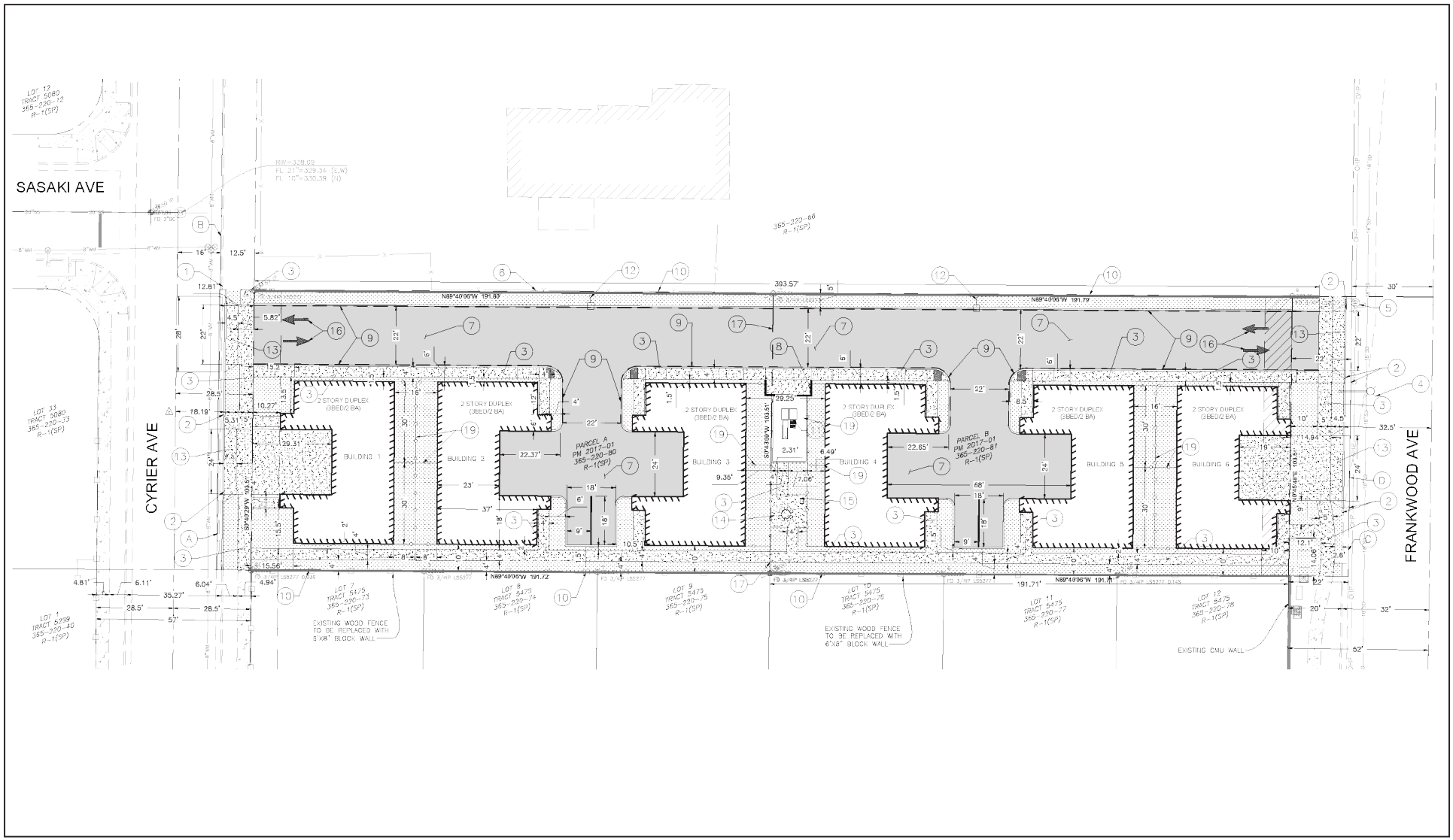
FEET

Kings View Residential
Trip Generation and VMT Memorandum

Regional and Project Location

SOURCE: ESRI Streetmap, 2021; Goggle Earth, 2021.

P:\20231068 Kings View\PRODUCTS\Traffic\GIS\Fig1_RegProjLoc\Fig1_RegProjLoc.aprx (06/02/2023)



LSA

FIGURE 2

0 10 20
FEET

Kings View Residential
Trip Generation and VMT Memorandum

Conceptual Site Plan

SOURCE: Vang Inc. Consulting Engineers, February 2023.

P:\20231068 Kings View\PRODUCTS\Traffic\GIS\Site Plan (6/1/2023)

TABLES

LSA

Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Kings View Residential	12 DU							
Trips/Unit[1]		0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation		1	4	5	4	2	6	81

Notes:

DU = Dwelling Units

[1] Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 220 - "Multifamily Housing (Low Rise) Not Close to Rail Transit", Setting/Location - "General Urban/Suburban."

