

Draft Initial Study and Mitigated Negative Declaration

Department of Motor Vehicles

Reedley DMV Field Office Replacement Project

PREPARED FOR:



ON BEHALF OF LEAD AGENCY:



June 2019

DRAFT

Initial Study and Mitigated Negative Declaration

Department of Motor Vehicles Reedley Field Office Replacement Project

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ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
ADA	Americans with Disabilities Act
ADT	average daily traffic
AERMOD	American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model
BUG	backlight, uplight, and glare
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALGreen	California Green Building Standards Code
CALINE4	California LINE Source Dispersion Model
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CBOC	California Burrowing Owl Consortium
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	methane
City	City of Reedley
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
COC	chemicals of concern
County	Fresno County
CRHR	California Register of Historical Resources
dB	decibel
dBA	A-weighted decibel
DGS	Department of General Services
DMV	Department of Motor Vehicles
DNL	day-night level
DPM	diesel particulate matter
FCOG	Fresno Council of Governments
FDOT	Florida Department of Transportation
FMMP	Farming Mapping
GHG	greenhouse gas
gpcd	gallons per capita per day
HARP	Hotspots Analysis and Reporting Program
HCM	Highway Capacity Manual
HIC	Chronic Hazard Index

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Acronym/Abbreviation	Definition
HRA	Health Risk Assessment
IS	Initial Study
LACM	Natural History Museum of Los Angeles County
LEED	Leadership in Energy and Environmental Design
Leq	equivalent noise level
LOS	Level of Significance
L _w	sound power level
mgd	million gallons per day
MICR	maximum individual cancer risk
MLD	Most Likely Descendent
MM	mitigation measure
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MT	metric ton
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NF ₃	nitrogen trifluoride
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
NSLU	noise-sensitive land use
O ₃	ozone
OEHHA	Office of Environmental Health Hazard Assessment
PA	public address
Pb	lead
PG&E	Pacific Gas and Electric
PM _{2.5}	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PM ₁₀	particulate matter with an aerodynamic diameter less than or equal to 10 microns
ppm	parts per million
PPV	peak particle velocity
RCNM	Roadway Construction Noise Model
REC	recognized environmental condition
RFD	Reedley Fire Department
ROG	reactive organic gas
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District
SLF	Sacred Lands File
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SP	Specific Plan

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Acronym/Abbreviation	Definition
SR-	State Route
SSJVIC	Southern San Joaquin Valley Information Center
ST	short-term
SWPPP	stormwater pollution prevention plan
TAC	toxic air contaminant
TCR	tribal cultural resource
TT	Tentative Tract
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank
WWTP	wastewater treatment plant
ZNE	Zero Net Energy

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1 INTRODUCTION

1.1 Introduction and Regulatory Guidance

The Department of Motor Vehicles (DMV), with assistance from the California Department of General Services (DGS), has prepared this Initial Study (IS)/Mitigated Negative Declaration (MND) to provide the public, responsible agencies, and trustee agencies with information about the potential environmental effects of construction and operation of the proposed DMV Reedley Field Office Replacement Project (proposed project). This IS/MND has been prepared in accordance with the California Environmental Quality Act (CEQA), California Public Resources Code Section 21000 et seq., and the CEQA Guidelines, Title 14 California Code of Regulations Section 15000 et seq.

Pursuant to CEQA, the lead agency must prepare an IS for discretionary projects such as the proposed project to determine whether the proposed project may have a significant adverse effect on the environment. The IS uses the significance criteria outlined in Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.). Article 6, Section 15070, Decision to Prepare a Negative Declaration or Mitigated Negative Declaration, of the CEQA Guidelines states the following:

A public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when:

- a) The initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or
- b) The initial study identifies potentially significant effects, but:
 - 1) Revisions in the project plans or proposals made by, or agreed to by, the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 - 2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment (14 CCR 15070).

Based on the analysis in the IS, it has been determined that project-related environmental impacts would not result in significant impacts to aesthetics, agriculture and forestry resources, geology/soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service

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systems. Impacts to air quality, biological resources, cultural resources, hydrology and water quality, noise, transportation and traffic, and tribal cultural resources would be reduced to a less-than-significant level with the incorporation of feasible mitigation measures. Therefore, adoption of an MND will satisfy the requirements of CEQA.

1.2 Lead Agency and Project Proponent

The lead agency is the public agency that has the primary responsibility for approving a project. CEQA Guidelines Section 15051(b)(1) states that, “the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” The lead agency and project proponent for the proposed project is the DMV.

1.3 Purpose of This Document

The California Department of General Services has been tasked with directing the preparation of an IS/MND in compliance with CEQA on behalf of the DMV for the proposed project. The purpose of this document is to present to reviewing agencies and the public the environmental consequences of implementing the proposed project. The IS/MND is available for a 30-day public review period from July 2, 2019, to August 1, 2019.

Written comments should be addressed to:

Daniel O’Brien, Chief, Environmental Services
Department of General Services, RESD, PMDB
c/o Dudek
605 Third Street
Encinitas, California 92024

The email address for electronic comments is: ReedleyDMV@dudek.com (in subject line please include: “**Reedley DMV MND Comments**”).

Location of Documents Available for Public Review. The IS/MND may be viewed on the Department of General Service’s website at <http://bit.ly/DGSCEQA> (click on “Fresno County”). In addition, copies of the IS/MND and appendices on CD are available for review at the locations listed in Table 1-1.

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**Table 1-1
Environmental Document Repositories**

Site	Address
Reedley Branch Library	1027 E Street, Reedley, California 93654
California Department of General Services, RESD Environmental Services Station	707 Third Street, Suite 401, West Sacramento, California 95605

Notes: RESD = Real Estate Services Division

After comments are received from the public and reviewing agencies, the state will consider those comments and may (1) adopt the MND and mitigation monitoring and reporting program and approve the proposed project, (2) undertake additional environmental studies, or (3) abandon the project.

1.4 Document Organization

This IS/MND is organized to provide an analysis of the potentially significant environmental impacts and mitigation measures for the proposed project. In order to describe the direct and indirect impacts, as well as mitigation measures for the proposed project, this IS/MND is organized as follows:

Chapter 1, Introduction, serves as a foreword to the IS/MND, introducing the applicable environmental review procedures, intended uses of the IS/MND, format of the IS/MND, and summary of conclusions of the environmental analysis.

Chapter 2, Project Description, provides a thorough description of the proposed project components and required permits and approvals.

Chapter 3, Initial Study Checklist, provides a description of the existing environmental setting and an analysis of the potentially significant environmental impacts identified for the proposed project, as well as proposed mitigation measures to reduce or avoid any potentially significant impacts.

Chapter 4, List of Preparers, lists members of the IS/MND team that contributed to the preparation of this document, as well as their primary IS/MND responsibility and qualifications.

Chapter 5, References Cited, lists references used in preparation of the IS/MND.

Appendices include various information and technical studies prepared for the proposed project, as listed in the table of contents.

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1.5 Summary of Findings

Chapter 3 of this document contains the analysis and discussion of potential environmental impacts of the proposed project.

Based on the issues evaluated in Chapter 3, it was determined that the proposed project would have no impact or impacts that are less than significant on the following issue areas:

- Aesthetics
- Agricultural and Forestry Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Land Use
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

Implementation of the proposed project would be less than significant with implementation of mitigation measures in the following areas:

- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology and Water Quality
- Noise
- Transportation and Traffic
- Tribal Cultural Resources
- Mandatory Findings of Significance

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2 PROJECT DESCRIPTION

2.1 Background and Need for Project

The California DMV has determined that the existing DMV Reedley field office, which is 52 years old, is not sized appropriately to accommodate the existing staffing and service demand levels needed at this location. For this reason, DMV is proposing to construct a larger facility to accommodate DMV staff and improve customer services, herein referred to as the Reedley Field Office Replacement Project (project or proposed project). The existing DMV facility, located at 558 East Dinuba Avenue, is currently leased space. Once the new facility is operational, the current lease will be terminated. In concert with providing a more efficient and effective space to carry out the services necessary at this DMV field office, the new building will be designed to increase energy efficiency. Furthermore, in consideration of the governor's initiatives for green buildings and sustainable development, the facility would exemplify how sustainability and energy efficiency goals can be integrated into facility building design and operations. To that extent, DMV will seek to achieve Leadership in Energy and Environmental Design (LEED) Silver, or better, certification and achieve zero net energy (ZNE) performance. ZNE indicates that the total amount of the energy used by the building on an annual basis would be less than the amount of renewable energy generated on site.

2.2 Project Location

The approximately 3.5-acre project site is located at 1895 East Dinuba Avenue, between South Orange Avenue and South Buttonwillow Avenue in the southeastern portion of the City of Reedley (City) in the County of Fresno (Figure 2-1, Location Map), approximately 13 miles east of State Route (SR-) 99. The site is identified as three parcels—Assessor's Parcel Numbers 370-400-33, -34, and -35—and is located approximately 1 mile east of downtown Reedley in an area dominated by agricultural, residential, and industrial land uses. The site is located within a rectangular property bordered by East Cherry Lane to the north, East Dinuba Avenue to the south, South Orange Avenue to the east, and a commercial property with a gas station and mini-mart to the west, with South Buttonwillow Avenue located west of the commercial property.

The existing project site is vacant agricultural land that is relatively flat and undeveloped, with no buildings, structures, or utilities present. The site primarily consists of dirt, dry grasses, and shrubs; there are no trees on site. The northern property boundary is separated from residential uses to the north by an approximately 6-foot block wall (6 feet above ground on the DMV project site side and 8 feet above ground on the residential neighborhood side). The eastern and southern boundaries of the site are improved with sidewalks and driveway entrances (five along East Dinuba

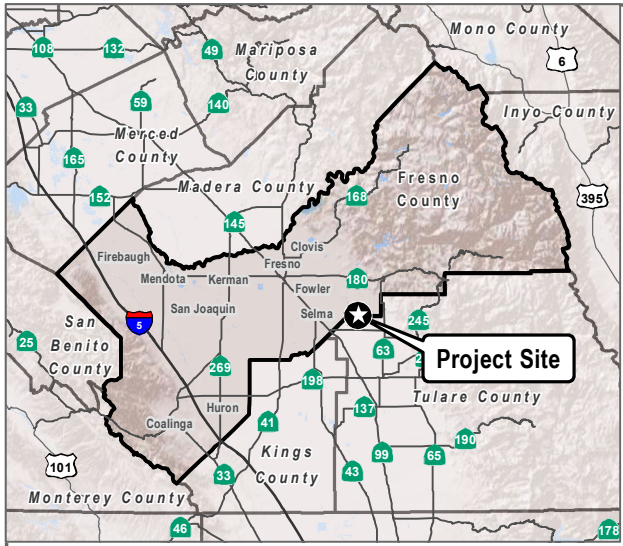
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Avenue and one along South Orange Avenue). Stormwater gutters and storm sewer drains improvements are adjacent to the site.

Parcels surrounding the project site consist of residential development to the north and east, commercial to the west, and agricultural and commercial to the south. Single-family homes on approximately 0.15-acre lots are located to the north, and an apartment complex (Kings River Commons) is located to the east. Additional residential development is located farther north, east and west of the immediately surrounding parcels, consisting of a mix of single-family and multifamily residences. The commercial property immediately west of the project site consists of a gas station and mini-mart, with small oak trees surrounding the perimeter of the property. A self-storage facility is located south of the project site, across East Dinuba Avenue, adjacent to agricultural land to the east and vacant land to the west. A single farm/residence is located immediately to the east of the self-storage facility. Agricultural commercial services are located farther south and southwest of the project site. The surrounding land to the south and east, outside of the City boundaries, consists primarily of agricultural land.

Reedley Sports Park is located approximately 0.2 miles east of the project site, and Kings River flows north to south approximately 1.6 miles west of the project site. Jefferson Elementary School, Monte Vista School, and a preschool are all located within approximately 0.45 miles northwest of the project site. The Reedley Municipal Airport is located approximately 5.3 miles north of the project site.

The site was formerly used as agricultural land until some point between 1969 and 1998 (NETR 2018). In January 2001, the City Council adopted the Reedley Specific Plan (SP), which guides future development in the fringe areas of the City, including the project area (City of Reedley 2001). Consistent with the Specific Plan, annexation of the project site and surrounding area to the City commenced in 2001, and in October 2001, the City Council adopted a General Plan Amendment to change the land use and zoning designations for parcels in the northeast quadrant of Dinuba Avenue and Buttonwillow Avenue, including the project site. The land use designation in the project area was changed from County Agricultural to City Medium Density Residential, High Density Residential and Neighborhood Commercial. As previously stated, the project site consists of three consecutive parcels within the City. The City's General Plan designates the western and central parcels of the project site as Neighborhood Commercial and the eastern parcel as high density (15-29 du/acre) Residential (City of Reedley 2014). The western and central parcels are zoned as SP Neighborhood Commercial (CN-SP) and the eastern parcel is zoned as SP Multi-family Residential (RM-SP) (City of Reedley 2015).



 Project Boundary

SOURCE: Fresno County; Bing Maps 2018

FIGURE 2-1
Location Map

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2.3 Project Characteristics and Design

The proposed project would consist of construction of a new approximately 13,701-square-foot, single-story DMV field office with an attached carport and associated on-site circulation and landscaping improvements. The building would be up to 35 feet high. The exterior of the building would primarily be made of concrete masonry, cement plaster, metal panel siding, metal trim, glass windows, and metal overhangs over the entry area and outdoor seating area on the southeast corner of the building. Additionally, the glass windows on the east side of the building would include aluminum sunshades.

As proposed, the new building would include 13 service counters (“production terminals”), two “Start Here” terminals, a consultation workstation, large public service area, a testing area, a camera station, staff workrooms and open work areas, staff multipurpose rooms, and public and staff restrooms. A manager’s office, employee and program support rooms, building support rooms, and storage rooms would also be included in the building. The new field office would accommodate the existing daily staff (22) as well as additional staff for a total of 24 proposed staff, and it would serve up to 436 customers on opening day, which is greater than the same number of customers it is currently serving (400). The number of transaction windows would include 13 windows (4 more than the existing DMV), the Start Here terminals, and the consultation workstation.

The field office’s main entrance would be located on the building’s east façade and the staff entrance would be located on the north side of the building. The parking lot would be constructed to the east, west, and north sides of the building. The primary parking lot leading to the main entrance would be east of the building, and would include 104 parking spaces, including 5 Americans with Disabilities Act (ADA)-compliant accessible parking spaces. There are 12 parking spaces on the western side of the building, including 2 ADA-compliant parking spaces, and an additional 53 parking spaces along the northern boundary of the site. In total, there would be 169 parking spaces. A motorcycle testing area is proposed to be located on the west side of the building along with 6 motorcycle parking spaces. In addition, 4 motorcycle parking spaces would be located in the parking lot on the east side of the building. The project site would also be equipped with 2 electric vehicle charging stations. Parking areas would be landscaped with easily maintained drought-tolerant plants and raised planters. The entrance area would include a covered waiting area with outdoor benches. A public address (PA) system would be installed on the exterior of the building to notify customers waiting outdoors of appointments during regular hours of operation. The intent of the PA system is to offer outdoor seating for customers who are waiting for appointments and to avoid queueing of vehicles under the carport.

The footprint of the new field office building and the layout of parking spaces is depicted on Figure 2-2, Site Plan and On-Site Circulation. The solar panels would be located on the covered parking canopy along the northern boundary of the site. They would be on fixed racks, angled to

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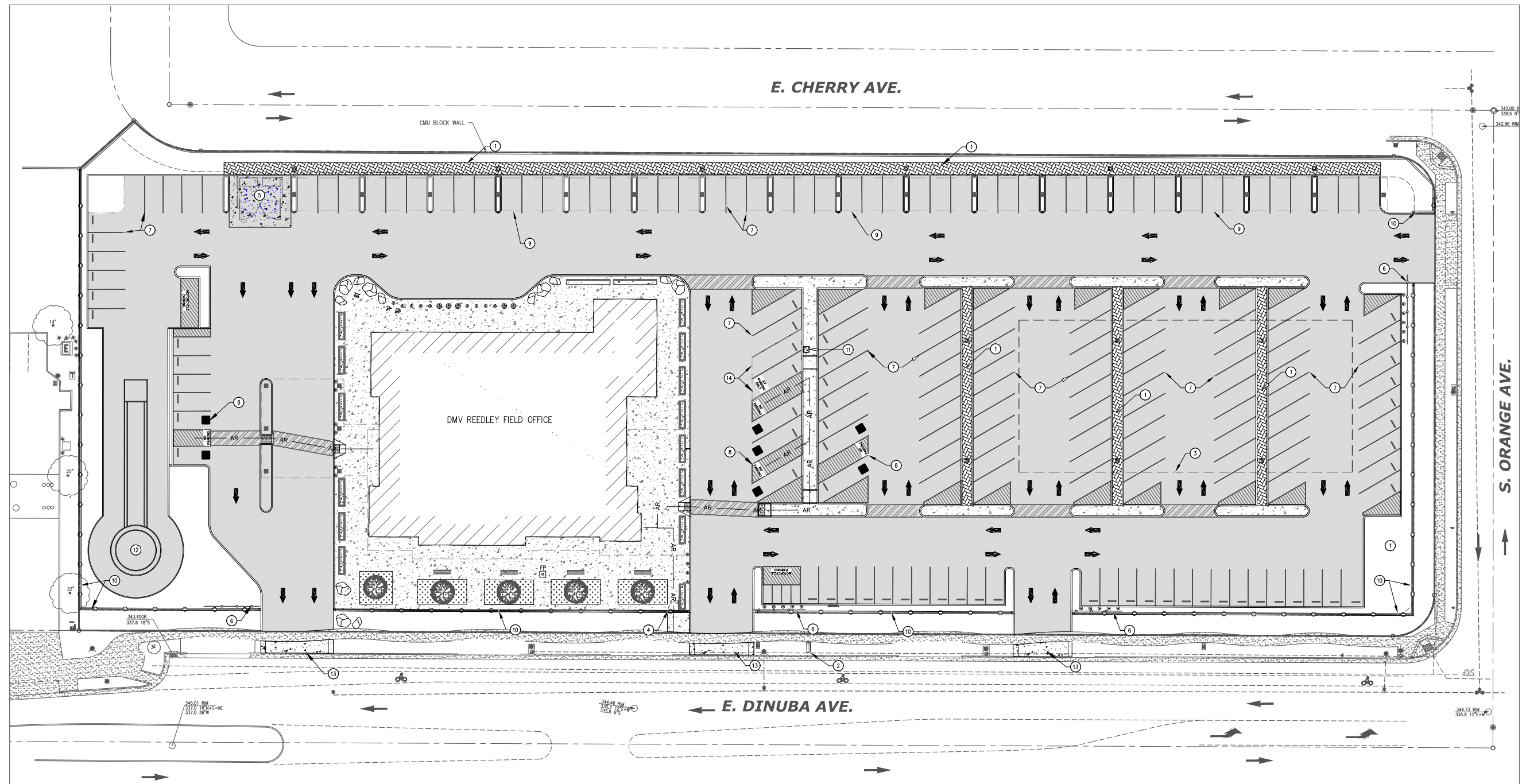
the south to improve solar output, and would have an anti-reflective coating. The solar canopy over the parking spaces would be up to 16 feet wide by 533 feet long. The angled solar canopies would be 10 feet tall at the lowest point and 14 feet tall at the highest point. The output would be approximately 128 kilowatts direct current.

The project site would be accessible from three driveways along East Dinuba Avenue and one driveway on South Orange Avenue. The western portion of the project site would accommodate a vehicle staging area with a carport and test lanes. A 7-foot-high ornamental wrought-iron fence with an anodized finish would be installed along the site perimeter with motorized rolling gates at the three site driveways on the southern front of the property along East Dinuba Avenue and one at the site driveway on South Orange Avenue.

The project also includes site work and installation of utilities (water, sewer, and power), walkways, curbs and gutters, signage, landscaping and irrigation, trash enclosures, site drainage, site lighting, surface parking, and fencing. In accordance with the California Green Building Standards Code (CALGreen) Best Management Practices, a stormwater detention system, earning LEED stormwater credits, would be constructed in the proposed parking area. The stormwater detention system would consist of HydroStor Chambers, which provide underground stormwater storage prior to discharge to the City's stormwater drainage system. The project would require a total of 1,150 feet of trenching to interconnect with existing utilities adjacent to the project site. The storm drain interconnection would require approximately 100 feet of on-site trenching and would tie into the City's stormwater drainage system on the northern boundary of the site. Proposed on-site water and sewer facilities would interconnect with existing utilities lines along East Dinuba Avenue. The project would require approximately 200 feet of trenching to interconnect with the domestic water line (approximately 110 feet of trenching on site and 90 feet of trenching off site along East Dinuba Avenue), approximately 350 feet to interconnect with the fire water line (all on-site trenching), and approximately 200 feet to interconnect with the sewer line (approximately 150 feet of trenching on site and 50 feet of trenching off site along East Dinuba Avenue). Interconnecting the power (including the photovoltaic system) would require on-site trenching of approximately 300 feet to connect to existing underground utility connections.

The proposed project would install twenty-one 22-foot-tall and three 8-foot-tall pole-mounted LED light fixtures, 22 surface-mounted LED lights under the proposed solar canopy and carport, and 10 wall-mounted exterior building LED lights for safety and security purposes. Lighting would be directed downward and appropriately shielded to minimize light trespass and glare.

Core operating hours of the new field office would be 8:00 a.m. to 5:00 p.m., Monday, Tuesday, Thursday and Friday, and 9:00 a.m. to 5:00 p.m. on Wednesdays; however, extended office hours, including, but not limited to Saturdays, may be required to meet demand for specific programs such as the REAL ID Act. Employees could enter and leave the facility outside the core operating hours (typically between 7:30 a.m. to 7:00 p.m.).



④ SITE IMPROVEMENTS KEYNOTES:

1. COMPACTED NATIVE SOIL DRAINAGE SWALE, TYP.
2. DMV FIELD OFFICE SITE SIGN.
3. STORM WATER RETENTION BASIN
4. ACCESSIBLE PEDESTRIAN ACCESS GATE.
5. CMU TRASH ENCLOSURE.
6. 7 FOOT, METAL SECURITY, ROLLING SLIDE GATE
7. WHITE PAVEMENT STRIPING, TYP
8. ADA PARKING STALLS WITH BLUE PAVEMENT STRIPING, TOTAL OF 7 (3 VAN)
9. PHOTOVOLTAIC PANELS
10. 7 FOOT METAL SECURITY FENCING, TYP.
11. LEVEL 2 EV CHARGING STATION ON REINFORCED CONCRETE PEDESTAL.
12. MOTORCYCLE TRAINING COURSE
13. ACCESS DRIVEWAY RAMP, TYP.
14. EV STALLS

SITE PLAN LEGEND:

- ASPHALT CONCRETE PAVING, 4"AC OVER 12"AB.
- CONCRETE PEDESTRIAN WALK, 4"PCC OVER 4"AB
- LANDSCAPING AREA
- STORMWATER BIOSWALE
- ISA SYMBOL FOR ACCESSIBLE PARKING STALLS
- DESIGNATED ROADWAY CROSSING MARKING
- RETAINING WALL
- WHITE TRAFFIC ARROW PER CALTRANS STANDARD PLAN A24A, TYPE E 10'-0" ARROW
- REINFORCED CONCRETE 6" TALL, FULL DEPTH CURB
- REINFORCED CONCRETE 6" TALL CURB AND 24" GUTTER PAN

- FP ILLUMINATED FLAGPOLE. SEE ELECTRICAL DRAWINGS
- DRAINAGE INLET
- 7" METAL SECURITY FENCING
- HYDRANT
- FIRE DISTRICT CONNECTION
- FIRE DISTRICT POST INDICATOR VALVE
- VEHICLE BARRIER - 6" DIA. BOLLARD WITH 18" DIA. CONCRETE FOOTING
- REMOVABLE BOLLARD - 6" DIA. WITH 18" DIA. CONCRETE FOOTING

- EMBEDDED MAT TACTILE WARNING STRIP
- PRECAST CONCRETE WHEEL STOP
- CURB RAMP
- ELECTRIC VEHICLE CHARGING STATION
- NATIVE BOULDERS - SIZING/QTY. TBD.
- AR ACCESSIBLE ROUTE

SOURCE: California Department of General Services, 2019

DUDEK

FIGURE 2-2

Site Plan and On-Site Circulation

Department of Motor Vehicles - Reedley Field Office Replacement Project

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**Department of Motor Vehicles
Reedley Field Office Replacement Project**

2.4 Project Construction

Construction of the proposed project would take approximately 15 months to complete and is anticipated to begin early- to mid-2021. The construction phases, approximate duration of each phase, and equipment estimates are outlined in Table 2-1. While the schedule would be modified to begin after final site design approval, this table illustrates the approximate duration of each construction phase.

**Table 2-1
Construction Phase, Duration, and Equipment Estimates**

Construction Phase	Duration (Days)	Equipment		
		Equipment Type	Quantity	Usage Hours
Site preparation	5	Rubber-tired dozers	3	120
		Tractors/loaders/backhoes	4	160
Trenching	22	Trenchers	2	352
Grading	8	Excavators	1	64
		Graders	1	64
		Rubber-tired dozers	1	64
		Tractors/loaders/backhoes	3	192
Building construction	230	Cranes	1	1,610
		Forklifts	3	5,520
		Generator sets	1	1,840
		Tractors/loaders/backhoes	3	4,830
		Welders	1	1,840
Paving	18	Cement and mortar mixers	2	216
		Pavers	1	144
		Paving equipment	2	216
		Rollers	2	216
		Tractors/loaders/backhoes	1	144
Architectural coating	18	Air compressors	1	108

Construction would be performed by a qualified contractor. During the earthwork phase of construction on the project site, 4,200 cubic yards of cut and 4,200 cubic yards of fill are estimated to be required. In addition, on- and off-site infrastructure improvements would occur for installation of sewer, stormwater, natural gas, underground electric, and communication lines. Trenching activities are estimated to require 2,100 cubic yards of cut and 2,100 cubic yards of backfill for infrastructure improvements.

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Plans and specifications would incorporate stipulations regarding standard State of California requirements and construction practices, including for grading, safety measures, vehicle operation and maintenance, excavation stability, erosion control, drainage alteration, groundwater disposal, traffic circulation, public safety, dust control, and noise generation. Table 2-2 provides a summary of standard construction practices that would be implemented throughout construction.

**Table 2-2
Summary of Standard Construction Procedures/Practices**

Issue	Standard Construction Procedure
Air quality	<ul style="list-style-type: none"> • Water trucks and/or sprinkler systems shall be used during construction (including clearing, grading, earth moving, excavating, and transporting cut/fill materials) to prevent dust from leaving the site. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites three times per day depending on weather conditions. • Any haul vehicle leaving the project site shall be covered to prevent dust/particulate fly-off. • Haul vehicles equipped with bed liners shall be used as much as possible. • Low-emitting coatings must be used and shall be applied via an electrostatic spray gun to reduce paint overspray.
Water quality and hydrology	<ul style="list-style-type: none"> • The contractor would prepare a Stormwater Pollution Prevention Plan that conforms to the California Storm Water Quality Association's Stormwater Pollution Prevention Plan template and includes appropriate best management practices related to the specific project. The following list includes examples of treatment control best management practices to employ during construction (these features shall appear as notes on final design plans): <ul style="list-style-type: none"> ○ Silt fences installed along limits of work and/or the project construction site ○ Stockpile containment (e.g., visqueen, fiber rolls, gravel bags) ○ Hillside stabilization structures (e.g., fiber matrix on slopes and construction access stabilization mechanisms) ○ Street sweeping ○ Tire washes for equipment ○ Runoff control devices (e.g., drainage swales, gravel bag barriers/chevrons, velocity check dams) during the rainy season
Noise	<ul style="list-style-type: none"> • All construction activities shall typically be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday and 8:00 a.m. and 5:00 p.m. on Saturdays. However, when needed or necessary, limited construction activities may occur on Sundays or during nighttime hours. • Once installed, the PA system sound levels shall be tested by a qualified acoustic professional to confirm that the system is calibrated to produce a sound level of not greater than 65 A-weighted decibels (dBA) at the northern property boundary, at a height of 5 feet above the ground. The acoustic professional shall prepare a memo indicating compliance with this requirement for the Department of General Services compliance-monitoring file. This requirement shall be incorporated into the construction contract.
Transportation and traffic	<ul style="list-style-type: none"> • In accordance with the California Vehicle Code, the project planning team shall prepare a traffic control plan for use during construction. The traffic control plan shall include provisions for construction times and control plans for allowance of cyclists, pedestrians, and bus access. The plan shall also outline provisions for emergency vehicle movement at all times.

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2.5 Required Permits and Approvals

DMV is the lead agency for the proposed project with assistance from the California Department of General Services – Real Estate Services Division. This mitigated negative declaration (MND) may be used by responsible agencies and trustee agencies¹ that may have some approval authority over the proposed project (i.e., to issue a permit). DMV would obtain all permits and approvals, as required by law. A list of permits or other forms of approval required of the proposed project is provided in Table 2-3.

**Table 2-3
Permits or Other Actions Required**

Agency	Jurisdiction	Permit Regulatory Requirement/Approval
<i>State</i>		
DMV	MND and project approval documents	Certification of the MND and adoption of the Mitigation Monitoring and Reporting Plan
Regional Water Quality Control Board, Region 5 (Central Valley)	Porter-Cologne Water Quality Control Act; California Water Code Division 7, Water Quality	Stormwater Construction General Permit National Pollution Discharge Elimination System Permit
Division of the State Architect	California Building Code, Title 24	Site Plan and Accessibility Compliance Approval
State Fire Marshal	Fire and life safety plan approval	Facility Fire and Life Safety Program
<i>Local</i>		
City of Reedley	Encroachment permits for roadway and backbone infrastructure improvements	Road and utility easement encroachment permits. Approved service applications for power, water, and sewer.
Fresno County Fire Department	Fire and site access review	Facility Fire and Life Safety Program
PG&E	PG&E applicable regulations	Electrical service connection approval

Notes: DMV = Department of Motor Vehicles; MND = mitigated negative declaration; ADA = Americans with Disabilities Act; PG&E = Pacific Gas & Electric.

Under the doctrine of sovereign immunity, DMV is not subject to local land use regulation:

When the state engages in such sovereign activities as the construction and maintenance of its buildings (and leasing of the building is no different), it is not subject to local regulations unless the Constitution says it is or the Legislature has consented to such regulations (*Hall v. City of Taft*, supra, 47 Cal.2d 177, 183; *County of Los Angeles v. City of Los Angeles*, supra, 212 Cal.App.2d 160, 165).

¹ Responsible agencies are state and local public agencies, other than the lead agency, that have some authority to carry out or approve a project or that are required to approve a portion of the project for which a lead agency is preparing or has prepared an MND. Trustee agency means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California.

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In the interest of describing the local land use context of the proposed project, relevant City policies, laws, and regulations are provided in Section 3.10, Land Use. In addition, it is the state's policy to work with the local land use agencies and to avoid planning and land use conflicts when possible.

**Department of Motor Vehicles
Reedley Field Office Replacement Project**

3 INITIAL STUDY CHECKLIST

1. Project title:

Department of Motor Vehicles Reedley Field Office Replacement Project

2. Lead agency name and address:

Department of Motor Vehicles
2415 First Avenue, MS A156
Sacramento, California 95818
Michele Leger, Project Manager

3. Contact person and phone number:

Daniel O'Brien, Chief (Environmental Services, Department of General Services)
916.376.1609

4. Project location:

The project site (APN 370-400-33, -34, and -35) is located north of East Dinuba Avenue between South Buttonwillow Avenue and South Orange Avenue in the southeastern portion of the City of Reedley (see Figure 2-1, Location Map).

5. Project sponsor's name and address:

Same as lead agency

6. General plan designation:

The western and central parcels of the project site have a land use designation of Neighborhood Commercial and the eastern parcel is high density (15-29 du/acre) Residential (City of Reedley 2013).

7. Zoning:

The western and central parcels are zoned as SP Neighborhood Commercial (CN(SP)) and the eastern parcel is zoned as SP Multi-family Residential (RM(SP)) (City of Reedley 2015).

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

Please refer to Section 2, Project Description.

- 9. Surrounding land uses and setting (Briefly describe the project's surroundings):**

Please refer to Section 2, Project Description.

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

Please refer to Section 2, Project Description.

- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

Neither the Department of General Services nor Department of Motor Vehicles have been contacted by California Native American tribes traditionally and culturally affiliated with the project area to request consultation pursuant to Public Resources Code Section 21080.3.1. However, as further detailed in Section 3.17 of this Initial Study/Mitigated Negative Declaration, the Department of General Services and Department of Motor Vehicles have notified all area tribes listed by the Native American Heritage Commission in their general response letter in order to solicit information regarding cultural resources. Letters were sent via certified mail on March 18, 2019.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

**Department of Motor Vehicles
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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | <input checked="" type="checkbox"/> None with Mitigation | |

Department of Motor Vehicles Reedley Field Office Replacement Project

MITIGATION MEASURES: Table 3-1 lists mitigation measures (MM) that are recommended to reduce project-related impacts to less than significant.

**Table 3-1
Mitigated Negative Declaration Mitigation Measures**

Air Quality	
MM-AQ-1	Between June 1 and November 30, when valley fever rates of infection are the highest, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) will be implemented prior to and immediately following ground-disturbing activities if wind speeds exceed 15 mph or temperatures exceed 95°F for 3 consecutive days. The additional dust suppression will continue until winds are 10 mph or lower and outdoor air temperatures are below 90°F for at least 2 consecutive days. The additional dust suppression measures will be incorporated into the Dust Control Plan. During ground-disturbance activities that occur between June 1 and November 30, the construction manager shall keep a tracking log of wind speeds when they exceed 15 mph and temperatures when they exceed 95°F for 3 consecutive days, and associated documentation of dust suppression measures implemented or stoppage of work. Copies of the tracking log will be provided to the Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction, following the tracking period.
MM-AQ-2	<p>Prior to any project grading activity, the primary project construction contractor will prepare and implement a worker training program that describes potential health hazards associated with valley fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction. The worker training program will identify safety measures to be implemented by construction contractors during construction. Safety measures will include the following:</p> <ul style="list-style-type: none"> • Provide HEPA-filtered air-conditioned enclosed cabs on heavy equipment. Train workers on proper use of cabs, such as turning on air conditioning prior to using the equipment. • Provide communication methods, such as two-way radios, for use by workers in enclosed cabs. • Provide personal protective equipment, such as half-mask and/or full-mask respirators equipped with particulate filtration, to workers active in dusty work areas. • Provide separate, clean eating areas with hand-washing facilities for construction workers. • Clean equipment, vehicles, and other items before they are moved off site to other work locations. • Provide training for construction workers so they can recognize the symptoms of valley fever and promptly report suspected symptoms of work-related valley fever to a supervisor. • Direct workers that exhibit valley fever symptoms to immediately seek a medical evaluation. <p>Prior to initiating any grading, the construction contractor will provide the Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction, with copies of all educational training material and sign-in sheets of employees that received the training as verification.</p>
MM-AQ-3	<p>During project grading and construction, the Department of General Services (DGS) shall ensure that the project contractor adheres to the following measures to reduce diesel particulate emissions, including, but not limited to:</p> <ol style="list-style-type: none"> a. All cranes, forklifts, generator sets, rubber-tired dozers, tractors/loaders/backhoes, and welders shall be equipped with Tier 3 diesel engines with Level 3 diesel particulate filters or better. b. The engine size of construction equipment shall be the minimum size suitable for the required job. c. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest number is operating at any one time. d. Construction equipment shall be maintained in tune per the manufacturer's specifications. <p>The prime contractor will provide the DGS program manager, as the Department of Motor Vehicles authorized assignee for project construction, verification of equipment type used during construction.</p>

Department of Motor Vehicles Reedley Field Office Replacement Project

**Table 3-1
Mitigated Negative Declaration Mitigation Measures**

Biological Resources	
MM-BIO-1	<p>San Joaquin Kit Fox. The Department of Motor Vehicles, or an authorized assignee, shall designate a qualified biologist to implement measures to avoid potential impacts to kit fox pursuant to the Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance developed by the U.S. Fish and Wildlife Service (USFWS) (2011). These recommendations include, but are not limited to, the following as summarized and as applicable:</p> <ol style="list-style-type: none"> 1. Conducting a pre-construction/pre-activity survey for San Joaquin kit fox no less than 14 days and no more than 30 days prior to initiation of any construction-related activities. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than 30 days and no less than 14 days will have elapsed between the last survey and the commencement of ground-disturbance activities. A memo documenting the methods and results of the survey will be submitted to the California Department of Fish and Wildlife (CDFW) and USFWS within 1 week of the survey. 2. Contacting the CDFW and USFWS, prior to ground-disturbance activities, if an active natal/pupping kit fox den is located to discuss how the project can avoid take of San Joaquin kit fox or, if avoidance is not feasible, whether or not an incidental take permit will be necessary for the project to proceed. 3. Requiring project-related vehicles to observe a 20 mph speed limit in all project areas. 4. Minimizing the need for nighttime construction when kit foxes are most active. 5. Inspecting open construction pipes that have been stored or left in place for one or more overnight periods for kit foxes prior to pipes being buried, capped, or otherwise used or moved in any way to ensure that any kit foxes that may be utilizing a pipe as temporary shelter are not trapped or injured. If a kit fox is discovered inside a pipe, measures recommended by, and under the direct supervision of, the monitoring biologist shall be taken to allow a trapped kit fox to escape from a construction pipe. 6. Ensuring appropriate containment and disposal of all food-related trash items such as wrappers, cans, bottles, and food scraps from the project site on a daily basis. 7. Restricting the use of rodenticides and herbicides on the project site. 8. Providing escape ramps for all open, steep-walled trenches or ditches deeper than 2 feet to allow animals that have inadvertently fallen into the trench/ditch to escape. Escape ramps shall be constructed by earthen-fill or wooden planks and at a slope ratio no steeper than 2:1. 9. Contact the Sacramento office of the CDFW, and notify the Sacramento Fish and Wildlife Service office within 3 working days, should injury or mortality occur to a San Joaquin kit fox on the project site during construction activities. The information to be conveyed, and additional steps to be taken, shall follow that as described in USFWS 2011 referenced above. 10. Conducting a biological awareness program to site contractors addressing the identification of San Joaquin kit fox and measures to take should one be observed on the project site during construction activities. The program shall be presented prior to the initiation of any ground disturbance activities. Information to be provided at the biological awareness program shall include the topics as described in USFWS 2011 referenced above. A sign-in sheet of all participants shall be submitted to Department of General Service program manager, as the authorized designee for construction by the Department of Motor Vehicles.
MM-BIO-2	<p>Burrowing Owl. The Department of Motor Vehicles, or an authorized assignee, shall retain a qualified biologist to conduct burrowing owl surveys on the site and within a 500-foot buffer where legal access is available, prior to construction or site preparation activities. The survey shall be conducted no more than 30 days prior to commencement of construction activities and shall be conducted pursuant to the protocols identified in the California Burrowing Owl Consortium (CBOC) <i>Burrowing Owl Survey Protocol and Mitigation Guidelines</i> (CBOC 1993) and by the California Department of Fish and Wildlife (CDFW) <i>Staff Report on Burrowing Owl Mitigation</i> (CDFG 2012). These guidelines include, but are not limited to, the following measures that shall be implemented to avoid direct impacts on burrowing owls:</p>

Department of Motor Vehicles Reedley Field Office Replacement Project

**Table 3-1
Mitigated Negative Declaration Mitigation Measures**

	<ol style="list-style-type: none"> 1. If burrowing owls are observed using burrows during pre-construction surveys, no ground-disturbing activities shall occur within a distance of 50 to 500 meters (approximately 164 to 1,640 feet) of an active burrow. The actual no-disturbance buffer distance shall be determined by a qualified biologist and shall take into consideration whether or not the burrow is being used for nesting; the time of year; the level and extent of ground disturbance; existing vegetative, topographic, noise, or visual barriers between the burrow and proposed disturbance; and existing levels of human activity and land uses in the immediate area. For a nest burrow, the no-disturbance buffer shall be in place until any young are foraging independently and are capable of independent survival, as determined by a qualified biologist. For a non-nest burrow, the buffer shall be in place until, as determined by a qualified biologist, ground-disturbing activities have ceased, and there is no potential for additional disturbance to the burrow. 2. If a qualified biologist determines that a potential burrow observed during the surveys is unoccupied, and no burrowing owls are present on the site, the burrow may be excavated by hand and backfilled to ensure that the burrows are not occupied prior to construction. Occupied burrows that would be in danger of collapse or that cannot be avoided should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either: (1) the birds have not begun egg laying and incubation or (2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. In such cases, exclusion devices (pursuant to the CBOC and CDFW guidelines) shall not be placed until the young have fledged and are no longer dependent upon the burrow, as determined by a qualified biologist. 3. If non-breeding burrowing owls are observed using burrows during the surveys, owls using burrows that cannot be avoided by ground-disturbance activities shall be excluded from all active burrows (that are in danger of collapse) through the use of exclusion devices placed in occupied burrows in accordance with CBOC and CDFW protocols (CBOC 1993; CDFG 2012). 4. If owls are excluded from on-site burrows, a biological monitor shall conduct routine site surveillance of the project site during project activities at a sufficient rate, determined by the qualified biological monitor, to detect burrowing owls if they return and, if needed, to implement remedial measures to prevent subsequent owl use to avoid take.
MM-BIO-3	<p>Swainson's Hawk. Should initiation of construction be scheduled during the Swainson's hawk nesting season (February 1 through September 15), pre-construction Swainson's hawk surveys shall be conducted in accordance with the California Department of Fish and Wildlife (CDFW)-endorsed protocol for the Central Valley (Swainson's Hawk Technical Advisory Committee 2000). Given the urbanized nature of the project site, these surveys shall be conducted in areas of suitable nesting habitat within 0.25 miles of the site, including staging areas, where accessible. Pursuant to the protocols, surveys shall be conducted for at least two survey periods immediately prior to construction activities, if possible. If 21 days have lapsed from the end of the last survey to the beginning of construction activities, a pre-construction survey shall be conducted no more than 1 week prior to the start of scheduled construction activities during the Swainson's hawk nesting season.</p> <p>For any active Swainson's hawk nest found within 0.25 miles of proposed construction activities, a no-disturbance buffer shall be established and maintained until, as determined by periodic monitoring by a qualified biologist, the nest is empty and the young are no longer dependent on the nest. The actual no-disturbance buffer distance shall be determined by a qualified biologist and shall take into consideration the level and extent of construction disturbance; nesting phase of the active nest; existing vegetative, topographic, noise, or visual barriers between the nest and the project site; and existing levels of human activity and land uses in the immediate area. The biologist will issue periodic reports to the Department of Motor Vehicles on the status of the nesting hawks, noting whether hawks are still present and describing the stage of breeding activities and nesting behavior. Once the hawks have left the area, restrictions on construction shall be lifted. In addition, during the monitoring period, if any behaviors are observed indicating potential distress by the adult birds, the biologist will confer with the construction supervisors and CDFW to determine a course of action that will reduce distress levels for the nesting pair.</p>