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APPENDIX D

AB 52 AND SB 18 CONSULTATION LETTERS

City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
https://reedley.ca.gov/

September 18, 2023

Chairperson Leo Sisco
C/O Cultural Department
Santa Rosa Indian Community of the Santa Rosa Rancheria
P.O. Box 8
Lemoore, CA 93245

RE: General Plan Amendment Application No. 2021-04 – "Kings View Townhomes" Project, City of Reedley; Fresno County, California

To Chairperson Leo Sisco.:

Pursuant to the provisions of Assembly Bill 52 (AB 52) and Senate Bill 18 (SB 18), as the lead agency under the California Environmental Quality Act (CEQA), the City of Reedley hereby extends an invitation to consult on the CEQA review of the project described below with regard to the protection of, and/or mitigation of project impacts, on cultural resources that may occur within the project site.

Description of the Proposed Project:

General Plan Amendment No. 2021-04 pertains to the reclassification of two undeveloped parcels of land. A .451-acre parcel (APN 365-220-80), and a .451-acre parcel (APN 365-220-81) that are currently designated as Low Density Residential General Plan Land Use Designation. The proposed General Plan designation would reclassify the entire project from Low Density Residential to Medium Density Residential.

Rezone Application No. 2021-07 pertains to the reclassification of two parcels of land totaling .902-acres (365-220-80, 365-220-81) that is currently assigned as R-1 (SP) (Residential) zone district designation. The proposed Rezone Application would reclassify a .451-acre parcel (APN 365-220-80) and a .451-acre parcel (APN 365-220-81) to RM-3 (Residential) zone district designation. The proposed zoning designation is consistent with the proposed general plan amendment.

Conditional Use Permit No. 2021-07 pertains to the construction of 12-unit in 6 two-story townhome duplexes. Each unit is approximately 1,483 square feet, with 3 bedrooms and 2 bathrooms. The parking proposed would be 1 garage parking and one tandem parking stall per unit plus a total of 4 guest parking stalls. 28 total parking stalls for all proposed buildings. There are proposed new driveway approach on Frankwood Avenue and Cyrier Avenue.

SB 18 & AB 52 – Tribal Consultation Letter
GPA 2021-04 – Kings View Townhomes

Project Location: The project area is located between South Frankwood Avenue and Cyrier Avenue and is just North of West Lilac Ave, in Reedley, CA See below for a Project Vicinity Map.

Should you wish to consult with the City on the review of this project, please respond in writing within 30 days of the receipt of this letter to the project planner at the following address:

Rodney L. Horton, MPA
Community Development Director
Community Development Department
City of Reedley
1733 Ninth Street
Reedley, CA 93654
Email: Rodney.Horton@reedley.ca.gov
(599) 637-4200, ext. 286

Should the City not receive a response within 30 days, it will be presumed that you have declined consultation. Thank you for your consideration and please do not hesitate to contact me at (559) 637-4200, ext. 286, or at the address provided above should you have any questions or need additional information.

Sincerely,

Rodney L. Horton
Community Development Director

City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
https://reedley.ca.gov/

September 18, 2023

Picayune Rancheria of the Chukchansi Indians
Janet Bill, Chairperson
P.O. Box 2226
Oakhurst, CA 93644

RE: General Plan Amendment Application No. 2021-04 – "Kings View Townhomes" Project, City of Reedley; Fresno County, California

To Chairperson Janet Bill:

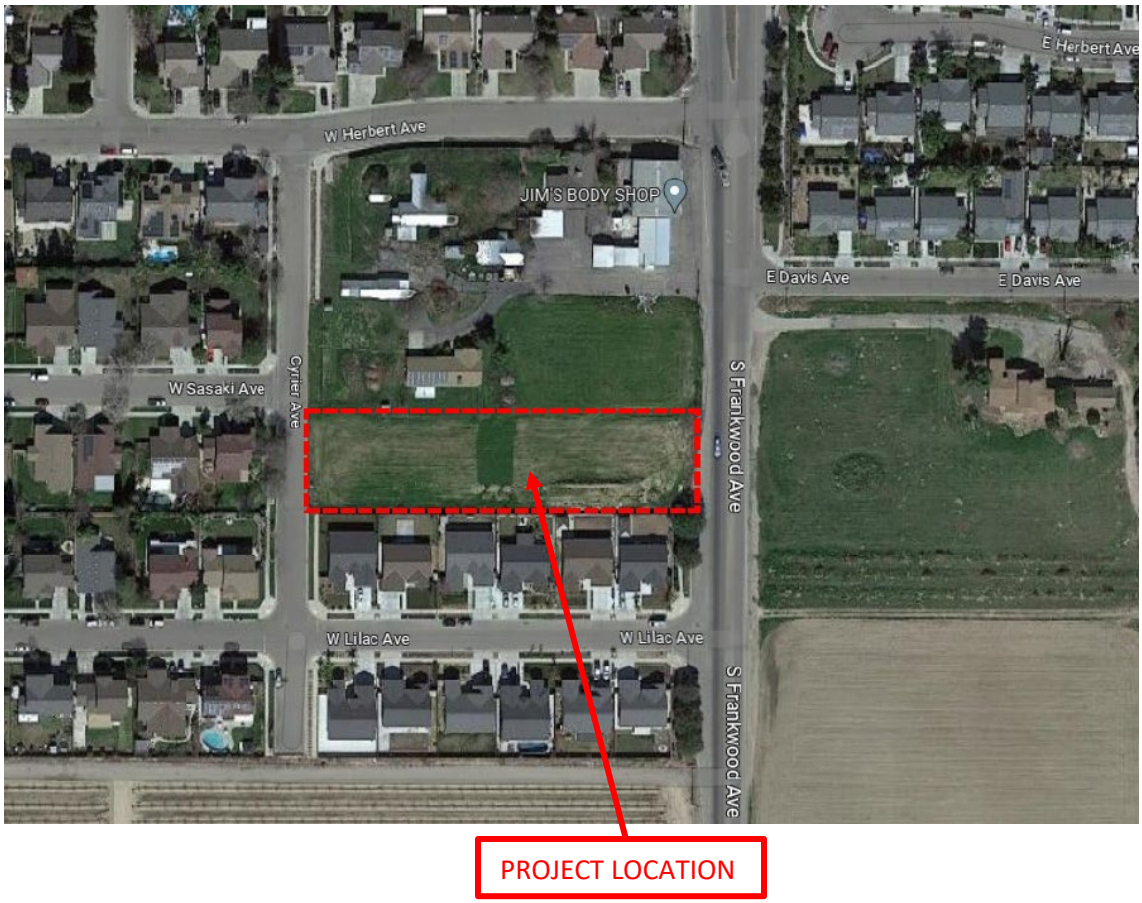
Pursuant to Senate Bill 18 (SB 18), the City of Reedley is seeking consultation from California Native American Tribes identified by the Native American Heritage Commission (NAHC) regarding the protection of cultural resources that may occur within the project site. Your contact information was provided to us by the NAHC when we inquired about Tribal contacts in the area of the project.