Department of Motor Vehicles Reedley Field Office Replacement Project

**Table 3-1
Mitigated Negative Declaration Mitigation Measures**

	If a no disturbance buffer is not feasible, the applicant shall consult with CDFW to determine whether the project can avoid take. If take cannot be avoided, the applicant may need to apply for an Incidental Take Permit pursuant to Fish and Game Code Section 2081(b), prior to initiating ground-disturbing activities.
MM-BIO-4	<p>Nesting Birds. Within 30 days, or as otherwise determined by a qualified biologist based on species potentially occurring on or adjacent to the site, of initial ground-disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically, February through September in the project region), the Department of Motor Vehicles (DMV), or an authorized assignee, shall have nesting bird surveys conducted by a qualified biologist experienced with the nesting behavior of bird species of the region. The intent of the surveys is to determine if active nests of bird species protected by the federal Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 feet or more for raptors, depending on species) of the construction zone. The surveys shall be timed such that the last survey is concluded no more than 1 week prior to initiation of clearance/construction work. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than 1 week will have elapsed between the last survey and the commencement of ground-disturbance activities.</p> <p>If active bird nests are found, clearing and construction at a distance deemed sufficient by the qualified biologist shall be postponed or halted until the nest is vacated, young have fledged, and there is no evidence of a second attempt at nesting. The no-disturbance buffer distance shall take into consideration factors such as the species potentially affected by the disturbance; existing visual, noise, or topographic barriers between the disturbance area and the nest; the type, timing, and extent of the disturbance activity; and the nesting phase (nest building, incubation, age of young, etc.) of active nests being avoided. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. The results of the survey, in the form of a memo, and any avoidance measures taken, shall be submitted to the DMV within 30 days of completion of the pre-construction surveys and/or construction monitoring, to document compliance with applicable state and federal laws pertaining to the protection of native birds.</p>
Cultural Resources	
MM-CUL-1	<p>Prior to construction, all construction personnel will receive training from the project archaeologist regarding the appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations, including the potential for exposing subsurface archaeological resources and how to recognize possible buried resources. This training will include a presentation or prepared materials detailing procedures to be followed upon discovery or suspected discovery of archaeological materials, including Native American remains and their treatment. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all earth-disturbing work occurring in the vicinity (generally within 100 feet of the find) shall immediately stop, and a qualified professional archaeologist, meeting the Secretary of Interior's Professional Qualification Standards, shall be notified regarding the discovery. The archaeologist shall evaluate the significance of the find and determine whether additional study is warranted. If the discovery proves significant under California Environmental Quality Act (14 CCR 15064.5(f); PRC Section 21082) or Section 106 of the National Historic Preservation Act (36 CFR 60.4), additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.</p>
MM-CUL-2	<p>Prior to the commencement of any grading activity, Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction,, shall retain a qualified paleontologist, to ensure the implementation of a paleontological monitoring program. The Society of Vertebrate Paleontology (SVP 2010) defines a qualified paleontologist as having:</p> <ol style="list-style-type: none"> 1. A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.

Department of Motor Vehicles Reedley Field Office Replacement Project

**Table 3-1
Mitigated Negative Declaration Mitigation Measures**

	<ol style="list-style-type: none"> 2. At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts. 3. Proficiency in recognizing fossils in the field and determining significance. 4. Expertise in local geology, stratigraphy, and biostratigraphy. 5. Experience collecting vertebrate fossils in the field. <p>The qualified paleontologist shall attend any pre-construction meetings and manage the paleontological monitor(s) if he or she is not doing the monitoring. A paleontological monitor should be on site during all excavations below the depth of previously disturbed sediments. The SVP (2010) defines a qualified paleontological monitor as having:</p> <ol style="list-style-type: none"> 1. BS or BA degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring, or 2. AS or AA in geology, paleontology, or biology and demonstrated two years experience collecting and salvaging fossil materials in the state or geologic province of the specific project, or 3. Enrollment in upper division classes pursuing a degree in the fields of geology or paleontology and two years of monitoring experience in the state or geologic province of the specific project. 4. Monitors must demonstrate proficiency in recognizing various types of fossils, in collection methods, and in other paleontological field techniques. <p>The paleontological monitor shall monitor construction excavations below a depth of 5 feet in areas underlain by Quaternary alluvium and all excavations in areas underlain by elevated Quaternary alluvium as determined by the Qualified Paleontologist based on the construction plans. The paleontological monitor shall be equipped with necessary tools for the collection of fossils and associated geological and paleontological data. The monitor shall complete daily logs detailing the day's excavation activities and pertinent geological and paleontological data. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.</p> <p>Following the paleontological monitoring program, a final monitoring report shall be submitted to the Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction, for approval. The report should summarize the monitoring program and include geological observations and any paleontological resources recovered during paleontological monitoring for the project.</p>
MM-CUL-3	<p>In accordance with Section 7050.5 of the California Health and Safety Code, if potential human remains are found, earth-disturbing work in the vicinity (generally 100 feet is sufficient) should immediately halt, and the County Coroner shall be notified of the discovery. The coroner will provide a determination within 48 hours of notification. No further excavation or disturbance of the identified material, or any area reasonably suspected to overlie additional remains, shall occur until a determination has been made. If the County Coroner determines that the remains are, or are believed to be, Native American, they shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify those persons believed to be the most likely descendant (MLD) from the deceased Native American. The MLD may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work, the means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The MLDs shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.</p>

Department of Motor Vehicles Reedley Field Office Replacement Project

**Table 3-1
Mitigated Negative Declaration Mitigation Measures**

Hydrology	
MM-HYD-1	<p>Stormwater Quality. In compliance with the Municipal Separate Storm Sewer System (MS4) permit, the Department of General Services shall ensure that Low Impact Development features, such as bioswales and/or mechanical/filter treatment technology, are included in the final design and constructed prior to building occupancy. The Low Impact Development best management practices shall be designed based on the final design plans in accordance with the Phase II Small MS4 Program and associated City of Reedley Stormwater Quality Management Implementation Plan and shall target pollutants of concern in runoff from the project site. The minimum performance standards required under the Phase II Small MS4 Permit include:</p> <ul style="list-style-type: none"> • Source Control Measures: Source control measures seek to avoid introduction of water quality pollution/degradation altogether. Source control strategies include things like covering refuse/trash areas, properly managing outdoor storage of equipment/materials, minimizing use of pesticides and fertilizers in landscaping, using sumps or special area drains to send non-stormwater discharges to the sewer, ensuring regular grounds maintenance, etc. • Treatment Control Measures: Treatment control measures retain, treat and/or infiltrate the site runoff produced under normal circumstances, controlling both the quality and quantity of stormwater released to the City's conveyance system or directly to receiving waters. In most situations, this means implementing structural BMPs (e.g., infiltration, bioretention and/or rainfall harvest and re-use) to treat the volume and rate of runoff produced by 85th percentile storm (i.e., design capture volume). • Operation and Maintenance Requirement: The Small MS4 Permit requires that maintenance agreements stay in place with each property (executed and then recorded with the City/County Clerk Recorder) to ensure permanent treatment control measures developed on site are properly maintained and/or repaired in accordance with the stormwater quality control plan.
Noise	
MM-NOI-1	Noise-generating construction activities shall not occur between the hours of 7:00 p.m. and 7:00 a.m.
Traffic	
MM-TRAF-1	I Street/Dinuba Avenue (intersection no. 1). Prior to the first day of project operations, the Department of Motor Vehicles shall negotiate with and pay a fair-share contribution to the City to fund construction/installation of a traffic signal at this intersection.
MM-TRAF-2	East Avenue/Dinuba Avenue (intersection no. 2). Prior to the first day of operations of the proposed project, the Department of Motor Vehicles shall negotiate with and pay a fair-share contribution to the City to fund construction/installation of improvement traffic signal at this intersection.
MM-TRAF-3	Buttonwillow Avenue, Manning Avenue to Dinuba Avenue (roadway segment). Prior to the first day of operations of the proposed project, the Department of Motor Vehicles shall negotiate with and pay a fair-share contribution to the City of Reedley (City) to widen the roadway segment and construct a second lane in each direction (to become a four-lane roadway) per the City's street design standards.
MM-TRAF-4	<p>Buttonwillow Avenue/Dinuba Avenue (intersection no. 3). Prior to the first day of operations of the proposed project, the Department of Motor Vehicles shall negotiate with and pay a fair share contribution to the City of Reedley to implement the following improvements:</p> <ul style="list-style-type: none"> • Construct a second circulating lane in the roundabout. • Widen the southbound approach and construct a second approach lane. • Widen the westbound approach and construct a second approach lane.
MM-TRAF-5	Zumwalt Avenue/Dinuba Avenue (intersection no. 5). Prior to the first day of operations of the proposed project, the Department of Motor Vehicles shall negotiate with and pay a fair share contribution to the City to install a traffic signal.

**Department of Motor Vehicles
Reedley Field Office Replacement Project**

**Table 3-1
Mitigated Negative Declaration Mitigation Measures**


Tribal Cultural Resources	
MM-TCR-1	<p>Prior to construction, all construction personnel will receive training from a qualified cultural resources specialist regarding the appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations. This training will include a presentation or prepared materials detailing procedures to be followed upon discovery or suspected discovery of tribal cultural resources (TCRs). If potential archaeological resources, TCRs, or human remains are discovered during project activities, then work will cease in the immediate vicinity of the find. If the unanticipated resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in MM-CUL-1 in conjunction with the following provisions specific to the management of TCRs. A qualified cultural resources specialist will be contacted to inspect the find, and to assess if the resource is of Native American origin or otherwise has potential to be considered a TCR. If the resource is a potential TCR, the lead agency will be immediately contacted. Depending on the nature of the find, if the lead agency determines, pursuant to Public Resources Code Section 21074 (a)(2), that the find appears to be a TCR in its discretion and supported by substantial evidence, the Native American Heritage Commission-listed traditionally culturally affiliated tribes shall be contacted and provided a reasonable period of time to make recommendations. These representatives will be provided the opportunity to inspect the find on site. The lead agency will review recommendations, enlisting the aid of a qualified archaeologist or other specialists if needed, and move forward with management options determined to be reasonable and feasible. The project may recommence ground-disturbance activities in the vicinity of the find after it has complied with agency-approved recommendations. If human remains are found, then the procedures outlined in mitigation measure MM-CUL-3 (see Section 3.5.2, Impact Analysis) will be implemented.</p>

**Department of Motor Vehicles
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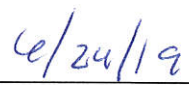
DETERMINATION: (To be completed by the Lead Agency)

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
Robert Crockett, Deputy Director
Administrative Services Division
Department of Motor Vehicles



Date

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EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or

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refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

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3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.1.1 Environmental Setting

A photographic inventory of the site and surrounding area was conducted by Dudek on January 30 and 31, 2019. For both days, atmospheric conditions were sunny and clear and the local temperature was 72°F and 77°F, respectively. Photographs were taken of the project site and surrounding area from several locations to support the characterization of the existing environmental setting. Photographs were taken between 2:00 p.m. and 4:00 p.m. using an Apple iPhone 6s. Figures 3.1-1 and 3.1-2 consists of images of the project site and the surrounding area.

In addition to photographs of the site and surrounding area, information utilized to evaluate the potential aesthetic impacts of the proposed project includes aerial maps of existing land uses and development, the project description, and project-specific design data (e.g., a site plan, building elevations, and exterior perspectives).

Regional and City Setting

The City of Reedley is located in Fresno County, both of which have a historically rural and agricultural character. The City's is primarily made up of its downtown commercial center, the Kings River corridor located along the western edge of the City, lower density residential neighborhoods with accompanying neighborhood commercials areas, and an evolving industrial area located in and adjacent to the southeast portion of the City. The project site is located within this concentrated area of industrial and agricultural uses, with nearby residential and commercial uses. Warehousing and other light-industrial uses with associated large buildings and open paved circulation, parking, and storage areas are common.

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Project Site

The project site is in the southern portion of the City and is situated approximately 1 mile east of the downtown area, and approximately 13 miles east of SR-99. The site is composed of three parcels, Assessor's Parcel Numbers 370-400-33, 370-400-34, and 370-400-35, and is located immediately north of East Dinuba Avenue between South Orange Avenue and South Buttonwillow Avenue (Chapter 2, Project Description, Figure 2-1, Location Map).

The approximately 3.5-acre vacant project site is primarily covered with low grasses and shrubs. There are no trees, buildings, structures, or utilities on the site. While the site is unfenced, the northern boundary of the site borders a cement masonry unit wall that separates the property from the residential neighborhood to the north. Photos A through C in Figure 3.1-1 provide views across the existing project site.

Surrounding Area

Lands immediately surrounding the project site are developed with residential, commercial, industrial, agricultural, and recreational uses. Inactive and active agricultural lands are prevalent in the project area. The four-way intersection of East Dinuba Avenue and South Buttonwillow Avenue is located southwest of the project site and forms a roundabout. Landscaping consisting of green turf, street trees, and drought-tolerant plants is found on all the streets as they approach the intersection, as well as raised landscaped center medians and a circular raised landscaped median in the center of the roundabout. Photos in Figure 3.1-2 provide views of adjacent uses to the north, south, west, and east, as described below.

North: An approximately 6-foot-tall, tan masonry unit wall along East Cherry Lane forms the northern boundary of the project site. The south side of East Cherry Lane is lined by the block wall, street trees, and hedges, and on the north by street trees, grass turf, sidewalks, and single-family homes. Figure 3.1-1, Photo A, depicts the tan wall, street trees, and residences to the north of the project site. The residential neighborhood consists of one-story tract homes on small landscaped lots, with wood exteriors painted in tan and grey shades and stone accent pillars that frame front porches. Additional one- and two-story single-family homes are north of the tract homes, and agricultural croplands are located north of the residential neighborhood. The block wall screens views to the project site from East Cherry Lane and the existing residences. As viewed from the project site, the crowns of mature trees and the slanted roofs of the tract homes are visible above the wall.

South: The southern boundary of the project site is formed by East Dinuba Avenue, which is a two lane road with a center turn lane. The north side of the road is developed with a bike lane,

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curb, gutter, sidewalk, and streetlights. A fire hydrant is located along the sidewalk at the approximate midway point along the southern property boundary, as well as at the corner of East Dinuba Avenue and South Orange Avenue. Roadside landscaping is unkempt, consisting of dry grasses and shrubs. A self-storage facility is located south of the project site, across East Dinuba Avenue (see Figure 3.1-2, Photo A). The storage facility has a two-story Victorian style main office building, constructed of red brick and off-white wood paneling, with white pillars supporting an extended roofline. A driveway and three parking spaces are located immediately in front of the office building, and the storage units are located behind a wrought-iron electric security gate. The storage units are simple, rectangular one- and two- story buildings that are off-white with white trim and dark grey A-frame roofs. An approximately 6- to 7-foot-tall white wall with red brick accenting, as well as a variety of trees, separate the facility from the road, largely screening views to the storage units.

Vacant land consisting of dry grasses and loose dirt is located to the west of the storage facility. East of the storage facility, an overhead electrical distribution line supported by narrow and thin wood poles parallels the south side of the road, which has no sidewalk, curb, or gutter. A white single-story, single-family home is located immediately east of the self-storage facility, with a small landscaped front yard. Vacant agricultural fields extend to the east and south of the home.

Reedley Sports Park, a recreational area with sports fields and overhead field lighting, is located approximately 0.25 miles southeast of the project site, adjacent to agricultural land on the south side of East Dinuba Avenue. A tall, white water tower identifying “Reedley Sports Park” in red lettering is located within the agricultural fields immediately south of the sports park (see Figure 3.1-2, Photo B).

West: A small commercial area, consisting of a gas station, a mini-mart, a parking lot, and drought-tolerant landscaping, is located directly west of the project site in the northeast corner of the intersection of East Dinuba Avenue and South Buttonwillow Avenue (see Figure 3.1-2, Photo C). Three oak trees separate the project site from the commercial property, which is surrounded by additional trees and roadside landscaping to the west. Lands directly west, north, and south of the commercial property are vacant agricultural land, with the exception of a portion of the residential neighborhood to the north. Beyond the vacant agricultural land, additional residential development is located to the west and northwest. Agricultural industrial uses are located to the southwest and across the intersection, consisting of large, boxy buildings, parking lots, overhead lighting, and vacant dirt lots.

East: South Orange Avenue, an unmarked two-lane road with curbs, gutters and sidewalks, runs north-south along the eastern project boundary. The eastern side of the road is lined with street trees and low-lying vegetation. A two-story apartment complex (Kings River Commons) with a

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stucco exterior painted in tan and green earth tones is located on the east side of the road (see Figure 3.1-2, Photo D). A tan, wrought-iron fence surrounds the apartment complex, and an outdoor children's play area is visible from the road. Additional single-family residential homes are located east and north of the apartment complex, beyond which the land primarily consists of agricultural uses.

Scenic Vistas

There are no protected scenic vistas designated within the City or the immediate unincorporated areas adjacent to the City (City of Reedley 2014a; County of Fresno 2000a). However, views to agricultural lands that surround much of the City could be considered aesthetically valuable. Other potentially valuable scenic vistas occasionally offered throughout the City include eastward views to the Sierra Nevada Mountains (approximately 10 miles east of the project site) and views toward and within the Kings River corridor (approximately 1.5 miles west of the project site). The Kings River corridor provides significant open space and natural scenic views within/adjacent to the City (City of Reedley 2013).

Scenic Highways

Segments of four eligible State Scenic Highways (SR-198, SR-33, SR-168, and SR-180) and one officially designated State Scenic Highway (SR-180) are located within the County. The nearest designated scenic segment of SR-180 is located approximately 7 miles north of the City (Caltrans 2018). No eligible or officially designated scenic highways are within or adjacent to the City, and no scenic highway are visible to or from the project site.

Light and Glare

The project site has no existing sources of light or glare on site. The site is vacant, and no buildings or structures are located on site. Existing sources of light and glare operating in the project area are typical of residential, commercial and industrial areas. For example, interior and exterior building lights emanate from residential, commercial, and industrial uses. Parking lot lights, illuminated street signs, and streetlights on adjacent streets and along residential roads north of the project site contribute to existing lighting and glare conditions. Additionally, the Reedley Sports Park, approximately 0.25 miles southeast of the project site, features field lighting for nighttime use of the athletic fields.



Photo A - View of the project site looking northwest from the intersection of East Dinuba Avenue and South Orange Avenue



Photo B - View of the project site looking west from South Orange Avenue



Photo C - View of the project site looking northeast from East Dinuba Avenue

FIGURE 3.1-1

Existing Conditions - Project Site

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Photo A – View looking south from southern boundary of the project site, across East Dinuba Avenue toward the self-storage facility



Photo C – View looking north from East Dinuba Avenue toward commercial property, west of the project site



Photo B – View looking southwest toward Reedley Sports Park from East Dinuba Avenue, approximately 0.25 miles east of the project site



Photo D – View looking north-northeast toward multi-family residential community east of the project site

FIGURE 3.1-2

Existing Conditions - Surrounding Area

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3.1.2 Impact Analysis

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

No Impact. There are no designated scenic vistas within the City limits or in the immediately unincorporated areas adjacent to the City. However, aesthetically pleasing views of agricultural lands, distant mountains, and the Kings River corridor are offered from areas within the City. As shown in Figure 3.1-1, Photos A and B, the existing views to the west and northwest beyond the project site do not extend to the Kings River corridor. The silhouette of the distant terrain of the Sierra Nevada range is visible to the east and north from some locations along public roads near the project site, as shown in Figure 3.1-2, Photo D. Due to intervening development, these scenic elements are not directly visible from the project site, and project development would not impair existing views to these features. Specifically, the construction and operation of the 13,701-square-foot, single-story (up to 35-foot-tall) field office building and other proposed vertical elements, including the 22-foot-tall light poles and up to 14-foot-tall solar canopy, on the site would not obscure or interrupt aesthetically pleasing views to agricultural lands, mountain terrain, or the Kings River corridor. The project would not obscure or interrupt views to or from designated scenic vistas. Therefore, **no impacts** to scenic vistas would occur.

Mitigation Measure: No mitigation is required.

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. While there is one officially designated state scenic highway in the County, the designated scenic segment of SR-180 does not traverse the City limits. The nearest designated scenic segment of SR-180 is located approximately 8.6 miles north of the project site. The project site is not visible from a state-designated or eligible scenic highway, and there are no designated or eligible state scenic highways visible from the project site. As such, **no impacts** to scenic resources within a state scenic highway would occur.

Mitigation Measure: No mitigation is required.

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

Figure 2-2 of this IS/MND illustrates the site plan and on-site circulation for the approximately 3.5-acre property; and Figure 3.1-3, Proposed Building Elevations, details

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the east and south elevations of the field office building. The figure also identifies proposed building materials and accent features.

As shown on Figure 3.1-3, the exterior of the building would primarily be made of concrete masonry, cement plaster, metal panel siding, metal trim, and glass windows, and metal overhangs over the entry area and outdoor seating area on the southeast corner of the building. Additionally, the glass windows on the east side of the building would include aluminum sunshades. The design of building systems would create an assortment of lines and angles, and the incorporation of varied building materials would enhance visual interest relative to the existing undeveloped site. The entry area and outdoor seating area on the east side of the building would include overhangs for shading and raised planters; and the site would be landscaped with easily maintained drought-tolerant plants. Lastly, a total of 169 parking spaces would be provided to the east, west, and north of the building, including 104 spaces to the east, 12 parking spaces to the west, and a 53-space parking area along the northern property boundary, would be covered with a structural steel canopy topped with solar panels (Figure 2-2).

Black and white exterior perspectives of the proposed field office building and site are provided on Figure 3.1-4, Conceptual Building Renderings, and illustrate the character of the project structure from different angles.

Construction

Construction activities would introduce workers and heavy equipment to the area. During the 15-month construction period, site preparation and building activities would introduce new lines, forms, color, and textures to the normally quiet site. The primary viewer group provided views to project construction would be motorists on surrounding streets (East Dinuba Avenue and South Orange Avenue) and nearby residents. While impacts to private residential views are not generally considered under CEQA, the views provided to the nearest residents would be similar to those available to passing motorists. Project construction would be visible to local viewer groups and would alter the existing character of the undeveloped site. However, construction workers and equipment would be present for a limited timeframe (i.e., approximately 15 months), and construction effects to the existing visual quality of the undeveloped site would be temporary. As such, impacts to the existing character and quality of the site and surroundings during construction would be **less than significant**.

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Operation

As proposed, the DMV Reedley field office building would present an organized appearance consistent with that of DMV facilities across the state, and building and site signage would quickly convey to the public the intent and functionality of the structure. Visible DMV signage would be affixed to the south façade of the structure and would convey the DMV's presence to the public. The project would display a cohesive, modern aesthetic that would be punctuated by a variety of building materials, non-continuous façades, horizontal and diagonal lines, and a context-sensitive landscape scheme. Building design would incorporate windows on the east, north and south façades that would lighten interior spaces and enhance daylighting opportunities. The height and mass of the new single-story structure would be comparable to that of multifamily residential and commercial development in the area (Figure 3.1-2). Construction of a modern, low-profile structure that incorporates a variety of building materials (Figures 3.1-3 and 3.1-4) would enhance visual interest when compared to the currently vacant site. Further, existing visual quality of the low grass and shrub covered site would be improved through the introduction of a field office and landscaping that would create visible contrast with the existing vacant, horizontal terrain.

Because of the generally low visual quality displayed by existing features on the site and because the new DMV field office building would be of a similar mass and scale as existing development in the immediate area, the project would not substantially degrade the existing visual character or quality of the site and its surroundings. Further, the project landscaping plan would help to soften the appearance of the new field office building as viewed from off-site vantage points. Therefore, with the proposed building design and with implementation of the project landscape plan, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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

Light

Construction

Construction of the project would normally occur Monday through Saturday between 7:30 a.m. and 4:30 p.m. Construction activities would typically occur during daylight hours, and nighttime lighting on the project site would not typically be required during the approximately 15-month construction phase. However, temporary lighting may be brought to the project site and operate if after-hours or weekend work is determined to be necessary

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for specific activities. After-hours or weekend work would not be typical during the construction phase, and during sporadic use, mobile lighting sources would be fully shielded and directed downward to minimize skyglow and light trespass onto adjacent properties. Further, mobile lighting would be focused on the area of active construction such that the entirety of the 3.5-acre project site would not be illuminated. Because use of nighttime lighting during construction would be irregular, and mobile lighting sources would be fully shielded and directed downward, construction lighting would not adversely affect nighttime views in the area or create substantial glare. Therefore, impacts associated with the occasional use of mobile lighting during construction would be **less than significant**.

Operation

The project would include the installation of nighttime lighting sources on the currently vacant 3.5-acre site. As shown on Figure 3.1-5, Conceptual Lighting Plan, sources of lighting installed on the project site would include pole-mounted lights, surface-mounted canopy lights, and wall-mounted lighting on the field office exterior. The project would install twenty-one 22-foot-tall and three 8-foot-tall pole-mounted LED light fixtures, 22 surface-mounted LED lights under the proposed solar canopy and carport, and 10 wall-mounted exterior building LED lights for safety and security purposes. Pole-mounted lights would be distributed throughout the site, and canopy lighting would be concentrated under the parking canopy along the northern property boundary as well as under the carport on the west side of the building.

Nearby sensitive receptors include the residential uses to the north and east, and a single residence to the south. The majority of project lighting would be concentrated near the proposed building on the western portion of the site. Project lighting near the residential properties to the north and east would consist of pole-mounted parking lot lighting and suspended canopy lighting mounted underneath the solar canopy. Light fixtures would be fully shielded and directed downward to minimize light trespass and skyglow. The proposed solar canopy and the existing wall that separates the residential properties to the north from the project site would also reduce light trespass to the north. Further, the proposed lighting plan does not include blinking, flashing, or oscillating light sources.

There is no light trespass threshold established by the City Municipal Code; however, Section 10.8.3 indicates that no objectionable illumination or glare shall be permitted within commercial districts. Further, all light fixtures would be consistent with CALGreen for illumination. CALGreen sets forth minimum requirements based on Lighting Zones, as defined in Chapter 10 of the California Administrative Code. The requirements are designed to minimize light pollution in an effort to maintain dark skies and ensure new development

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reduces backlight, uplight, and glare (BUG) from exterior light sources (CALGreen 2016). The project site is located within Lighting Zone 2, which establishes ambient illumination standards for rural areas (California Administrative Code 2016). The project would be required to comply with the maximum allowable BUG rating for Lighting Zone 2, as defined in Table 5.106.8 [N] of the CALGreen. Further, exterior project lighting would be controlled by a building management system, including dusk and dawn timers, motion sensors and dimming modules.

With adherence to the CALGreen for illumination and implementation of the previously outlined design considerations, operational lighting would not adversely affect nighttime views in the area, and impacts would be **less than significant**.

Glare

As proposed, the field office would incorporate a variety of building materials. As depicted on Figure 3.1-3, building materials would primarily include concrete masonry, cement plaster, metal panel siding, and glass windows. The entry area and outdoor seating area on the southeast corner of the building would include metal canopy overhangs for shading. Although metallic materials and glass have been incorporated into project design, the façades of the new field office building would not create substantial glare that would affect daytime views. Metallic materials would typically be finished and display a dull veneer. Selected glass would have a low exterior reflectance percentage to maximize daylighting opportunities to interior building spaces. Therefore, building materials would not create a new source of substantial light or glare that would adversely affect daytime views in the area.

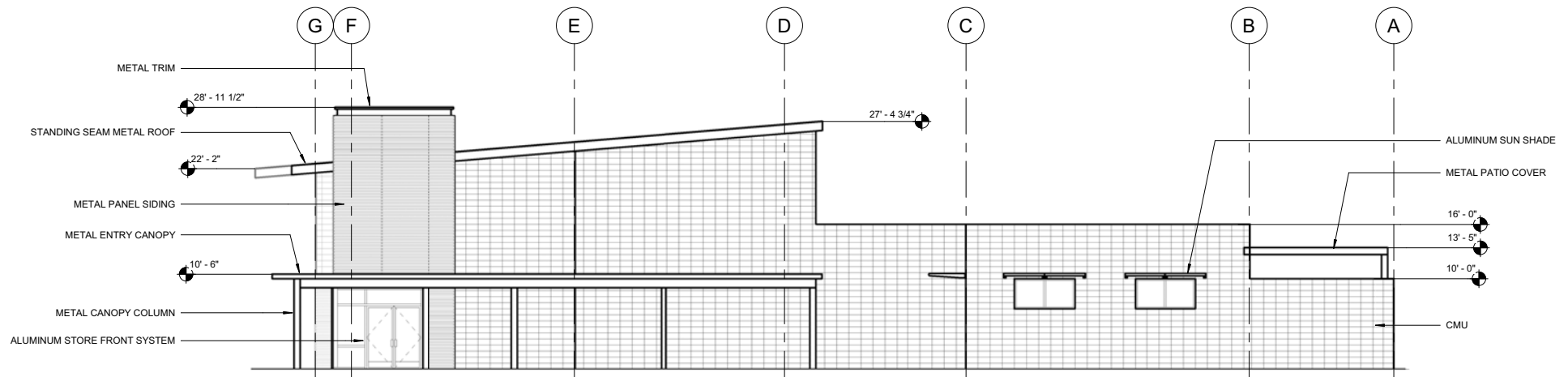
Solar panels would be located on the covered parking canopy along the northern boundary of the project site. The solar panels would comprise potential sources of glare on the project site. Glint (a momentary flash of light) and glare (a more continuous source of excessive brightness relative to the ambient lighting) can occur from solar energy components, including some photovoltaic panels. The solar panels would be on fixed racks, angled to the south to improve solar output, and would have an anti-reflective coating. The solar canopy over the parking spaces would be up to 16 feet wide by 533 feet long. The angled solar canopies would be 10 feet tall at the lowest point and 14 feet tall at the highest point.

Due to the angle of the panels, the application of anti-reflective coatings, and the lack of sensitive land uses to the south of the project site, operation of solar panels atop the parking canopies would not result in substantial glare that would be received by off-site receptors. Further, as previously discussed, the project would be required to comply with the California

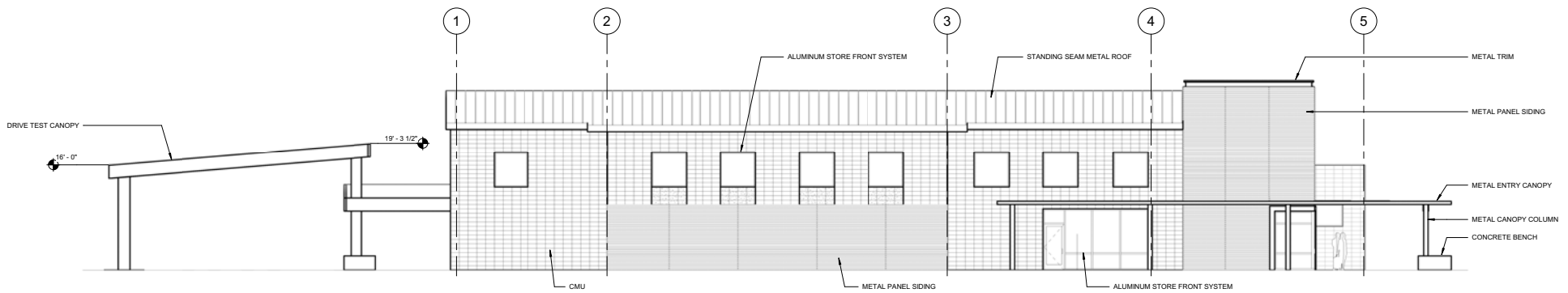
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Green Building Code, which establishes maximum allowable BUG ratings, which include glare. Therefore, glare impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.



East Elevation



South Elevation

SOURCE: California Department of General Services, 2019

DUDEK

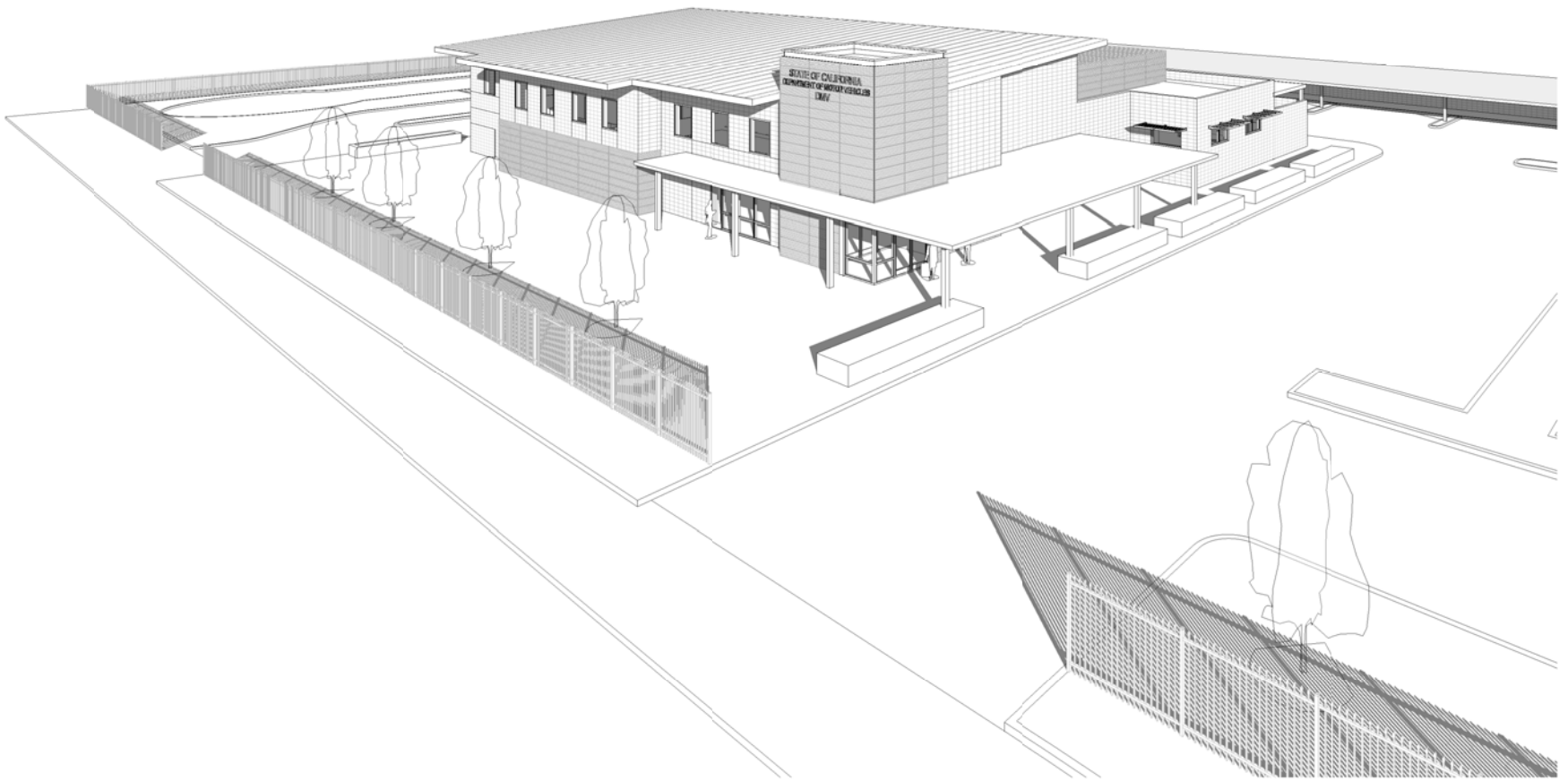
FIGURE 3.1-3

Proposed Building Elevations

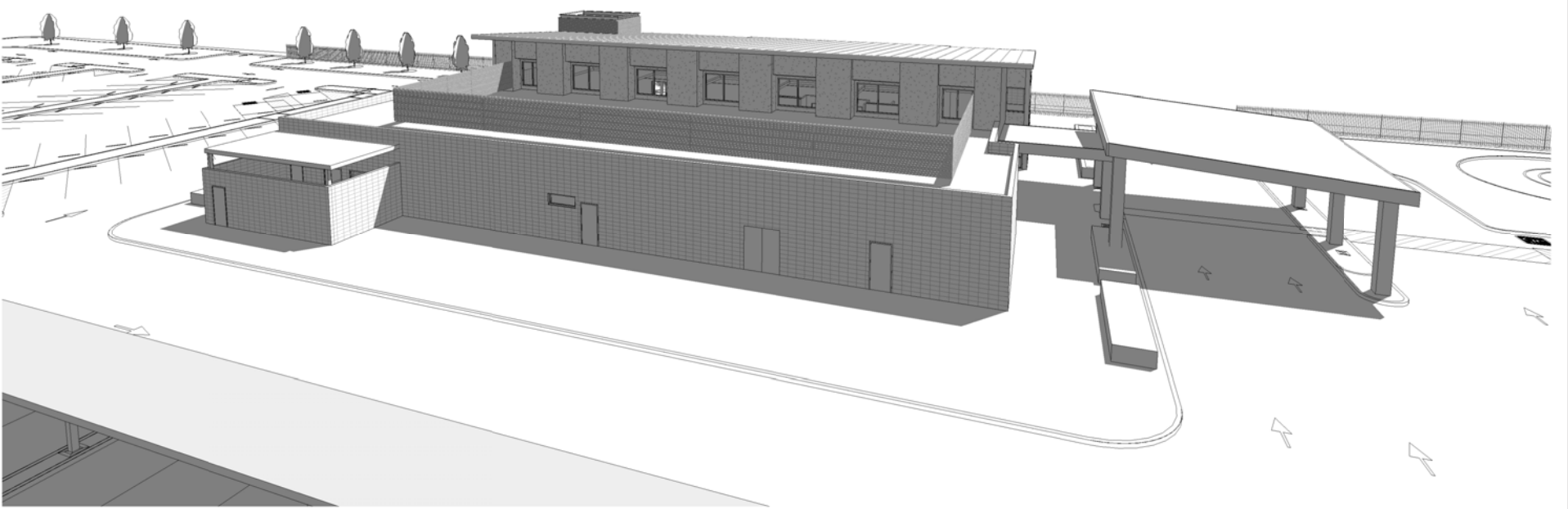
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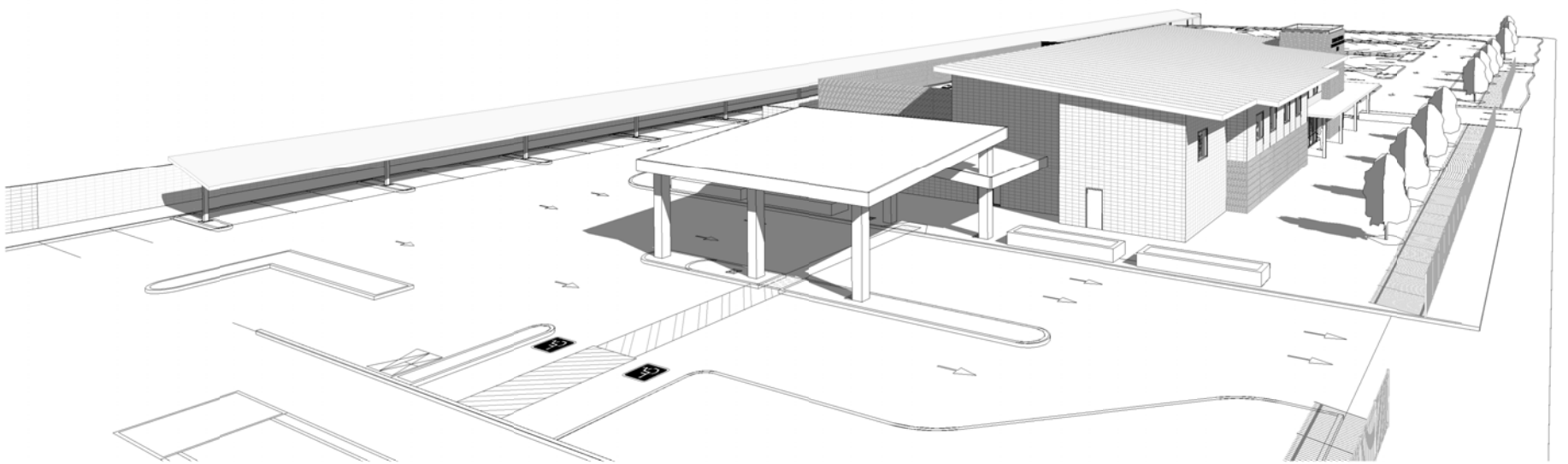
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South and East Exterior