Description of the Proposed Project:
General Plan Amendment No. 2021-04 pertains to the reclassification of two undeveloped parcels of land. A .451-acre parcel (APN 365-220-80), and a .451-acre parcel (APN 365-220-81) that are currently designated as Low Density Residential General Plan Land Use Designation. The proposed General Plan designation would reclassify the entire project from Low Density Residential to Medium Density Residential.

Rezone Application No. 2021-07 pertains to the reclassification of two parcels of land totaling .902-acres (365-220-80, 365-220-81) that is currently assigned as R-1 (SP) (Residential) zone district designation. The proposed Rezone Application would reclassify a .451-acre parcel (APN 365-220-80) and a .451-acre parcel (APN 365-220-81) to RM-3 (Residential) zone district designation. The proposed zoning designation is consistent with the proposed general plan amendment.

Conditional Use Permit No. 2021-07 pertains to the construction of 12-unit in 6 two-story townhome duplexes. Each unit is approximately 1,483 square feet, with 3 bedrooms and 2 bathrooms. The parking proposed would be 1 garage parking and one tandem parking stall per unit plus a total of 4 guest parking stalls. 28 total parking stalls for all proposed buildings. There are proposed new driveway approach on Frankwood Avenue and Cyrier Avenue.

Project Location: The project area is located between South Frankwood Avenue and Cyrier Avenue and is just North of West Lilac Ave, in Reedley, CA See below for a Project Vicinity Map.



Should you wish to participate in consultation with the City regarding potential cultural resources within the project area, please contact the project planner within 90 days from the date of this letter, or sooner if possible at the following address:

Rodney L. Horton, MPA
Community Development Director
Community Development Department
City of Reedley
1733 Ninth Street
Reedley, CA 93654
Email: Rodney.Horton@reedley.ca.gov
(599) 637-4200, ext. 286

Should the City not receive a response within 90 days, it will be presumed that you have declined consultation. Thank you for your consideration and please do not hesitate to contact me at (559) 637-4200, ext. 286, or at the address provided above should you have any questions or need additional information.

Sincerely,

Rodney L. Horton
Community Development Director

City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
https://reedley.ca.gov/

September 18, 2023

Table Mountain Rancheria
Brenda Lavell, Chairperson
P.O. Box 410
Friant, CA 93626

RE: General Plan Amendment Application No. 2021-04 – "Kings View Townhomes" Project, City of Reedley; Fresno County, California

To Chairperson Brenda Lavell:

Pursuant to Senate Bill 18 (SB 18), the City of Reedley is seeking consultation from California Native American Tribes identified by the Native American Heritage Commission (NAHC) regarding the protection of cultural resources that may occur within the project site. Your contact information was provided to us by the NAHC when we inquired about Tribal contacts in the area of the project.

Description of the Proposed Project:
General Plan Amendment No. 2021-04 pertains to the reclassification of two undeveloped parcels of land. A .451-acre parcel (APN 365-220-80), and a .451-acre parcel (APN 365-220-81) that are currently designated as Low Density Residential General Plan Land Use Designation. The proposed General Plan designation would reclassify the entire project from Low Density Residential to Medium Density Residential.