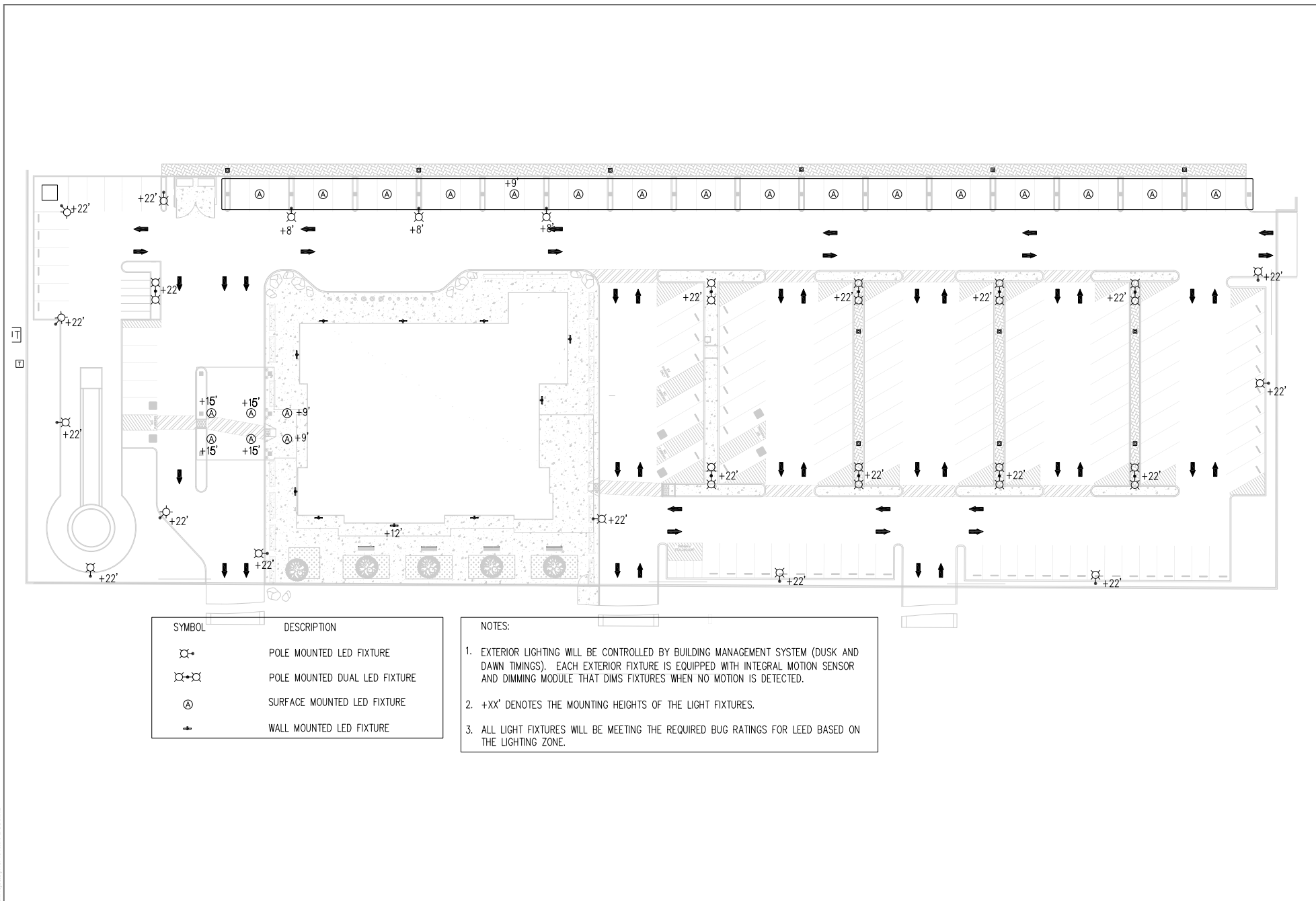


North Exterior



South and West Exterior

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SOURCE: California Department of General Services, 2019

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3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.2.1 Environmental Setting

The approximately 3.5-acre project site is relatively flat and is undeveloped with no buildings, structures, or utilities present. The site was formerly used as agricultural land from 1969 until 1998. The vacant site primarily consists of dirt, dry grasses, and shrubs; there are no trees on site. According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the project site is designated as Urban and Built Up Land (DOC 2018).

Parcels surrounding the project site consist of residential development to the north and east, commercial to the west, and agricultural and commercial to the south. East Dinuba Avenue and South Orange Avenue are adjacent to the southern and eastern project boundaries,

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respectively. A self-storage facility is located south of the project site, across East Dinuba Avenue, adjacent to agricultural land to the east and vacant land to the west. Additionally, the surrounding land to the south and east, outside of the City boundaries, consists primarily of agricultural land. The FMMP designates lands immediately surrounding the project site as Urban and Built Up Land (DOC 2018). Lands southeast of the project site across East Dinuba Avenue are designated as Prime Farmland, and lands further east are designated as Farmland of Local Importance by the FMMP (DOC 2018).

The site was formerly used as agricultural land until some point between 1969 and 1998 (NETR 2018). In January 2001, the City Council adopted the Reedley Specific Plan (SP), which guides future development in the fringe areas of the City, including the project area (City of Reedley 2001). Consistent with the Specific Plan, annexation of the project site and surrounding area to the City commenced in 2001, and in October 2001, the City Council adopted a General Plan Amendment to change the land use and zoning designations for parcels in the northeast quadrant of Dinuba Avenue and Buttonwillow Avenue, including the project site. The land use designation in the project area was changed from County Agricultural to City Medium Density Residential, High Density Residential, and Neighborhood Commercial.

3.2.2 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?*

The FMMP designates the project site as Urban and Built Up Land (DOC 2018). The project site is currently vacant and has not been used for agricultural purposes since the late-1990s. In 2001, the project site was annexed into the City and redesignated from County Agricultural to City Medium Density Residential, High Density Residential, and Neighborhood Commercial, with adoption of the Reedley Specific Plan in 2001 (City of Reedley 2001). The City's current General Plan designated the project site as high density (15–29 dwelling units/acre) Residential and Neighborhood Commercial (City of Reedley 2014a). Therefore, the project would not convert any Important Farmland to non-agricultural use. **No impact** would occur.

Mitigation Measure: No mitigation is required.

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

The project site is not associated with a Williamson Act contract (DOC 2016), and is zoned SP Neighborhood Commercial (CN-SP) and SP Multi-family Residential (RM-SP) (City of Reedley 2015). Additionally, the lands surrounding the project site are not enrolled in a Williamson Act contract (DOC 2016). Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and **no impact** would occur.

Mitigation Measure: No mitigation is required.

- 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))?*

The project site is not located on or adjacent to land zoned for forest land or timberland, including timberland zoned Timberland Production. The vacant site is zoned SP Neighborhood Commercial (CN-SP) and SP Multi-family Residential (RM-SP) (City of Reedley 2015) and contains no trees. The site primarily consists of dirt, dry grasses, and shrubs. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

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

The project site is not located on or in the vicinity of land zoned for forest land; therefore, **no impacts** related to loss or conversion of forest lands would occur.

Mitigation Measure: 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?*

The project site is not designated as Important Farmland designated by the FMMP (DOC 2018) and is not zoned for agricultural uses. The site is primarily surrounded by commercial and residential land uses, and land to the southeast and east is largely active

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farmland. The proposed project would be built within the existing zoning on the project site and would not result in other changes in the existing environment which would result in the conversion of Farmland or forest land to non-agricultural use. **No impact** would occur.

Mitigation Measure: No mitigation is required.

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3.3 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.3.1 Environmental Setting

The project area is located within Fresno County and within the San Joaquin Valley Air Basin (SJVAB). The area within the SJVAB is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

Proposed construction and operational activities for the project were analyzed to determine whether those activities would result in emissions of criteria air pollutants that may cause exceedances of the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS), or contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns (PM_{2.5}), and lead (Pb). Pollutants that are evaluated herein include reactive organic gases (ROG) and oxides of nitrogen (NO_x), which are important because they are precursors to O₃, as well as CO, sulfur oxides (SO_x), PM₁₀, and PM_{2.5}.

The Environmental Protection Agency has designated the SJVAB as a nonattainment area for the federal 8-hour O₃ standard, and the California Air Resources Board (CARB) has designated

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the SJVAB as a nonattainment area for the state 1-hour and 8-hour O₃ standards. The SJVAB has been designated as a nonattainment area for the state 24-hour and annual PM₁₀ standards, nonattainment area for the federal 24-hour and annual PM_{2.5} standards, and nonattainment area for the state annual PM_{2.5} standard. The SJVAB is designated as unclassified or attainment for the other criteria air pollutants.

Further, Fresno County is where valley fever, caused by the fungus *Coccidioides immitis*, is considered endemic. Rates of valley fever are relatively high in Fresno County. The Fresno County Department of Public Health, reported 101 cases of valley fever in 2017 (Fresno County 2017). This fungus lives in the top 2–12 inches of soil; therefore, during soil disturbance, the fungal spores can be released into the air. The spores are too small to be seen by the naked eye, and there is no reliable way to test the soils for spores (CDPH 2013).

Appendix G of the CEQA Guidelines states that significance criteria established by the applicable air district may be relied upon to determine whether a project would have a significant impact on air quality. The SJVAPCD *Guidance for Assessing and Mitigating Air Quality Impacts* has established emissions-based thresholds of significance for criteria air pollutants (SJVAPCD 2015). The SJVAPCD has established significance thresholds for construction emissions and operational permitted and non-permitted equipment and activities, and it recommends evaluating impact significance for these categories separately. These thresholds of significance are based on a calendar-year basis, although construction emissions are assessed on a rolling 12-month period. The SJVAPCD mass annual construction and operational thresholds are as follows: 10 tons per year for ROG, 10 tons per year day for NO_x, 100 tons per year for CO, 27 tons per year for SO_x, 15 tons per year for PM₁₀, and 15 tons per year for PM_{2.5}.

3.3.2 Impact Analysis

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

A project is non-conforming with an air quality plan if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable SJVAPCD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). Zoning changes, specific plans, general plan amendments and similar land use plan changes which do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to comply with the applicable air quality plan (SJVAPCD 2015).

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The project would comply with applicable SJVAPCD rules and regulations such as Regulation VIII, Fugitive PM₁₀ Prohibitions, and Regulation IX, Mobile and Indirect Sources. The project would be consistent with the City's land use designation for the western and central parcel. However, the project would not be consistent with the project's eastern parcel (designated as high density residential). Neither the current use of the site nor the proposed field office would constitute a residential land use.

The project would accommodate up to 24 employees, which is 2 more than the existing DMV. The Fresno Council of Government's (FCOG's) latest growth projections are the Fresno County 2050 Growth Projections, which are taken into account within the SJVAPCD air quality plans for PM, O₃, and CO in addition to the State Implementation Plan (FCOG 2017a). The projections for the City show total employment of 7,010 in 2020 and 7,570 in 2025, for an annualized growth rate of 112 jobs per year. Therefore, the increase of 24 jobs in 2022 would be within the growth projections of the SJVAPCD air quality plans.

Although the project would not be consistent with the existing land use for one of the parcels, the project would not result in growth in excess of that accounted for within the SJVAPCD air quality plans. As shown in Tables 3.3-1 and 3.3-2, the project would not exceed the SJVAPCD significance thresholds during construction or operation.

In summary, because the project would not exceed growth projections and would not exceed the SJVAPCD significance thresholds during construction or operation, the project would not conflict with or obstruct implementation of the applicable air quality plan and would result in a **less-than-significant impact**.

Mitigation Measure: No mitigation is required.

- b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

Construction Emissions

For purposes of estimating project emissions and based on information provided by DMV and California Emissions Estimator Model (CalEEMod) default values, this analysis assumes that construction of the new DMV facility would commence in January of 2021 and would last approximately 15 months, ending in March 2022. The analysis contained herein is based on the following assumptions (duration of phases is approximate):

- Site Preparation – 1 week (January 2021)
- Grading – 2 weeks (January 2021)

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- Trenching – 4 weeks (January 2021)
- Building Construction – 46 weeks (January 2021 – March 2022)
- Paving – 4 weeks (January 2022–March 2022)
- Architectural Coating – 4 weeks (January 2022–March 2022)

The construction equipment mix used for the criteria air pollutant emissions modeling of the proposed project is shown in Table 2-1 of Chapter 2, Project Description, and is based on CalEEMod defaults. For this analysis, it was generally assumed that heavy construction equipment would operate at the site 5 days a week during project construction, although equipment could operate fewer hours depending on the construction activity and is noted as such.

Construction of the project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and ROG off-gassing) and off-site sources (i.e., vendor trucks and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

Construction emissions were calculated for the construction period associated with each phase and reported as the annual emissions reported as the highest rolling 12 months estimated during construction. Construction schedule assumptions, including phase type, duration, and sequencing, were based on information provided by the DMV and are intended to represent a reasonable scenario based on the best information available.

Implementation of the project would generate air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, and architectural coatings. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM₁₀ and PM_{2.5} emissions. The project would comply with SJVAPCD Rule 8021 to control dust emissions generated during the grading activities, which would be required as a condition of approval. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active sites to maintain acceptable levels of dust generation. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of ROG_s, NO_x, CO, PM₁₀, and PM_{2.5}.

Table 3.3-1 presents the estimated maximum annual construction emissions generated during construction of the project. Details of the emission calculations are provided in

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Appendix 3.3-1. The project would also comply with SJVAPCD Rule 9510, Indirect Source Review, which requires development projects to reduce exhaust emissions from construction equipment by 20% for NO_x and 45% for PM₁₀ compared to the statewide average. This is reflected as well in Table 3.3-1. The reductions taken in Table 3.3-1 are compared to the statewide average fleet, which is calculated using the Sacramento Metropolitan Air Quality Management District's Construction Mitigation Tool. A copy of the completed tool for the project is included in Appendix 3.3-1.

**Table 3.3-1
Estimated Construction Criteria Air Pollutant Emissions – Unmitigated**

Month/Year	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Tons per month					
January 2021	0.05	0.49	0.38	0.00	0.04	0.03
February 2021	0.02	0.21	0.20	0.00	0.02	0.01
March 2021	0.02	0.21	0.20	0.00	0.02	0.01
April 2021	0.02	0.21	0.20	0.00	0.02	0.01
May 2021	0.02	0.21	0.20	0.00	0.02	0.01
June 2021	0.02	0.21	0.20	0.00	0.02	0.01
July 2021	0.02	0.21	0.20	0.00	0.02	0.01
August 2021	0.02	0.21	0.20	0.00	0.02	0.01
September 2021	0.02	0.21	0.20	0.00	0.02	0.01
October 2021	0.02	0.21	0.20	0.00	0.02	0.01
November 2021	0.02	0.21	0.20	0.00	0.02	0.01
December 2021	0.02	0.21	0.20	0.00	0.02	0.01
January 2022	0.12	0.23	0.26	0.00	0.02	0.01
February 2022	0.12	0.23	0.26	0.00	0.02	0.01
March 2022	0.12	0.23	0.26	0.00	0.02	0.01
Maximum Rolling 12-Month Total Emissions	0.58	2.83	2.62	0.01	0.12	0.14
<i>SJVAPCD Threshold</i>	<i>10</i>	<i>10</i>	<i>100</i>	<i>27</i>	<i>15</i>	<i>15</i>
Threshold Exceeded?	No	No	No	No	No	No
Total Annual Emissions with ISR Compliance¹	NA	2.29	NA	NA	0.05	NA
Threshold Exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SJVAPCD = San Joaquin Valley Air Pollution Control District; ISR = Indirect Source Review.

¹ This row reflects minimum required emissions reductions in NO_x and PM₁₀ to comply with Rule 9510.

Source: See Appendix 3.3-1 for complete results.

The maximum rolling 12-month emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5} emissions would occur as a result of off-road equipment operation and on-road vendor trucks and worker vehicles. As shown in Table 3.3-1, maximum rolling 12-month construction emissions would not exceed the SJVAPCD annual significance thresholds for

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ROG, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} during construction. Similarly, when complying with the SJVAPCD Rule 9510 for Indirect Source Review, the project would not exceed the significance thresholds. Therefore, construction emissions for the project would be less than significant.

Standard construction practices that would be employed to reduce fugitive dust emissions include the following:

- Develop a dust control plan to outline how the project will comply with Rule 8021 and minimize fugitive dust during construction.
- Minimize and cleanup trackout onto paved roads.
- Cover haul trucks.
- Rapid cleanup of project-related trackout or spills on paved roads.
- Minimize grading and soil movement when winds exceed 30 mph.
- Implement a speed limit of 15 mph during all construction phases for vehicles traveling on unpaved roads.

Operational Emissions

Emissions from the operational phase of the project were estimated using the CalEEMod version 2016.3.2 and include area, energy, and mobile source emissions. The following paragraphs describe these sources in detail. An operational year of 2022 was assumed following completion of construction.

Area Sources

CalEEMod was used to estimate operational emissions from area sources, including emissions from consumer product use, architectural coatings, and landscape maintenance equipment. Emissions associated with natural gas usage in space heating and water heating are calculated in the building energy use module of CalEEMod, as described in the following text.

Consumer products are chemically formulated products used by household and institutional consumers, including detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products. Other paint products, furniture coatings, or architectural coatings are not considered consumer products (CAPCOA 2017). Consumer product ROG emissions were estimated in CalEEMod based

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on the floor area of buildings and default factor of pounds of ROG per building square foot per day. The CalEEMod default values for consumer products were assumed.

ROG off-gassing emissions result from evaporation of solvents contained in surface coatings, such as in paints and primers used during building maintenance. CalEEMod calculates the ROG evaporative emissions from the application of surface coatings based on the ROG emission factor, the building square footage, the assumed fraction of surface area, and the reapplication rate. The ROG emissions factor is based on the ROG content of the surface coatings, and SJVAPCD's Rule 4601 (Architectural Coatings) governs the ROG content for interior and exterior coatings. This rule requires manufacturers, distributors, and end users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories. The default CalEEMod assumptions were used for architectural coatings. Consistent with CalEEMod defaults, it is assumed that the surface area for painting equals 2.7 times the floor square footage, with 75% assumed for interior coating and 25% assumed for exterior surface coating (CAPCOA 2017). CalEEMod defaults were assumed for the application of architectural coatings during operation.

Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chainsaws, and hedge trimmers. The emissions associated with landscape equipment use are estimated based on CalEEMod default values for emission factors (grams per square foot of building space per day) and number of summer days (when landscape maintenance would generally be performed) and winter days. Based on CalEEMod defaults for Fresno County, the average annual number of summer days is estimated at 180 days (CAPCOA 2017).

Energy Sources

As represented in CalEEMod, energy sources include emissions associated with building electricity and natural gas usage. Electricity use would contribute indirectly to criteria air pollutant emissions; however, the emissions from electricity use are only quantified for greenhouse gases in CalEEMod, since criteria pollutant emissions occur at the site of the power plant, which is typically off site. The CalEEMod default assumptions were used for estimating energy use.

Mobile Sources

Following the completion of construction activities, the project would generate criteria pollutant emissions from mobile sources (vehicular traffic) as a result of the customers and

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employees of the project. The maximum daily trip rates, taken from the Traffic Impact Analysis for the project, were 1,069 one-way trips per day (Appendix 3.16-1). These were assumed 6 days per week, with no operation on Sunday. FCOG provided the trip lengths for the project. CalEEMod was used to estimate emissions from proposed vehicular sources (refer to Appendix 3.3-1). CalEEMod default data, including temperature, trip characteristics, variable start information, and emissions factors were conservatively used for the model inputs. Project-related traffic was assumed to include a mixture of vehicles in accordance with the associated use, as modeled within CalEEMod, which is based on the CARB EMFAC2014 model. Emission factors representing the vehicle mix and emissions for 2022 were used to estimate emissions associated with vehicular sources.

Table 3.3-2 presents the maximum daily mobile source emissions associated with operation (year 2022) of the project. The values shown are the maximum daily emissions results from the operation of the project. Details of the emission calculations are provided in Appendix 3.3-1.

Table 3.3-2
Estimated Maximum Annual Operational Criteria Air Pollutant Emissions

Year	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
	Tons per Year					
Area	0.07	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.01	0.01	0.00	0.00	0.00
Mobile	0.24	2.59	1.81	0.01	0.42	0.12
Total Annual Emissions	0.32	2.60	1.82	0.01	0.42	0.12
<i>SJVAPCD Threshold</i>	<i>10</i>	<i>10</i>	<i>100</i>	<i>27</i>	<i>15</i>	<i>15</i>
Threshold Exceeded?	No	No	No	No	No	No

Notes: ROG = reactive organic gases; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SJVAPCD = San Joaquin Valley Air Pollution Control District.

Source: See Appendix 3.3-1 for complete results.

As shown in Table 3.3-2, the combined daily area, energy, and mobile source emissions would not exceed the SJVAPCD operational thresholds for ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Impacts associated with project-generated operational criteria air pollutant emissions would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- c) *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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

For purposes of this air quality analysis and consistent with SJVAPCD guidance documents, actions that exceed criteria pollutant NAAQS (i.e., primary standards designed to safeguard the health of people considered to be sensitive receptors while outdoors and secondary standards designed to safeguard human welfare) or the Environmental Protection Agency's Prevention of Significant Deterioration Significant Impact Levels would result in significant impacts. Additionally, actions that violate CAAQS developed by CARB are considered significant.

Determination of whether project emissions would violate any ambient air quality standard is largely a function of air quality dispersion modeling. The SJVAPCD recommends that an ambient air quality analysis be performed when emissions of any criteria pollutant would equal or exceed any applicable threshold of significance for criteria pollutants or 100 pounds per day of any criteria pollutant. If the impacts resulting from a project's emissions would not exceed the CAAQS and NAAQS at the project's property boundaries, the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation (SJVAPCD 2015). As shown in Appendix 3.3-1, the project did not exceed 100 pounds per day on site during construction; therefore, the project does not require an air quality dispersion modeling assessment.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and the SJVAPCD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are relevant in the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. As previously described, the project would have a less-than-significant impact for construction and operation.

The SJVAB is a nonattainment area for O₃, PM₁₀, and PM_{2.5} under the NAAQS and/or CAAQS. The poor air quality in the SJVAB is the result of cumulative emissions from motor vehicles, off-road equipment, commercial and industrial facilities, and other emission sources. Projects that emit these pollutants or their precursors (i.e., ROG and NO_x for O₃) potentially contribute to poor air quality. Annual construction emissions associated with the project would not exceed the SJVAPCD significance thresholds for criteria pollutants. Accordingly, the project would result in a less-than-significant

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increase in emissions of nonattainment pollutants. The project would not generate a significant long-term increase in operational emissions, as shown in Table 3.3-2. Furthermore, the project would not conflict with the SJVAPCD Ozone Attainment Plans, or the PM₁₀ or PM_{2.5} Attainment Plan, which address the cumulative emissions in the SJVAB and account for emissions associated with construction activity in the SJVAB.

As shown in Tables 3.3-1 and 3.3-2, the project would not exceed the SJVAPCD significance thresholds. Based on these considerations, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants. Impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed “sensitive receptors” are the most serious hazards of existing air quality conditions in the area. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by CARB, include children, the elderly, athletes, and people with cardiovascular and chronic respiratory diseases; however, for the purposes of this analysis, residents are also considered sensitive receptors. As such, sensitive receptors include residences, schools, playgrounds, child-care centers, athletic facilities, long-term health-care facilities, rehabilitation centers, convalescent centers, and retirement homes. The closest off-site sensitive receptors to the project are existing residential land uses located approximately 70 feet north, 70 feet east, and 142 feet south of the project site boundary. As discussed, the project would comply with SJVAPCD Rule 8021, which requires applicants to develop, prepare, submit, obtain approval of, and implement a dust control plan.

Valley Fever Exposure

As discussed in Section 3.3.1, the project site is located in an area where there is a high risk of valley fever, a fungal-borne disease. The disease is caused by inhalation of dust containing the *Coccidioides immitis*, a fungal spore. Most people who are exposed have no or very mild symptoms; however, in a small percentage of the population, it can generate

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more serious systems of meningitis, pneumonia, or chronic fatigue. Construction workers have increased risk of exposure, since this job results in the disturbance of soils where fungal spores are found. Valley fever infection rates are highest in California from June to November, and the illness is endemic in Fresno County. Therefore, a risk of valley fever infection exists for construction personnel working on the project in the peak summer and fall months. Valley fever risk from construction-related dust from the project will be partially mitigated by implementation of an SJVAPCD–approved dust control plan. However, without additional mitigation, the risk of construction-related dust would be **potentially significant**.

Health Impacts of Toxic Air Contaminants

In addition to impacts from criteria pollutants, certain projects may include emissions of pollutants identified by the state and federal government as toxic air contaminants (TACs) or hazardous air pollutants. State law has established the framework for California’s TAC identification and control project, which is generally more stringent than the federal project, and is aimed at TACs that are a problem in California. The state has formally identified more than 200 substances as TACs, including the federal hazardous air pollutants, and is adopting appropriate control measures for sources of these TACs.

Health impacts associated with TACs are generally associated with long-term exposure. There are no meaningful sources of TACs for the operating phase of the project and therefore no reason to expect health impacts related to TACs. The greatest potential for TAC emissions during construction would be diesel particulate emissions from heavy equipment operations and heavy-duty trucks. In an abundance of caution, a voluntary health risk assessment (HRA) was performed for the proposed project. The following paragraphs describe the HRA, and the detailed assessment is provided in Appendix 3.3-2.

To implement the Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxics Hot Spots Program Risk Assessment Guidelines – Guidance Manual for Preparation of Health Risk Assessments* (OEHHA 2015) based on project information, the SJVAPCD has developed a three-tiered approach where each successive tier is progressively more refined, with fewer conservative assumptions. Health risk is determined using the Hotspots Analysis and Reporting Program (HARP) software distributed by CARB, which requires peak 1-hour emission rates and annual-averaged emission rates for all pollutants for each modeling source. Additional information on the hazardous air pollutants modeling methods and assumptions are presented in Appendix 3.3-2.

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Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SJVAPCD recommends a carcinogenic (cancer) risk threshold of 20 in one million. The HARP Version 2 (HARP2) was used to generate an isopleth, which is a line of a constant value, showing the area exposed to a cancer risk above one in one million.

Some TACs increase noncancer health risk due to long-term (chronic) exposures. The Chronic Hazard Index (HIC) is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system. The HIC estimates for all receptor types used the ‘OEHHA Derived’ calculation method, which uses high end exposure parameters for the inhalation and next top two exposure pathways and mean exposure parameters for the remaining pathways for non-cancer risk estimates. The HIC is the sum of the individual substance chronic hazard indices for all TACs affecting the same target organ system.¹ A hazard index less than one (1.0) means that adverse health effects are not expected. Within this analysis, noncarcinogenic exposures of less than 1.0 are considered less than significant. The SJVAPCD recommends a HIC significance threshold of 1.0 (project increment) and an acute hazard index of 1.0. The exhaust from diesel engines is a complex mixture of gases, vapors, and particles, many of which are known human carcinogens. Diesel particulate matter (DPM) has established cancer risk factors and relative exposure values for long term chronic health hazard impacts. No short-term, acute relative exposure values are established and regulated and are therefore not addressed in this assessment.

The dispersion modeling was performed using the American Meteorological Society/U.S. Environmental Protection Agency Regulatory Model (AERMOD), which is the model SJVAPCD requires for atmospheric dispersion of emissions. AERMOD (version 18081) is a steady-state Gaussian plume model that incorporates air dispersion based on planetary boundary layer turbulence structure and scaling concepts, including treatment of surface and elevated sources, building downwash, and simple and complex terrain (EPA 2018a).

Dudek evaluated the project’s potential cancer and noncancer health impacts using exposure periods appropriate to evaluate short-term emission increases (third trimester to 15 months). Emissions dispersion of DPM was modeled using AERMOD, then cancer risk and noncancer health impacts subsequently using the CARB HARP2. HARP2 (ADMRT, version 19121) implements the March 2015 OEHHA age-weighting methodology for assessing toxics risks. The chemical exposure results were then compared to SJVAPCD thresholds to assess project significance. Principal parameters of this modeling are presented in Table 3.3-3.

¹ The Chronic Hazard Index estimates for all receptor types used the OEHHA Derived calculation method (OEHHA 2015).

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**Table 3.3-3
AERMOD Principal Parameters**

Parameter	Details
Meteorological Data	The SJVAPCD requires the use of AERMOD for air dispersion modeling. The latest 4-year meteorological data (2007–2010) for the Visalia station (Station ID 93144) from SJVAPCD were downloaded, then input to AERMOD. For cancer or chronic noncancer risk assessments, the average cancer risk of all years modeled was used.
Urban versus Rural Option	Urban areas typically have more surface roughness as well as structures and low-albedo surfaces that absorb more sunlight—and thus more heat—relative to rural areas. According to SJVAPCD guidelines, the rural dispersion option was selected due to the planned developed nature of the project area.
On-site Buildings	No buildings were included for this construction scenario as volume sources were conservatively assessed.
Terrain Characteristics	The terrain in the vicinity of the modeled DMV site is generally flat. The elevation of the modeled site is about 341 feet above sea level. Digital elevation model files were imported into AERMOD so that complex terrain features were evaluated as appropriate.
Elevation Data	Digital elevation data were imported into AERMOD, and elevations were assigned to the emission sources and receptors. Digital elevation data were obtained through AERMOD View in the U.S. Geological Survey's National Elevation Dataset format with a 10-meter resolution.
Emission Sources and Release Parameters	Air dispersion modeling of construction activities was conducted using emissions generated using CalEEMod, assuming 5 days per week and 22 days per month. The construction area was modeled as a series of adjacent volume sources.
Source Release Characterizations	Modeling release parameters were developed for the construction analyses. For modeling construction emissions dispersion using AERMOD, it was assumed that the total site area would have active construction activities for a duration of 15 months. Thirteen volume sources of 25-meter side lengths were used with an initial lateral and vertical dimension of 5.81 meters and release height of 5 meters.

Source: See Appendix 3.3-2.

This HRA evaluated impacts using a uniform Cartesian grid of receptors spaced 20 meters apart, 440 meters from the site, and then converted to discrete receptors. Additional discrete receptors were placed on individual residences outside the Cartesian grid receptors.

Construction of project components would require use of heavy-duty construction equipment, which is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions, and would involve use of diesel trucks, which are also subject to an Airborne Toxics Control Measure. Construction of project components would occur in five phases lasting a total of 15 months and would be periodic and short term within each phase. Following completion of construction activities, project-related TAC emissions would cease. The results of the HRA during construction are provided in Table 3.3-4.

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Table 3.3-4
Construction Activity Health Risk Assessment Results - Unmitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
MICR—Residential	Per Million	78.2	20.0	Potentially Significant
HIC	Not Applicable	0.07	1.0	Less than Significant

Notes: MICR = Maximum Individual Cancer Risk; HIC = Chronic Hazard Index.

Source: Appendix 3.3-2.

The results of the construction analysis demonstrate that the construction mobile sources exhibit maximum individual cancer risks (MICR) above the 20 in a million threshold and below the chronic hazard indices (HIC) threshold. The project construction TACs impact from DPM emissions would be **potentially significant** without implementation of mitigation.

Health Impacts of Carbon Monoxide

Exposure to high concentrations of CO can result in dizziness, fatigue, chest pain, headaches, and impairment of central nervous system functions. Mobile-source impacts, including those related to CO, occur essentially on two scales of motion. Regionally, project-related construction travel would add to regional trip generation and increase the vehicle miles traveled within the local airshed and the SJVAB. Locally, construction traffic would be added to the roadway system in the vicinity of the project site. Although the SJVAB is currently an attainment area for CO, there is a potential for the formation of microscale CO “hotspots” to occur immediately around points of congested traffic. Hotspots can form if such traffic occurs during periods of poor atmospheric ventilation, is composed of a large number of vehicles cold-started and operating at pollution-inefficient speeds, and/or is operating on roadways crowded with non-project traffic. Because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SJVAB is steadily decreasing.

The SJVAPCD *Guidance for Assessing and Mitigating Air Quality Impacts* states that a quantitative CO hotspots analysis be performed if either of the following two conditions exist: (1) a traffic study for the project indicates that the level of service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or (2) a traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at more or more intersections in the project vicinity (SJVAPCD 2015).

The project’s traffic impact analysis (Appendix 3.16-1) evaluated six intersections, of which, five of the key study intersections were forecast to operate at an unacceptable LOS (D, E, and F) under the near-term-plus-project condition. The intersection of Buttonwillow

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Avenue/Manning Avenue was the only intersection that was forecast to operate at an acceptable LOS under the near-term-plus-project condition.

To verify that the project would not cause or contribute to a violation of the CO standards, a screening evaluation of the potential for CO hotspots was conducted. The California Department of Transportation (Caltrans) and the U.C. Davis Institute of Transportation Studies *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol) (Caltrans 2010), and the SJVAPCD *Guidance for Assessing and Mitigating Air Quality Impacts* were followed.

For each scenario (existing with project; existing with ambient growth and the proposed project; existing with ambient growth, cumulative projects, and the proposed project), the screening evaluation presents LOS with project improvements (mitigation), whether the recommended improvements (mitigation measures) are feasible, and whether a quantitative CO hotspots analysis may be required. According to the CO Protocol, there is a cap on the number of intersections that need to be analyzed for any one project. For a single project with multiple intersections, only the three intersections representing the worst LOS ratings of the project, and, to the extent they are different intersections, the three intersections representing the highest traffic volumes, need be analyzed. For each intersection failing a screening test as described in this protocol, an additional intersection should be analyzed (Caltrans 2010).

Based on the CO hotspot screening evaluation (Appendix 3.3-3), the intersection of Buttonwillow Avenue and Dinuba Avenue during the PM peak hour was evaluated based on the CO Hotspot protocol, as it has the highest volumes of any intersection studied. The potential impact of the project on local CO levels was assessed at this intersection with the Caltrans CL4 interface based on the California LINE Source Dispersion Model (CALINE4), which allows microscale CO concentrations to be estimated along each roadway corridor or near intersections (Caltrans 1998).

The emissions factor represents the weighted average emissions rate of the local SJVAB vehicle fleet expressed in grams per mile per vehicle. Consistent with the traffic report, emissions factors for 2040 were used for the analysis (as volumes are highest in the horizon year). Emissions factors for 2040 were predicted by EMFAC2017 based on a 5-mile-per-hour (mph) average speed for all of the intersections for approach and departure segments. The hourly traffic volume anticipated to travel on each link, in units of vehicles per hour, was based on the traffic report. Modeling assumptions are outlined in Appendix 3.3-3.

Four receptor locations at the intersection were modeled to determine CO ambient concentrations. Although the existing conditions do not include paved sidewalks or sensitive receptors adjacent to the modeled intersection, a receptor was assumed at each corner of the

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modeled intersection, for a total of four receptors adjacent to the intersection, to represent the future possibility of extended outdoor exposure. CO concentrations were modeled at these locations to assess the maximum potential CO exposure that could occur in 2040. A receptor height of 5.9 feet (1.8 meters) was used in accordance with Caltrans recommendations for all receptor locations (Caltrans 2010).

To estimate an 8-hour average CO concentration, a persistence factor of 0.6, as is recommended for suburban locations, was applied to the output values of predicted concentrations in parts per million at each of the receptor locations (Caltrans 2010).

The results of the model are shown in Table 3.3-5, CALINE4 Predicted Carbon Monoxide Concentrations. Model input and output data are provided in Appendix 3.3-3.

Table 3.3-5
CALINE4 Predicted Carbon Monoxide Concentrations

Intersection	Maximum Modeled Impact (ppm)	
	1-hour	8-hour
<i>Year 2040 Future Condition with Cumulative Projects with Project</i>		
Buttonwillow Avenue and Manning Avenue (PM Peak Hour)	2.7	1.62

Notes: CO = carbon monoxide; ppm = parts per million.

Source: Caltrans 1998 (CALINE4).

As shown in Table 3.3-5, the maximum CO concentration predicted for the 1-hour averaging period at the studied intersection would be 2.7 parts per million (ppm), which is below the 1-hour CO CAAQS of 20 ppm (CARB 2016). The maximum predicted 8-hour CO concentration of 1.62 ppm at the studied intersections would be below the 8-hour CO CAAQS of 9.0 ppm (CARB 2016). Neither the 1-hour nor 8-hour CAAQS would be equaled or exceeded at any of the intersections studied. Accordingly, the project would not cause or contribute to violations of the CAAQS and would not result in exposure of sensitive receptors to localized high concentrations of CO. As such, impacts would be less than significant to sensitive receptors with regard to potential CO hotspots resulting from project contribution to cumulative traffic-related air quality impacts, and no mitigation is required.

As such, impacts to sensitive receptors with regard to potential CO hotspots resulting from the project's contribution to cumulative traffic-related air quality impacts would **be less than significant**.

Health Effects of Other Criteria Air Pollutants

Construction of the project would not exceed the SJVAPCD threshold for ROG. Specific ROG may be TACs; however, ROG are not expected to present risk of health impacts even

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if the specific ROGs associated with project construction aren't entirely known. Some ROGs would be associated with motor vehicles and construction equipment, whereas others are associated with architectural coatings, the emissions of which would not result in the exceedances of the SJVAPCD's threshold as shown in Table 3.3-1. Generally, the ROGs in architectural coatings are of relatively low toxicity. Additionally, SJVAPCD Rule 4601 restricts the ROG content of coatings for both construction and operational applications.

Operation of the project would not result in emissions that exceed the SJVAPCD's emission thresholds for any criteria air pollutants, including ROGs, NO_x, CO, SO_x, PM₁₀, or PM_{2.5}. Regarding ROGs, some ROGs would be associated with motor vehicles and construction equipment, while others are associated with architectural coatings, the emissions of which would not result in the exceedances of the SJVAPCD's thresholds as shown in Table 3.3-2. Generally, the ROGs in architectural coatings are of relatively low toxicity.

In addition, ROGs and NO_x are precursors to O₃, for which the SJVAB is designated as nonattainment with respect to the NAAQS and CAAQS (the U.S. Environmental Protection Agency has designated the SJVAB as a nonattainment area for the federal 8-hour O₃ standard, and CARB has designated the SJVAB as a nonattainment area for the state 1-hour and 8-hour O₃ standards). The health effects associated with O₃ are generally associated with reduced lung function. The contribution of ROGs and NO_x to regional ambient O₃ concentrations is the result of complex photochemistry. The increases in O₃ concentrations in the SJVAB due to O₃ precursor emissions tend to be found downwind from the source location to allow time for the photochemical reactions to occur. However, the potential for exacerbating excessive O₃ concentrations would also depend on the time of year that the ROG emissions would occur because exceedances of the O₃ ambient air quality standards tend to occur between April and October, when solar radiation is highest.

The holistic effect of a single project's emissions of O₃ precursors is speculative due to the lack of quantitative methods to assess this impact. Nonetheless, the ROG and NO_x emissions associated with project construction could minimally contribute to regional O₃ concentrations and the associated health impacts. O₃ health impacts are associated with respiratory irritation, which may be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. The project would not exceed the SJVAPCD threshold for O₃ precursor NO_x during construction; thus, there would be a less-than-significant impact during construction. In addition, the long-term operational emissions would not exceed any significance thresholds for O₃ precursors.

Construction and operation of the project would not exceed thresholds for PM₁₀ or PM_{2.5} and would not contribute to exceedances of the NAAQS and CAAQS for particulate matter. The project may result in substantial DPM emissions during construction and

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therefore, may result in potentially significant health effects related to DPM exposure. Because the project would not exceed thresholds for PM₁₀ or PM_{2.5} during construction and operation, health impacts would be **less than significant**.

Regarding NO₂, according to the construction emissions analysis, construction of the project would not contribute to exceedances of the NAAQS and CAAQS for NO₂ during construction. Emissions from construction of the project would be short-term in duration, and the long-term operational emissions would not exceed any significance thresholds. NO₂ and NO_x health impacts are associated with respiratory irritation, which may be experienced by nearby receptors during the periods of heaviest use of off-road construction equipment. Therefore, the construction- and operation-related health impacts for NO₂ would be considered **less than significant**.

Mitigation Measures: The following mitigation measures (MM) are provided to reduce the impacts to construction workers and nearby sensitive receptors.

MM-AQ-1 Between June 1 and November 30, when valley fever rates of infection are the highest, additional dust suppression measures (such as additional water or the application of additional soil stabilizer) will be implemented prior to and immediately following ground-disturbing activities if wind speeds exceed 15 mph or temperatures exceed 95°F for 3 consecutive days. The additional dust suppression will continue until winds are 10 mph or lower and outdoor air temperatures are below 90°F for at least 2 consecutive days. The additional dust suppression measures will be incorporated into the Dust Control Plan. During ground-disturbance activities that occur between June 1 and November 30, the construction manager shall keep a tracking log of wind speeds when they exceed 15 mph and temperatures when they exceed 95°F for 3 consecutive days, and associated documentation of dust suppression measures implemented or stoppage of work. Copies of the tracking log will be provided to the Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction, following the tracking period.

MM-AQ-2 Prior to any project grading activity, the primary project construction contractor will prepare and implement a worker training program that describes potential health hazards associated with valley fever, common symptoms, proper safety procedures to minimize health hazards, and notification procedures if suspected work-related symptoms are identified during construction. The worker training program will identify safety

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measures to be implemented by construction contractors during construction. Safety measures will include the following:

- Provide HEPA-filtered air-conditioned enclosed cabs on heavy equipment. Train workers on proper use of cabs, such as turning on air conditioning prior to using the equipment.
- Provide communication methods, such as two-way radios, for use by workers in enclosed cabs.
- Provide personal protective equipment, such as half-mask and/or full-mask respirators equipped with particulate filtration, to workers active in dusty work areas.
- Provide separate, clean eating areas with hand-washing facilities for construction workers.
- Clean equipment, vehicles, and other items before they are moved off site to other work locations.
- Provide training for construction workers so they can recognize the symptoms of valley fever and promptly report suspected symptoms of work-related valley fever to a supervisor.
- Direct workers that exhibit valley fever symptoms to immediately seek a medical evaluation.