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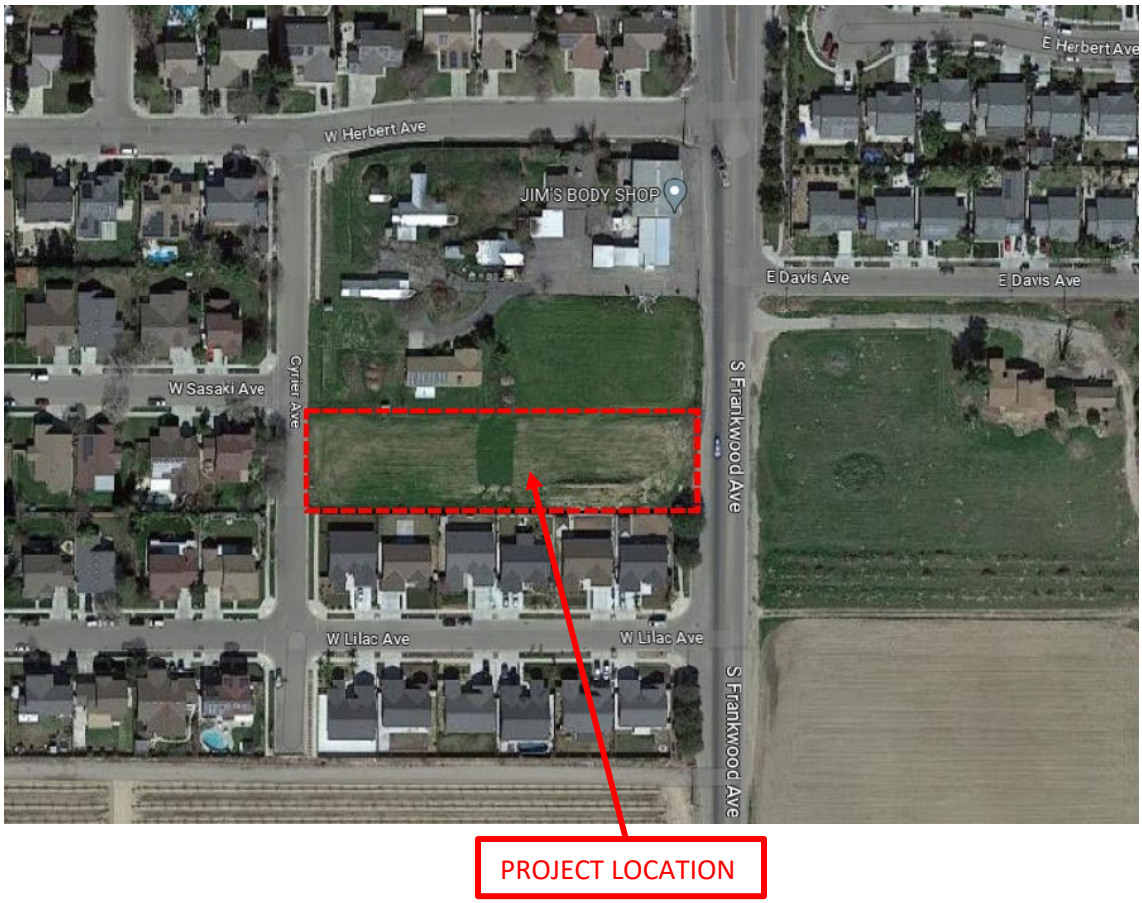
Conditional Use Permit No. 2021-07 pertains to the construction of 12-unit in 6 two-story townhome duplexes. Each unit is approximately 1,483 square feet, with 3 bedrooms and 2 bathrooms. The parking proposed would be 1 garage parking and one tandem parking stall per unit plus a total of 4 guest parking stalls. 28 total parking stalls for all proposed buildings. There are proposed new driveway approach on Frankwood Avenue and Cyrier Avenue.

Project Location: The project area is located between South Frankwood Avenue and Cyrier Avenue and is just North of West Lilac Ave, in Reedley, CA See below for a Project Vicinity Map.



Should you wish to participate in consultation with the City regarding potential cultural resources within the project area, please contact the project planner within 90 days from the date of this letter, or sooner if possible at the following address:

Rodney L. Horton, MPA
Community Development Director
Community Development Department
City of Reedley
1733 Ninth Street
Reedley, CA 93654
Email: Rodney.Horton@reedley.ca.gov
(599) 637-4200, ext. 286

Should the City not receive a response within 90 days, it will be presumed that you have declined consultation. Thank you for your consideration and please do not hesitate to contact me at (559) 637-4200, ext. 286, or at the address provided above should you have any questions or need additional information.

Sincerely,

Rodney L. Horton
Community Development Director

City of Reedley
Community Development Department
1733 Ninth Street
Reedley, CA 93654
(559) 637-4200
https://reedley.ca.gov/

September 18, 2023

Traditional Choinumni Tribe
David Alvarez, Chairperson
2415 E. Houston Avenue
Fresno, CA 93720

RE: General Plan Amendment Application No. 2021-04 – "Kings View Townhomes" Project, City of Reedley; Fresno County, California

To Chairperson David Alvarez:

Pursuant to Senate Bill 18 (SB 18), the City of Reedley is seeking consultation from California Native American Tribes identified by the Native American Heritage Commission (NAHC) regarding the protection of cultural resources that may occur within the project site. Your contact information was provided to us by the NAHC when we inquired about Tribal contacts in the area of the project.

Description of the Proposed Project:
General Plan Amendment No. 2021-04 pertains to the reclassification of two undeveloped parcels of land. A .451-acre parcel (APN 365-220-80), and a .451-acre parcel (APN 365-220-81) that are currently designated as Low Density Residential General Plan Land Use Designation. The proposed General Plan designation would reclassify the entire project from Low Density Residential to Medium Density Residential.