Prior to initiating any grading, the construction contractor will provide the Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction, with copies of all educational training material and sign-in sheets of employees that received the training as verification.

MM-AQ-3 During project grading and construction, the Department of General Services (DGS) shall ensure that the project contractor adheres to the following measures to reduce diesel particulate emissions, including, but not limited to:

- a. All cranes, forklifts, generator sets, rubber-tired dozers, tractors/loaders/backhoes, and welders shall be equipped with Tier 3 diesel engines with Level 3 diesel particulate filters or better.

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- b. The engine size of construction equipment shall be the minimum size suitable for the required job.
- c. The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest number is operating at any one time.
- d. Construction equipment shall be maintained in tune per the manufacturer's specifications.

The prime contractor will provide the DGS program manager, as the Department of Motor Vehicles authorized assignee for project construction, verification of equipment type used during construction.

Level of Significance after Mitigation: Implementation of MM-AQ-1 and MM-AQ-2 would further reduce the risk of valley fever infection. Therefore, with implementation of MM-AQ-1 and MM-AQ-2, impacts to construction workers and nearby sensitive receptors would be **less than significant with mitigation**.

Construction of project components would require use of heavy-duty construction equipment, which is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions, and would involve use of diesel trucks, which are also subject to an Airborne Toxics Control Measure. The implementation of mitigation measure MM-AQ-3 would reduce the emissions of DPM during construction. The results of the HRA during construction with mitigation are provided in Table 3.3-6.

Table 3.3-6
Construction Activity Health Risk Assessment Results - Mitigated

Impact Parameter	Units	Project Impact	CEQA Threshold	Level of Significance
MICR—Residential	Per Million	15.4	20.0	Less than Significant
HIC	Not Applicable	0.01	1.0	Less than Significant

Notes: CEQA = California Environmental Quality Act; MICR = Maximum Individual Cancer Risk; HIC = Chronic Hazard Index.

Source: Appendix 3.3-2.

The results of the construction analysis demonstrate that the mitigated construction mobile source emissions exhibit MICR below the 20 in a million threshold and below the HIC threshold. The project construction TACs impact from DPM emissions would be reduced to **less than significant with mitigation**.

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e) *Would the project create objectionable odors affecting a substantial number of people?*

Odors are a form of air pollution that is most obvious to the general public and can present problems for both the source and surrounding community. Although offensive, odors seldom cause physical harm, but they can be annoying and cause concern. Odors would be potentially generated from vehicles and equipment exhaust emissions during construction of the project. Odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. Such odors are temporary and generally occur at low levels that would not result in nuisance. In regards to long-term operations, the project would result in similar odors to construction from motor vehicles but would not result in any sources of substantial odors. Therefore, impacts associated with odors would be considered **less than significant**.

Mitigation Measure: No mitigation is required.

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3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state and federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.4.1 Environmental Setting

Regional and Vicinity

The project site lies in the lower Sonoran life zone of the San Joaquin Valley. The San Joaquin Valley is characterized by relatively low rainfall, averaging less than 10 inches per year, mostly between January and March. Average temperatures are relatively high, and total evaporation exceeds total precipitation. Summers are mostly cloudless, hot, and dry, with daytime temperatures frequently above 100°F. Winters are generally cool and foggy, but occasionally freezing temperatures occur.

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The City of Reedley General Plan (City of Reedley 2014a) describes the region as “the southern San Joaquin Valley below an elevation of 1,000 feet above mean sea level (msl)” within Fresno County.

The project site is surrounded by existing development to the north, east, west, and to the south-southwest (Figure 2-1). A large brick wall separates the north edge of the project site from single family homes across East Cherry Lane. An apartment complex is located east of the project site across Orange Avenue, and a mini-mart is located immediately adjacent to the project site to the west. Immediately south of the site is a mini-storage facility, farm house, and fallow agricultural land. Additional fallow and active agricultural fields extend further to the southeast.

Project Site

The entire project site was used historically for agricultural production (historic aerial photos show relatively recent agricultural use); currently it is fallow. In addition, the project site has been used for equipment staging associated with construction of the residential neighborhood to the north.

Survey Methods

A qualified Dudek biologist conducted a field survey of the project site on February 8, 2019. Prior to the field visit, Dudek queried the California Natural Diversity Database (CNDDDB; CDFW 2018) for records of special-status plant and wildlife species in the vicinity of the site. Special-status plants are those listed, proposed for listing, or candidates for listing as threatened or endangered under the federal Endangered Species Act or the California Endangered Species Act, or included in the California Native Plant Society’s Inventory of Rare or Endangered Plants (CNPS 2019). In addition, a list of potentially occurring federally listed species was generated from a review of the U.S. Fish and Wildlife Service’s IPaC Trust Resources Report (USFWS 2019a). Special-status wildlife species are those listed, proposed for listing, or candidates for listing as threatened or endangered under the California Endangered Species Act or federal Endangered Species Act, or those considered California Species of Special Concern or Fully Protected species by California Department of Fish and Wildlife.

The biological survey consisted of walking transects approximately 20 meters (approximately 66 feet) with occasional stops to characterize on-site conditions or to record observations of plant and wildlife species. Areas immediately adjacent to the project site and not open to public access were visually scanned using binoculars from the edge of the project site to characterize adjacent habitat conditions. Weather conditions during the site visit consisted of temperatures ranging from 43°F to 50°F and winds ranging from 2 to 5 mph. Visibility was good due to the absence of cloud cover. The survey focused on characterizing on-site plant composition and the overall potential of the site to support special-status plant and wildlife species or other sensitive resources (e.g., wildlife

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movement corridors, aquatic resources, bird nests). The biologist also collected information on common plants and wildlife observed on the project site during the visit. Wildlife species were detected by sight, calls, tracks, scat, or other signs.

Focused surveys for special-status plant and wildlife species were not performed during the site visit due to the timing of the survey being outside the typical blooming (plants) and breeding (wildlife) period for such species. However, the potential for special-status plant and wildlife species known to occur in the project region was assessed based on the following parameters: known habitat preferences and other life history needs of regionally occurring special-status species, the relative distribution and known range of such species, connectivity to documented and/or potentially suitable habitat for such species, soils and site hydrology, and the level of anthropomorphic disturbance (ground, visual, noise) that the site receives or is subject to on an ongoing basis.

Survey Results

Vegetation and Common Plant and Wildlife Species

As previously noted, the entire project site has historically been used for agricultural production and as a construction materials staging area for adjacent development. The site is currently fallow and is dominated by non-native grasses and ruderal/weedy non-native forbs. Relatively few native plant species were recorded. The site was dominated by mouse barley (*Hordeum murinum*). Additional plant species observed included, but were not limited to, common fiddleneck (*Amsinckia intermedia*), Menzies's fiddleneck (*A. menziesii*), cheeseweed mallow (*Malva parviflora*), slender oat (*Avena barbata*), tomcat clover (*Trifolium willdenovii*), Russian thistle (*Salsola tragus*), redstem stork's bill (*Erodium cicutarium*), musky stork's bill (*E. moschatum*), and black mustard (*Brassica nigra*). No trees occur within the project site boundary, though several occur immediately adjacent to the site to the north and west and across Dinuba Avenue to the south. These trees are not naturally occurring and were planted as landscape trees in association with adjacent development. No wetlands or other aquatic resources occur on the project site.

A total of six common wildlife species—California ground squirrel (*Spermophilus (Otospermophilus) beecheyi*), California scrub-jay (*Aphelocoma californica*), northern mockingbird (*Mimus polyglottos*), house finch (*Haemorhous mexicanus*), rock pigeon (*Columbia livia*), and mourning dove (*Zenaida macroura*)—were either directly observed or detected based on vocal cues or observation of sign (e.g., scat, burrows). A total of five California ground squirrel colonies and two individual, isolated burrows were observed on the project site. The colonies were located along the base of the brick wall on the northern site boundary and around the off-site oak trees along the western site boundary. In addition, individual ground squirrel burrows were observed,

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using binoculars, off site to the southeast across East Dinuba Avenue and approximately 110 feet from the project site, and others observed southwest of East Dinuba Avenue were approximately 120 feet from the project site.

While no trees occur on the project site that would provide nesting opportunities for bird species, several trees occur immediately adjacent to the site. These include several large ornamental pines (*Pinus* sp.) located at the mini-storage facility directly south of the project (across Dinuba Avenue), a row of ornamental trees just north of and along the brick wall at the northern edge of the project site, and three canyon live oaks (*Quercus chrysolepis*) off site along the western edge of the site. No nesting birds (active bird nests are protected by provisions in the California Fish and Game Code) were observed utilizing these trees although, as previously noted, the project site survey was conducted prior to the beginning of the nesting season for most species. However, these trees are potentially suitable for nesting by several common and more urban-adapted bird species.

Appendix 3.4-1 provides a list of all plant and wildlife species observed during the site visit.

Special-Status Species

No special-status plant or animal species were observed on the project site during the field survey. The CNDDDB query identified 14 special-status plant species occurring within the Reedley and surrounding eight U.S. Geological Survey 7.5-minute quadrangles. However, none of these species are expected to occur or have potential to occur on the project site due to the lack of suitable habitat and other parameters described in the Survey Methods section above. Appendix 3.4-2 provides a list of all special-status plant species from the database query and their potential to occur on the project site.

The CNDDDB query identified 15 wildlife species as occurring within the Reedley and surrounding eight U.S. Geological Survey 7.5-minute quadrangles. Of these 15 species, only three have some potential to occur on the project site: San Joaquin kit fox (*Vulpes macrotis mutica*), burrowing owl (*Athene cunicularia*), and Swainson's hawk (*Buteo swainsoni*). The potential of each of these species to occur on the project site is discussed further below. Appendix 3.4-3 provides a list of all special-status wildlife species from the database query and their potential to occur on the project site.

San Joaquin Kit Fox. This state- and federally listed mammal occurs sporadically within the central and southern regions of the Central Valley, preferring relatively level and low-growing grassland and scrubland habitats, as well as alkali sink and alkali meadow habitats. They area also known to occasionally occur within similar habitats along the edges of rural and even some urban communities, and will irregularly utilize open agricultural fields and orchards.

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The project site provides marginal denning and foraging opportunities for kit fox due to the high disturbance level of the project site and its location largely within an urbanized setting. Much higher quality habitat for this species occurs further to the south and southeast/southwest and within the greater region. No sign (e.g., tracks, scat, dens, prey remains) of San Joaquin kit fox presence was observed during the field survey. Also, the nearest CNDDB occurrence is approximately 9.4 miles northwest of the project site and was recorded in the 1980s (CDFW 2018).

Several small mammal burrows associated with California ground squirrel were observed during the field survey. In addition, several California ground squirrel burrows and burrow complexes were observed in adjacent areas approximately 120 feet south of the site across East Dinuba Avenue. Although California ground squirrel burrows on the project site may be modified and used by San Joaquin kit fox, and while it is not possible to conclude that a kit fox would never visit the site, the species is unlikely to occur there on a regular basis, if at all.

Burrowing Owl. Burrowing owls are typically found throughout much of central and Southern California in relatively level and low-elevation areas that support dry open grassland, agricultural fields, irrigation ditches, fallow agricultural fields, and occasionally in human-altered landscapes. In the western United States, burrowing owls do not dig their own burrows but instead take over the burrows dug by other animals such as ground squirrel and American badger (*Taxidea taxus*) (Zarn 1974). Burrowing owls in California are closely associated with California ground squirrels, whose burrows they modify and occupy for shelter, roosting, and nesting.

No burrowing owls or their sign (i.e., white wash, pellets, prey remains, feathers) were observed during the survey. The nearest CNDDB occurrence is approximately 3.6 miles south of the project site and was recorded in 2006 (CDFW 2018). However, prior to project implementation, burrowing owls could occupy ground squirrel burrows on the site and surrounding areas for nesting, over-wintering, or year-round residence. In addition, the on-site fallow field provides marginally suitable foraging habitat.

Swainson's Hawk. Swainson's hawks breed in riparian areas, stands of trees in agricultural environments, oak savannah, and juniper-sage flats throughout most of the Central Valley. The species also typically nests in riparian areas and in isolated tree clusters adjacent to rangeland, grasslands, and agricultural areas, often near rural residences or other areas with some human disturbance. Alfalfa fields are the favored foraging areas of Swainson's hawk in the Central Valley, but the species also forages in other low-density row crops, undisturbed grasslands, rangelands, and fallow agricultural fields.

While the trees bordering the project site offer potential nest habitat, the urbanized nature of the immediate area and associated high level of human activity would likely inhibit nesting. No raptor-

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sized nests were observed in any of the trees immediately adjacent to the site. For the same reasons, the value of the site as foraging habitat is considered very low, especially given that higher quality suitable nesting and foraging habitat occurs further to the south/southeast of the site and elsewhere in the region. The nearest CNDDDB record is approximately 6.5 miles west of the site and was recorded in 1926 (CDFW 2018). The biological survey of the project site was conducted outside the breeding season (March 1 through September 15) for Swainson's hawk, at a time when very few, if any, Swainson's hawks are present in the Central Valley. While no Swainson's hawks were observed during the survey, given that the species is known to occur in the project region and that suitable foraging and nesting habitat occurs in the project vicinity, the potential for individuals of the species to irregularly forage over the site or to nest in trees in close proximity to the site cannot be entirely ruled out.

Significance Thresholds

Consistent with Appendix G of the CEQA Guidelines (14 CCR 15000 et seq.), the significance of potential project-related impacts on biological resources considers whether the project may substantially affect a special-status plant or animal species, or wetlands, riparian habitat, or other sensitive natural communities; interfere substantially with the movement of any resident or migratory fish or wildlife species; or potentially conflict with local policies or ordinances affecting biological resources or with adopted local, regional, or state conservation plans.

An evaluation of whether or not an effect on biological resources would be "substantial" with respect to these significance thresholds generally considers the value or sensitivity status (largely based on data collected from biologists in the field), as well as the amount and extent, of the resource to be affected; the type, severity, and timing of the impact; and project design attributes included as part of the overall proposed project that would avoid or minimize potential impacts.

3.4.2 Impact Analysis

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

As previously noted, the project site is located in a relatively urbanized area and surrounded on three sides by existing development. In addition, the project site itself was historically used for agricultural production for many years and is currently fallow with non-native and weedy plant species occurring throughout. No undisturbed native habitat exists on the site.

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As discussed above, no special-status plants occur or potentially occur on the site; therefore, no impacts to special-status plant species are expected to occur from project implementation.

Because the project site was under agricultural production for many years, and because it is located within an urbanized setting, it provides no habitat value for most special-status wildlife species known to occur in the region. However, as discussed in Section 3.4.1, three special-status species—San Joaquin kit fox, burrowing owl, and Swainson’s hawk—are known to occasionally utilize fallow agricultural fields at the edge of urbanized settings and have some potential to irregularly occur on the site. Potential impacts of project implementation on each of these species is discussed below. Additionally, some nesting birds have the potential to occur on or immediately adjacent to the project site; potential impacts on nesting birds are also discussed below.

San Joaquin Kit Fox. As discussed above, because the site has been heavily disturbed due to past agricultural activities and construction equipment staging and because it is located within an urbanized setting, the project site provides marginal denning or foraging habitat for kit fox. In addition, no sign (e.g., tracks, scat, dens, prey remains) of San Joaquin kit fox presence was observed during the field survey and, per the results of the CNDDDB search, no occurrences of San Joaquin kit fox have been documented within 5 miles of the project site. However, in the unlikely event that an individual kit fox could move onto the site temporarily prior to construction, proposed project activities could result in injury or mortality to individual kit foxes. Because of the rarity of this species, which is federally listed as endangered and state-listed as threatened, the potential loss of a San Joaquin kit fox would be a potentially significant impact absent mitigation. Implementation of mitigation measure MM-BIO-1 includes a requirement for pre-construction surveys, as well as standard measures recommended by the U.S. Fish and Wildlife Service to avoid impacts to San Joaquin kit fox. With implementation of MM-BIO-1, potential impacts to San Joaquin kit fox would be reduced to **less than significant with mitigation**.

Burrowing Owl. As discussed above, the project site provides marginally suitable foraging and nesting habitat for burrowing owls due to the disturbed nature of the site and its location within an urbanized area. For this reason, and because of the small size of the site (3.5 acres), its fragmented nature from other open space areas, and the extensive amount of higher quality foraging and nesting habitat in the project site vicinity, particularly to the south and southeast, the loss of the site as marginal foraging and nesting habitat for burrowing owls is not expected to substantially affect populations of this species in the region; therefore, the loss of the site as marginal habitat for burrowing owls would not represent a significant impact. As previously noted, no burrowing owls or their sign (i.e., white wash, pellets, prey remains, feathers) were observed during the biological survey

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conducted on the project site. However, the potential of burrowing owls to utilize the ground squirrel burrows on site as temporary shelter, nesting, or over-wintering prior to project implementation cannot be entirely ruled out. In the unlikely event that a single or pair of burrowing owls move onto the site prior to construction, ground-disturbance activities could result in injury or mortality to burrowing owls. Because this species is considered a Species of Special Concern by the California Department of Fish and Wildlife and is protected by provisions in the California Fish and Game Code addressing active bird nests and raptors, such injury or mortality would constitute a potentially significant impact to individual owls. MM-BIO-2 includes a requirement for a pre-construction survey for burrowing owls on the site, prescribes buffers for avoidance of occupied burrows, and describes when passive relocation may be used, if necessary, to exclude owls from the project site. With implementation of MM-BIO-2, the project would avoid injury and mortality to burrowing owls; therefore, impacts to burrowing owls would be **less than significant with mitigation**.

Swainson's Hawk. As described in Section 3.4.1, the project site was determined to be marginally suitable as Swainson's hawk foraging habitat. Because of the highly disturbed and small and fragmented nature of the site, its location within an urbanized setting, and the presence of extensive and undisturbed foraging habitat in the project vicinity, the loss of the site as marginal foraging habitat for Swainson's hawks, should they occur in the area, would not be expected to substantially affect regional populations of the species. Therefore, the loss of the site as marginal foraging habitat for this raptor species would not represent a significant impact. However, while it is unlikely that the species would nest in the trees immediately adjacent to the site given the urbanized nature of the area and high level of human activity, the potential for a pair of Swainson's hawks to establish a nest in the project area cannot be entirely ruled out. If construction activities occur during the Swainson's hawk nesting season (March 1 to September 15), and in the unlikely event that Swainson's hawks nest in the project vicinity, indirect impacts through excessive noise or human activity associated with construction could potentially cause changes in nesting behavior of adult birds that could result in eventual abandonment of an active nest. Because Swainson's hawk is a state-listed threatened species, this would represent a significant impact under CEQA. MM-BIO-3 requires conducting protocol surveys should construction begin during the Swainson's hawk nesting season and the establishment of an appropriate non-disturbance buffer around any Swainson's hawk nests found near the site until young have successfully fledged. With the implementation of MM-BIO-3, impacts to nesting Swainson's hawks would be reduced to **less than significant with mitigation**.

Nesting Birds. Although trees and shrubs are absent from the project site, the mature trees located immediately adjacent to the site have potential to support nesting common raptors

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known to occur in the area, such as red-tailed hawk (*Buteo jamaicensis*), as well as nesting by other native bird species protected by the federal Migratory Bird Treaty Act and Sections 3503 and 3503.5 of the California Fish and Game Code. Construction activities that occur during the nesting season (generally March through August for such species) could result in direct impacts, including injury or mortality, to any ground-nesting species occurring on the site. Construction activities could also result in indirect impacts, including nest abandonment, to any native bird species nesting in immediately adjacent areas through excessive noise and human activities associated with these activities. Therefore, such direct and indirect impacts to native nesting birds within and adjacent to the project site due to construction-related activities would be potentially significant. MM-BIO-4 requires conducting a nesting bird survey prior to construction, and implementing measures to avoid impacts to nesting birds protected under Migratory Bird Treaty Act and the California Fish and Game Code. With the implementation of MM-BIO-4, impacts on nesting bird species would be **less than significant with mitigation**.

Mitigation Measures:

MM-BIO-1 San Joaquin Kit Fox. The Department of Motor Vehicles, or an authorized assignee, shall designate a qualified biologist to implement measures to avoid potential impacts to kit fox pursuant to the Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance developed by the U.S. Fish and Wildlife Service (USFWS) (2011). These recommendations include, but are not limited to, the following as summarized and as applicable:

1. Conducting a pre-construction/pre-activity survey for San Joaquin kit fox no less than 14 days and no more than 30 days prior to initiation of any construction-related activities. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than 30 days and no less than 14 days will have elapsed between the last survey and the commencement of ground-disturbance activities. A memo documenting the methods and results of the survey will be submitted to the California Department of Fish and Wildlife (CDFW) and USFWS within 1 week of the survey.
2. Contacting the CDFW and USFWS, prior to ground-disturbance activities, if an active natal/pupping kit fox den is located to discuss how the project can avoid take of San Joaquin kit fox or, if avoidance is not feasible, whether or not an incidental take permit will be necessary for the project to proceed.