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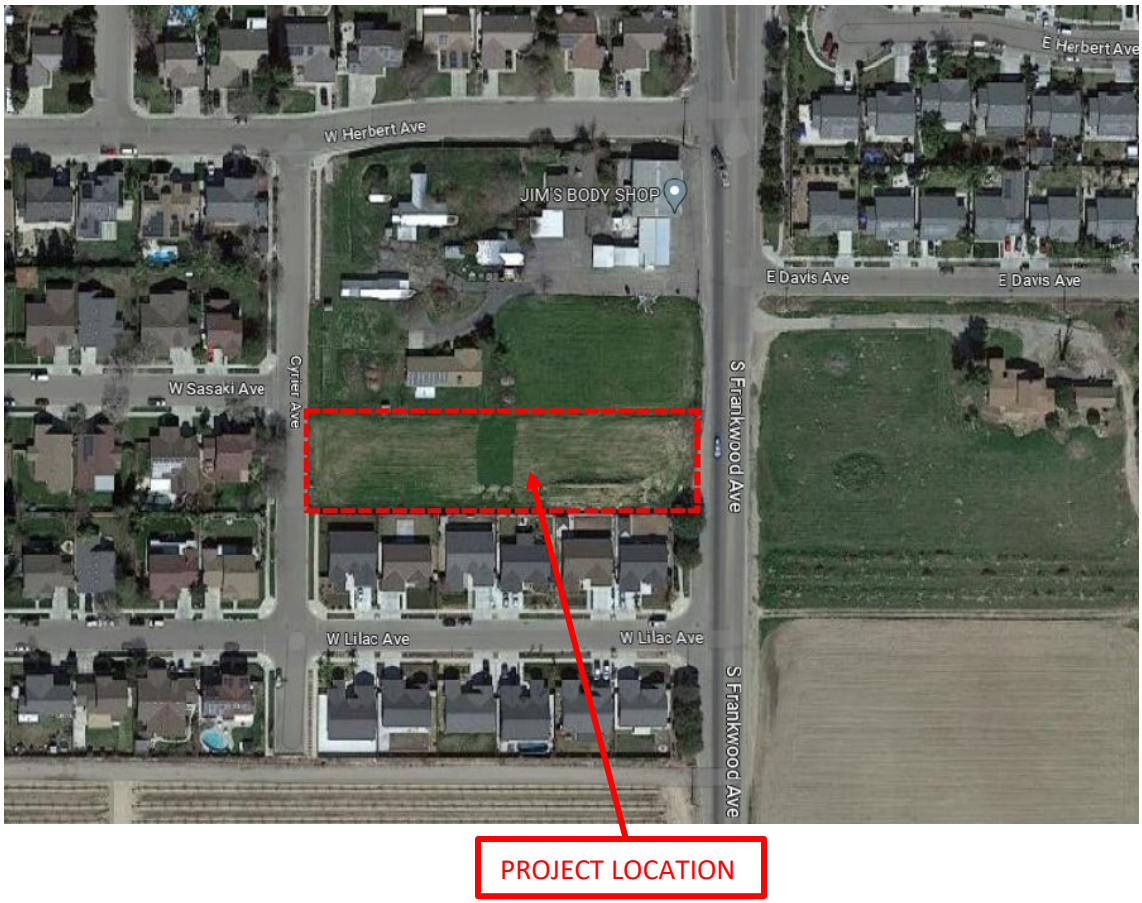

Should you wish to participate in consultation with the City regarding potential cultural resources within the project area, please contact the project planner within 90 days from the date of this letter, or sooner if possible at the following address:

Rodney L. Horton, MPA
Community Development Director
Community Development Department
City of Reedley
1733 Ninth Street
Reedley, CA 93654
Email: Rodney.Horton@reedley.ca.gov
(599) 637-4200, ext. 286

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September 18, 2023

Dumna Wo-Wah Tribal Government
Robert Ledger, Chairperson
2191 West Pico Ave
Fresno, CA 93705

RE: General Plan Amendment Application No. 2021-04 – "Kings View Townhomes" Project, City of Reedley; Fresno County, California

To Chairperson Robert Ledger:

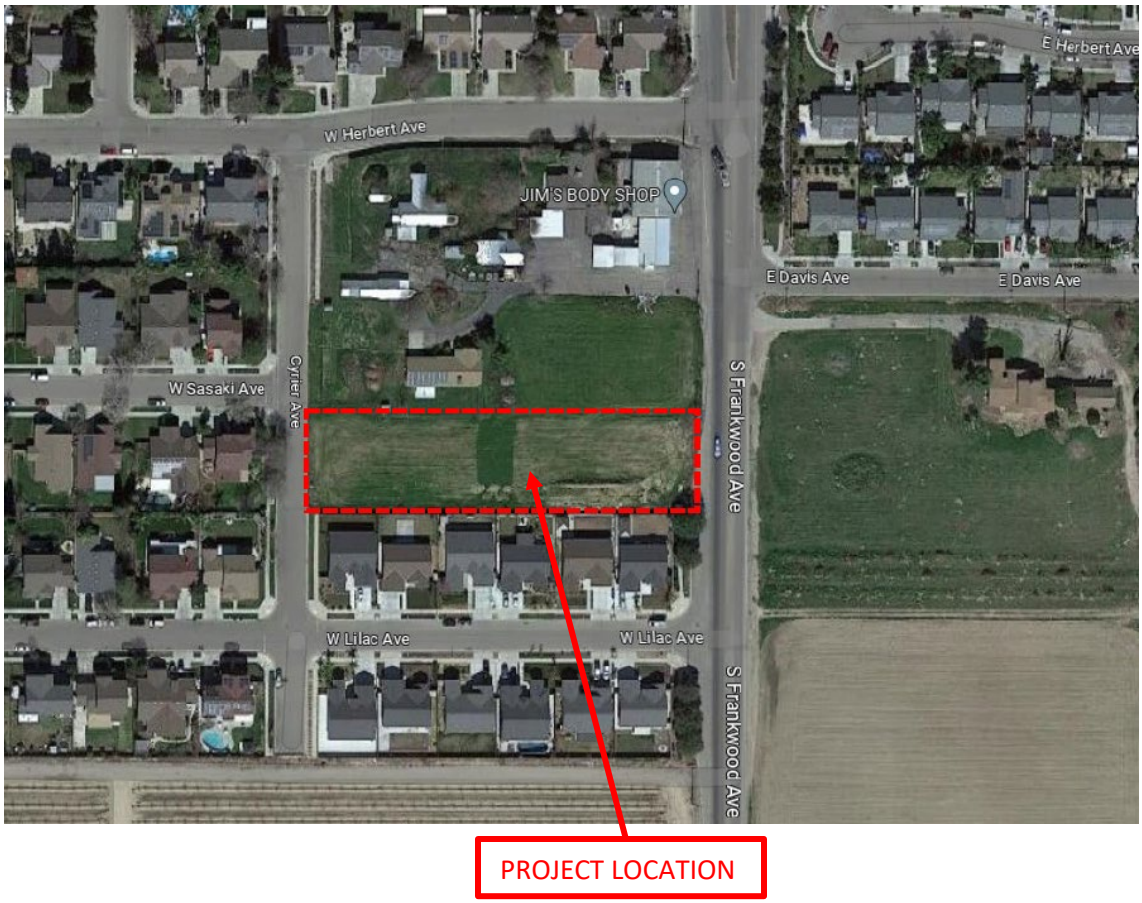
Pursuant to Senate Bill 18 (SB 18), the City of Reedley is seeking consultation from California Native American Tribes identified by the Native American Heritage Commission (NAHC) regarding the protection of cultural resources that may occur within the project site. Your contact information was provided to us by the NAHC when we inquired about Tribal contacts in the area of the project.

Description of the Proposed Project:
General Plan Amendment No. 2021-04 pertains to the reclassification of two undeveloped parcels of land. A .451-acre parcel (APN 365-220-80), and a .451-acre parcel (APN 365-220-81) that are currently designated as Low Density Residential General Plan Land Use Designation. The proposed General Plan designation would reclassify the entire project from Low Density Residential to Medium Density Residential.

Rezone Application No. 2021-07 pertains to the reclassification of two parcels of land totaling .902-acres (365-220-80, 365-220-81) that is currently assigned as R-1 (SP) (Residential) zone district designation. The proposed Rezone Application would reclassify a .451-acre parcel (APN 365-220-80) and a .451-acre parcel (APN 365-220-81) to RM-3 (Residential) zone district designation. The proposed zoning designation is consistent with the proposed general plan amendment.

Conditional Use Permit No. 2021-07 pertains to the construction of 12-unit in 6 two-story townhome duplexes. Each unit is approximately 1,483 square feet, with 3 bedrooms and 2 bathrooms. The parking proposed would be 1 garage parking and one tandem parking stall per unit plus a total of 4 guest parking stalls. 28 total parking stalls for all proposed buildings. There are proposed new driveway approach on Frankwood Avenue and Cyrier Avenue.

Project Location: The project area is located between South Frankwood Avenue and Cyrier Avenue and is just North of West Lilac Ave, in Reedley, CA See below for a Project Vicinity Map.



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September 18, 2023

North Valley Yokuts Tribe
Katherine Perez, Chairperson
P.O Box 717
Linden, CA 95236

RE: General Plan Amendment Application No. 2021-04 – "Kings View Townhomes" Project, City of Reedley; Fresno County, California

To Chairperson Katherine Perez:

Pursuant to Senate Bill 18 (SB 18), the City of Reedley is seeking consultation from California Native American Tribes identified by the Native American Heritage Commission (NAHC) regarding the protection of cultural resources that may occur within the project site. Your contact information was provided to us by the NAHC when we inquired about Tribal contacts in the area of the project.

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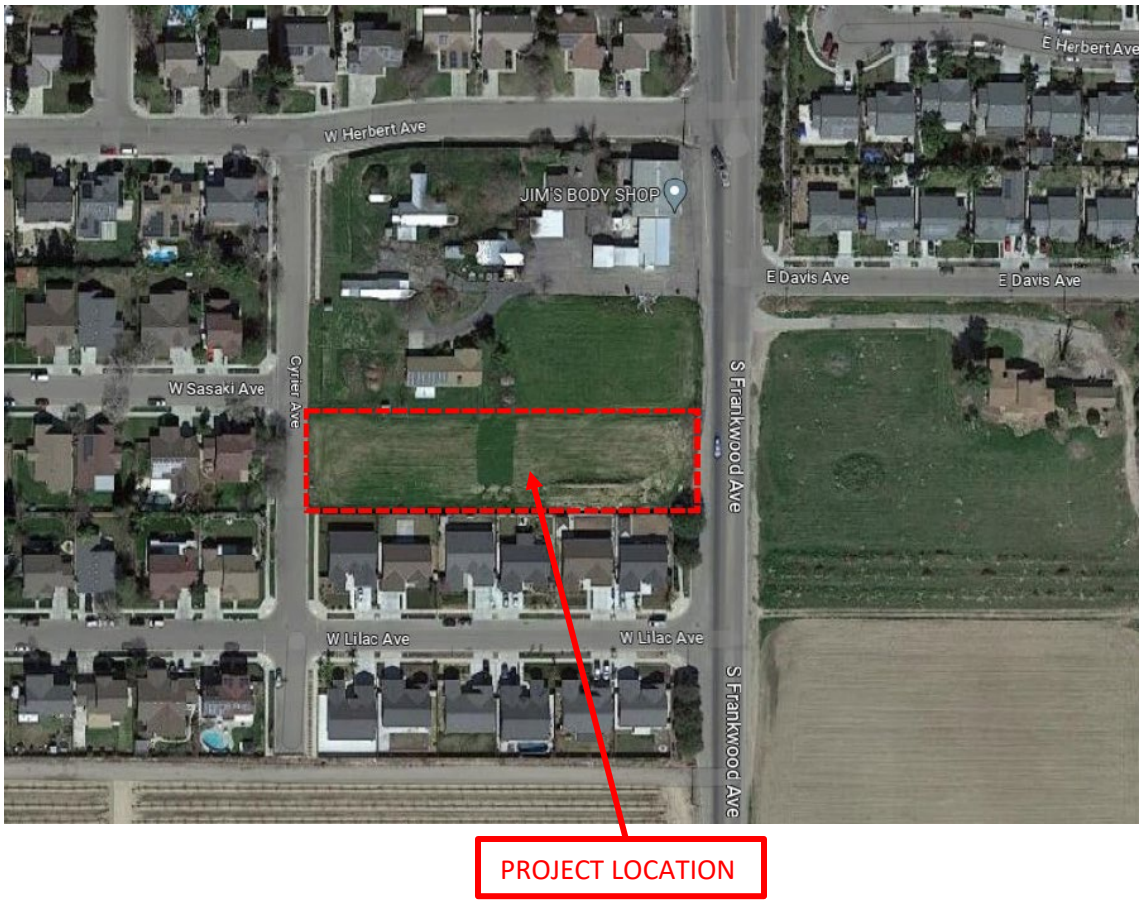

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September 18, 2023

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O Box 589
Porterville, CA 93258

RE: General Plan Amendment Application No. 2021-04 – "Kings View Townhomes" Project, City of Reedley; Fresno County, California

To Chairperson Neil Peyron:

Pursuant to Senate Bill 18 (SB 18), the City of Reedley is seeking consultation from California Native American Tribes identified by the Native American Heritage Commission (NAHC) regarding the protection of cultural resources that may occur within the project site. Your contact information was provided to us by the NAHC when we inquired about Tribal contacts in the area of the project.

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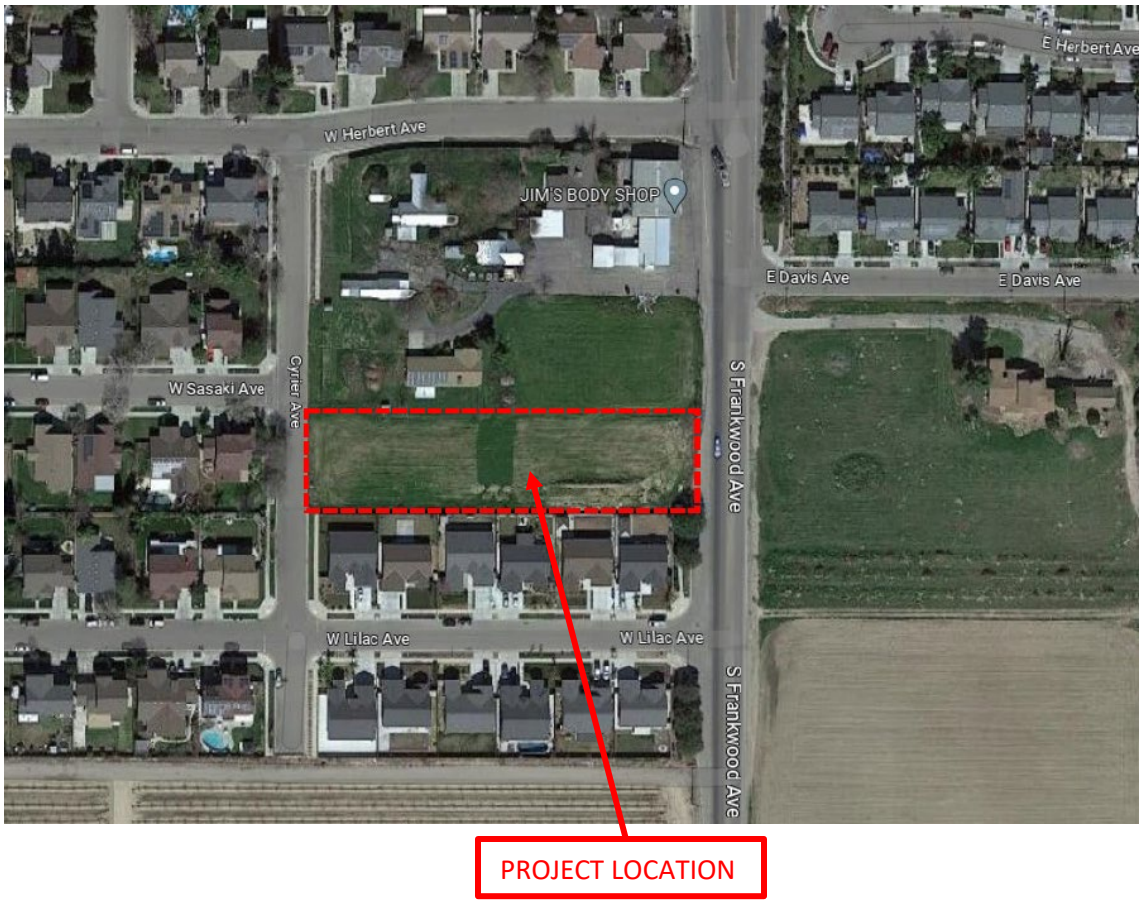

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September 18, 2023

Wuksachi Indian tribe/ Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA 93906

RE: General Plan Amendment Application No. 2021-04 – "Kings View Townhomes" Project, City of Reedley; Fresno County, California

To Chairperson Kenneth Woodrow:

Pursuant to Senate Bill 18 (SB 18), the City of Reedley is seeking consultation from California Native American Tribes identified by the Native American Heritage Commission (NAHC) regarding the protection of cultural resources that may occur within the project site. Your contact information was provided to us by the NAHC when we inquired about Tribal contacts in the area of the project.

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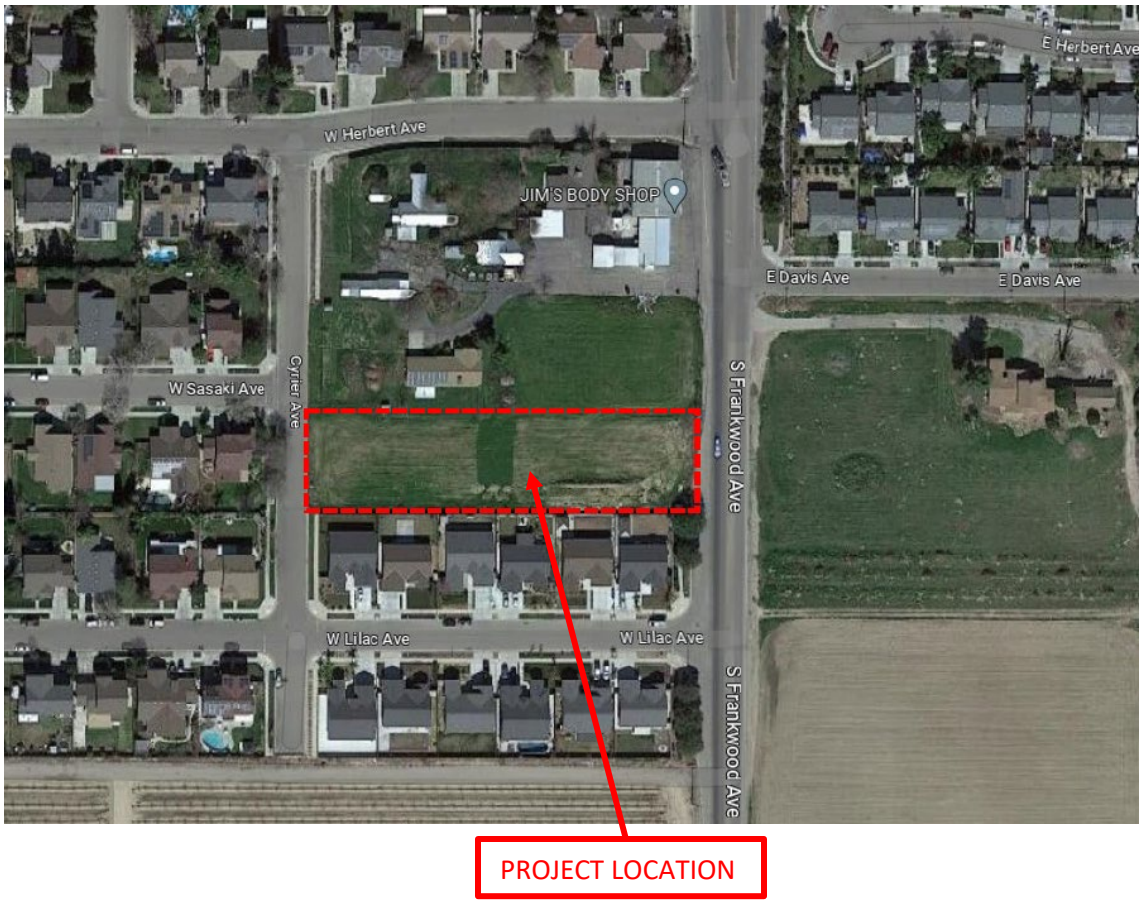

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