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3. Requiring project-related vehicles to observe a 20 mph speed limit in all project areas.
4. Minimizing the need for nighttime construction when kit foxes are most active.
5. Inspecting open construction pipes that have been stored or left in place for one or more overnight periods for kit foxes prior to pipes being buried, capped, or otherwise used or moved in any way to ensure that any kit foxes that may be utilizing a pipe as temporary shelter are not trapped or injured. If a kit fox is discovered inside a pipe, measures recommended by, and under the direct supervision of, the monitoring biologist shall be taken to allow a trapped kit fox to escape from a construction pipe.
6. Ensuring appropriate containment and disposal of all food-related trash items such as wrappers, cans, bottles, and food scraps from the project site on a daily basis.
7. Restricting the use of rodenticides and herbicides on the project site.
8. Providing escape ramps for all open, steep-walled trenches or ditches deeper than 2 feet to allow animals that have inadvertently fallen into the trench/ditch to escape. Escape ramps shall be constructed by earthen-fill or wooden planks and at a slope ratio no steeper than 2:1.
9. Contact the Sacramento office of the CFDW, and notify the Sacramento Fish and Wildlife Service office within 3 working days, should injury or mortality occur to a San Joaquin kit fox on the project site during construction activities. The information to be conveyed, and additional steps to be taken, shall follow that as described in USFWS 2011 referenced above.
10. Conducting a biological awareness program to site contractors addressing the identification of San Joaquin kit fox and measures to take should one be observed on the project site during construction activities. The program shall be presented prior to the initiation of any ground disturbance activities. Information to be provided at the biological awareness program shall include the topics as described in USFWS 2011 referenced above. A sign-in sheet of all participants shall be submitted to Department of General Service program manager, as the authorized designee for construction by the Department of Motor Vehicles.

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MM-BIO-2 Burrowing Owl. The Department of Motor Vehicles, or an authorized assignee, shall retain a qualified biologist to conduct burrowing owl surveys on the site and within a 500-foot buffer where legal access is available, prior to construction or site preparation activities. The survey shall be conducted no more than 30 days prior to commencement of construction activities and shall be conducted pursuant to the protocols identified in the California Burrowing Owl Consortium (CBOC) *Burrowing Owl Survey Protocol and Mitigation Guidelines* (CBOC 1993) and by the California Department of Fish and Wildlife (CDFW) *Staff Report on Burrowing Owl Mitigation* (CDFG 2012). These guidelines include, but are not limited to, the following measures that shall be implemented to avoid direct impacts on burrowing owls:

1. If burrowing owls are observed using burrows during pre-construction surveys, no ground-disturbing activities shall occur within a distance of 50 to 500 meters (approximately 164 to 1,640 feet) of an active burrow. The actual no-disturbance buffer distance shall be determined by a qualified biologist and shall take into consideration whether or not the burrow is being used for nesting; the time of year; the level and extent of ground disturbance; existing vegetative, topographic, noise, or visual barriers between the burrow and proposed disturbance; and existing levels of human activity and land uses in the immediate area. For a nest burrow, the no-disturbance buffer shall be in place until any young are foraging independently and are capable of independent survival, as determined by a qualified biologist. For a non-nest burrow, the buffer shall be in place until, as determined by a qualified biologist, ground-disturbing activities have ceased, and there is no potential for additional disturbance to the burrow.
2. If a qualified biologist determines that a potential burrow observed during the surveys is unoccupied, and no burrowing owls are present on the site, the burrow may be excavated by hand and backfilled to ensure that the burrows are not occupied prior to construction.

Occupied burrows that would be in danger of collapse or that cannot be avoided should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either: (1) the birds have not begun egg laying and incubation or (2) juveniles from the occupied burrows are foraging

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independently and are capable of independent survival. In such cases, exclusion devices (pursuant to the CBOC and CDFW guidelines) shall not be placed until the young have fledged and are no longer dependent upon the burrow, as determined by a qualified biologist.

3. If non-breeding burrowing owls are observed using burrows during the surveys, owls using burrows that cannot be avoided by ground-disturbance activities shall be excluded from all active burrows (that are in danger of collapse) through the use of exclusion devices placed in occupied burrows in accordance with CBOC and CDFW protocols (CBOC 1993; CDFG 2012).
4. If owls are excluded from on-site burrows, a biological monitor shall conduct routine site surveillance of the project site during project activities at a sufficient rate, determined by the qualified biological monitor, to detect burrowing owls if they return and, if needed, to implement remedial measures to prevent subsequent owl use to avoid take.

MM-BIO-3 Swainson's Hawk. Should initiation of construction be scheduled during the Swainson's hawk nesting season (February 1 through September 15), pre-construction Swainson's hawk surveys shall be conducted in accordance with the California Department of Fish and Wildlife (CDFW)-endorsed protocol for the Central Valley (Swainson's Hawk Technical Advisory Committee 2000). Given the urbanized nature of the project site, these surveys shall be conducted in areas of suitable nesting habitat within 0.25 miles of the site, including staging areas, where accessible. Pursuant to the protocols, surveys shall be conducted for at least two survey periods immediately prior to construction activities, if possible. If 21 days have lapsed from the end of the last survey to the beginning of construction activities, a pre-construction survey shall be conducted no more than 1 week prior to the start of scheduled construction activities during the Swainson's hawk nesting season.

For any active Swainson's hawk nest found within 0.25 miles of proposed construction activities, a no-disturbance buffer shall be established and maintained until, as determined by periodic monitoring by a qualified biologist, the nest is empty and the young are no longer dependent on the nest. The actual no-disturbance buffer distance shall be determined by a qualified biologist and shall take into consideration the level and extent of construction disturbance; nesting phase of the active nest; existing

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vegetative, topographic, noise, or visual barriers between the nest and the project site; and existing levels of human activity and land uses in the immediate area. The biologist will issue periodic reports to the Department of Motor Vehicles on the status of the nesting hawks, noting whether hawks are still present and describing the stage of breeding activities and nesting behavior. Once the hawks have left the area, restrictions on construction shall be lifted. In addition, during the monitoring period, if any behaviors are observed indicating potential distress by the adult birds, the biologist will confer with the construction supervisors and CDFW to determine a course of action that will reduce distress levels for the nesting pair.

If a no disturbance buffer is not feasible, the applicant shall consult with CDFW to determine whether the project can avoid take. If take cannot be avoided, the applicant may need to apply for an Incidental Take Permit pursuant to Fish and Game Code Section 2081(b), prior to initiating ground-disturbing activities.

MM-BIO-4

Nesting Birds. Within 30 days, or as otherwise determined by a qualified biologist based on species potentially occurring on or adjacent to the site, of initial ground-disturbance activities associated with construction or grading that would occur during the nesting/breeding season of native bird species potentially nesting on the site (typically, February through September in the project region), the Department of Motor Vehicles (DMV), or an authorized assignee, shall have nesting bird surveys conducted by a qualified biologist experienced with the nesting behavior of bird species of the region. The intent of the surveys is to determine if active nests of bird species protected by the federal Migratory Bird Treaty Act and/or the California Fish and Game Code are present in the construction zone or within 300 feet (500 feet or more for raptors, depending on species) of the construction zone. The surveys shall be timed such that the last survey is concluded no more than 1 week prior to initiation of clearance/construction work. If ground disturbance activities are delayed, then additional pre-construction surveys will be conducted such that no more than 1 week will have elapsed between the last survey and the commencement of ground-disturbance activities.

If active bird nests are found, clearing and construction at a distance deemed sufficient by the qualified biologist shall be postponed or halted until the nest is vacated, young have fledged, and there is no evidence of a second attempt at

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nesting. The no-disturbance buffer distance shall take into consideration factors such as the species potentially affected by the disturbance; existing visual, noise, or topographic barriers between the disturbance area and the nest; the type, timing, and extent of the disturbance activity; and the nesting phase (nest building, incubation, age of young, etc.) of active nests being avoided. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barrier, and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. The results of the survey, in the form of a memo, and any avoidance measures taken, shall be submitted to the DMV within 30 days of completion of the pre-construction surveys and/or construction monitoring, to document compliance with applicable state and federal laws pertaining to the protection of native birds.

- 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?*

No natural stream or river crosses the project site. Review of the Reedley 7.5-minute U.S. Geological Survey quadrangle suggested no historical occurrence of any river or stream on the project site. In addition, a review of the CNDDB yielded no occurrences of sensitive natural communities on or within the vicinity of the project site. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

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

A formal wetland delineation was not completed for this project; however, the National Wetlands Inventory Map for the Reedley 7.5-minute U.S. Geological Survey quadrangle was reviewed for wetland resources. The National Wetlands Inventory includes no wetland areas on the project site (USFWS 2019b). Also, no potential wetlands were observed during the survey of the project site, which is former agricultural land. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

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- 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?*

The project site is currently a fallow agricultural field that is essentially surrounded on three sides by existing development associated with the City of Reedley. Consequently, the project site is likely not considered an integral part of a regional wildlife corridor based on location and urban development surrounding the project area. Furthermore, no native wildlife nursery sites occur on the project site. Therefore, project implementation would not interfere substantially with the local or regional movement of any wildlife species or impede the use of native wildlife nursery sites. While few more urban-adapted terrestrial and avian species that are residents in the area could potentially and occasionally pass through the project site during foraging events, based on the current conditions of the site and immediate surroundings, project implementation with respect to wildlife movement and nursery sites would be considered a **less-than-significant impact**.

Mitigation Measure: No mitigation is required.

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

As currently proposed, the proposed project would not conflict with any local policies or ordinances protecting biological resources. With implementation of MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4, the proposed project would not conflict with any adopted local plan such as the City of Reedley General Plan (City of Reedley 2014a) as they relate to resources found on the project site. Thus, no conflicts with local policies or ordinances are anticipated. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

- 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?*

There are no adopted habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that cover the project area. Therefore, the proposed project does not conflict with any provisions from an adopted local, regional, or state habitat conservation plan, and **no impact** would occur.

Mitigation Measure: No mitigation is required.

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3.5 Cultural Resources

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

3.5.1 Environmental Setting

A Cultural Resources and Paleontological Resources Letter Report was prepared for the proposed project to assess the project site for existing cultural and paleontological resources. The cultural resources study completed for the Cultural and Paleontological Resources Letter Report included a Southern San Joaquin Valley Information Center (SSJVIC) records search, Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search, tribal outreach, and an intensive pedestrian survey. Information used in this section is derived from the Cultural and Paleontological Resources Letter Report for the Department of Motor Vehicles Reedley Field Office Replacement Project (Appendix 3.5-1) conducted for the project site.

Records Search

A California Historical Resources Information System records search was completed for the project site and 1-mile radius at the SSJVIC at California State University, Bakersfield, on February 12, 2019. This search included a review of their collection of mapped prehistoric, historical, and built-environment resources; Department of Parks and Recreation Site Records; technical reports; historical maps; and local inventories. Additional consulted sources included the National Register of Historic Places; California Inventory of Historical Resources/California Register of Historical Resources (CRHR); and listed California Office of Historic Preservation Archaeological Determinations of Eligibility, California Points of Historical Interest, and California Historical Landmarks. The SSJVIC records indicate that 11 previous cultural resources technical investigations have been conducted, and 1 cultural resource has been

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previously identified within 1 mile of the project site. Of these, none are located within or near the project site (Appendix 3.5-1).

NAHC and Tribal Correspondence

A search of the NAHC SLF for the project area was requested on February 15, 2019. The NAHC SLF results, received March 11, 2019, failed to indicate the presence of Native American cultural resources within the project area or within 1 mile of the project area. Letters were sent to NAHC-listed Native American tribal representatives on March 18, 2019, requesting input regarding the proposed project and potential cultural resources. The Table Mountain Rancheria Tribal Government Office responded on May 30, 2019, declining to participate in consultation at this time but requesting to be informed if cultural resources are discovered during construction. No other responses to these outreach efforts have been received to date. Any subsequent tribal outreach responses will be forwarded to DMV/DGS.

Intensive Pedestrian Survey

An intensive pedestrian survey of the project site was conducted on February 13, 2019, using standard procedures and techniques that meet the Secretary of Interior's Standards and Guidelines for cultural resources inventory. The entirety of the project area has been subject to substantial disturbances related to agricultural use. No archaeological or paleontological resources were identified within the project area during the field survey.

Paleontological Resources Background and Records Search

Dudek requested a paleontological records search from the Natural History Museum of Los Angeles County (LACM) on January 18, 2019, and response was received on February 1, 2019. The records search request included the project area and a 1-mile radius buffer. The LACM reported no paleontological localities within the project area. The closest locality is northeast of Chowchilla, near Ash Slough (LACM 7254). This locality produced a fossil specimen of elephantoid (Proboscidea, e.g., mammoths and mastodons). Southeast of the project area and Visalia, and east of Terra Bella, LACM 4087 produced a fossil specimen of mammoth (*Mammuthus jeffersonii*) (see Appendix C in Appendix 3.5-1).

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3.5.2 Impact Analysis

- a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?*

A historical resource is defined by Public Resources Code Section 21084.1 and California Environmental Quality Act Guidelines Section 15064.5 as any resource listed or determined to be eligible for listing in the NRHP, as well as some California State Landmarks and Points of Historical Interest. In addition, historical resources are evaluated against the CRHR criteria prior to making a finding as to the project's impacts on historical resources. Generally, resources must be at least 50 years old to be considered for listing in the CRHR as a historical resource. The project site is currently undeveloped, with no buildings, structures, or utilities present. The California Historical Resources Information System records search, archival and building development research, and pedestrian survey completed for the project site did not identify any historical resources within the project boundaries. Therefore, **no impact** to historical resources would occur.

Mitigation Measure: No mitigation is required.

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

The project site is currently undeveloped and has historically been used for agricultural purposes. Observation of the present conditions within the proposed project indicates that all areas have been subject to a substantial degree of past disturbances related to agricultural activities. No newly identified archaeological resources were recorded during the pedestrian survey of the project site. Further, a SSJVIC records search did not identify the presence of cultural resources within the proposed project area. An NAHC SLF search and subsequent information outreach with NAHC-listed tribal representatives also failed to indicate the presence cultural resources. The proposed project, as currently designed, appears to have a low potential for encountering intact cultural deposits during ground-disturbing activities and would have no impact to known cultural resources. However, the potential still exists to encounter previously undiscovered significant archaeological resources during project construction activities. To ensure that impacts to cultural resources remain less than significant, should any such resources be encountered during project grading and construction, the project would be required to implement mitigation measure MM-CUL-1. With implementation of MM-CUL-1, impacts to archaeological resources would be **less than significant with mitigation**.

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Mitigation Measure:

MM-CUL-1 Prior to construction, all construction personnel will receive training from the project archaeologist regarding the appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations, including the potential for exposing subsurface archaeological resources and how to recognize possible buried resources. This training will include a presentation or prepared materials detailing procedures to be followed upon discovery or suspected discovery of archaeological materials, including Native American remains and their treatment. In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all earth-disturbing work occurring in the vicinity (generally within 100 feet of the find) shall immediately stop, and a qualified professional archaeologist, meeting the Secretary of Interior's Professional Qualification Standards, shall be notified regarding the discovery. The archaeologist shall evaluate the significance of the find and determine whether additional study is warranted. If the discovery proves significant under California Environmental Quality Act (14 CCR 15064.5(f); PRC Section 21082) or Section 106 of the National Historic Preservation Act (36 CFR 60.4), additional work such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted.

c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The LACM archival search of recorded paleontological localities stated no localities have been recorded within the project area; however, localities nearby have produced fossil specimens of extinct proboscideans, such as mammoth remains (Appendix 3.5-1). Although no paleontological resources were observed during the pedestrian survey, the project area is considered to have a moderate to high potential to yield significant paleontological resources should Pleistocene-age sedimentary deposits be encountered during grading activities. In the event that intact paleontological resources are located in the project area, ground-disturbing activities associated with construction of the project, such as grading during site preparation and excavations for underground utilities, have the potential to destroy a unique paleontological resource. Therefore, a paleontological monitor must be present on site during excavation activities below a depth of 5 feet in areas underlain by Quaternary alluvium and all excavations in areas underlain by elevated Quaternary alluvium where there is potential to encounter paleontological resources.

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Implementation of MM-CUL-2 would ensure potentially significant impacts to paleontological resources are **less than significant with mitigation**.

Mitigation Measure:

MM-CUL-2 Prior to the commencement of any grading activity, Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction, shall retain a qualified paleontologist, to ensure the implementation of a paleontological monitoring program. The Society of Vertebrate Paleontology (SVP 2010) defines a qualified paleontologist as having:

1. A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.
2. At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts.
3. Proficiency in recognizing fossils in the field and determining significance.
4. Expertise in local geology, stratigraphy, and biostratigraphy.
5. Experience collecting vertebrate fossils in the field.

The qualified paleontologist shall attend any pre-construction meetings and manage the paleontological monitor(s) if he or she is not doing the monitoring. A paleontological monitor should be on site during all excavations below the depth of previously disturbed sediments. The SVP (2010) defines a qualified paleontological monitor as having:

1. BS or BA degree in geology or paleontology and one year experience monitoring in the state or geologic province of the specific project. An associate degree and/or demonstrated experience showing ability to recognize fossils in a biostratigraphic context and recover vertebrate fossils in the field may be substituted for a degree. An undergraduate degree in geology or paleontology is preferable, but is less important than documented experience performing paleontological monitoring, or

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2. AS or AA in geology, paleontology, or biology and demonstrated two years experience collecting and salvaging fossil materials in the state or geologic province of the specific project, or
3. Enrollment in upper division classes pursuing a degree in the fields of geology or paleontology and two years of monitoring experience in the state or geologic province of the specific project.
4. Monitors must demonstrate proficiency in recognizing various types of fossils, in collection methods, and in other paleontological field techniques.

The paleontological monitor shall monitor construction excavations below a depth of 5 feet in areas underlain by Quaternary alluvium and all excavations in areas underlain by elevated Quaternary alluvium as determined by the Qualified Paleontologist based on the construction plans. The paleontological monitor shall be equipped with necessary tools for the collection of fossils and associated geological and paleontological data. The monitor shall complete daily logs detailing the day's excavation activities and pertinent geological and paleontological data. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

Following the paleontological monitoring program, a final monitoring report shall be submitted to the Department of General Services program manager, as the Department of Motor Vehicles authorized assignee for project construction, for approval. The report should summarize the monitoring program and include geological observations and any paleontological resources recovered during paleontological monitoring for the project.

d) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?*

No known human remains or burial sites were discovered through the SSJIV records search, pedestrian survey of the project site, or NAHC SLF search and subsequent tribal outreach. However, the potential to encounter human remains during project construction

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still exists. Per Section 7050.5 of the California Health and Safety Code, if human remains are discovered during project construction, no further work shall occur in the immediate vicinity of the discovered remains until the County Coroner has made the necessary findings as to the origin of the remains. Furthermore, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until recommendations for treatment have been made. As such, mitigation measure MM-CUL-3 has been incorporated into the project to ensure that potential impacts are **less than significant with mitigation** by providing standard procedures in the event that human remains are encountered during project construction.

Mitigation Measure:

MM-CUL-3 In accordance with Section 7050.5 of the California Health and Safety Code, if potential human remains are found, earth-disturbing work in the vicinity (generally 100 feet is sufficient) should immediately halt, and the County Coroner shall be notified of the discovery. The coroner will provide a determination within 48 hours of notification. No further excavation or disturbance of the identified material, or any area reasonably suspected to overlie additional remains, shall occur until a determination has been made. If the County Coroner determines that the remains are, or are believed to be, Native American, they shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify those persons believed to be the most likely descendant (MLD) from the deceased Native American. The MLD may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work, the means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The MLDs shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

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3.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.6.1 Environmental Setting

The project site is located within the southern portion of the Great Valley Physiographic Province, referred to as the San Joaquin Valley. The San Joaquin Valley is a broad depression bounded by the Sierra Nevada range to the east and the Coast Ranges to the west. The San Joaquin Valley has been filled with a thick sequence of sediments derived from weathering of adjacent mountain ranges, resulting in a stratigraphic section of Cretaceous, Tertiary, and Quaternary deposits. The project site is relatively flat, with elevations ranging from 344 to 347 feet above mean sea level.

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Geocon Consultants Inc. conducted a Geotechnical Investigation for the project site in November 2018 to investigate the existing site, soil, and groundwater conditions and provide geotechnical engineering conclusions and recommendations for the proposed project (Appendix 3.6-1). The report was based on a literature review, field exploration, laboratory testing, and engineering analyses. Quaternary-age (Pleistocene), non-marine alluvium was encountered in each of the exploratory borings, to the maximum depth explored of 51 feet. The alluvium generally consists of medium dense to very dense silty sand, silty clayey sand, hard lean clay, sandy lean clay, and silt with sand. Cemented soil (i.e., a hardpan) is present from a depth of 3 to 5 feet, with very dense sediments also present from depths of 5 to 12 feet. Geotechnical borings did not encounter groundwater to a maximum depth of 51 feet. Groundwater is present at a depth of approximately 70 feet below ground surface. The geotechnical report also determined that potential liquefaction/lateral spreading and soil expansion are not considered hazards on the project site. On-site soils have a high infiltration rate of approximately 2 inches per hour. Shallow on-site soils can become saturated during the wet season as a result of the high infiltration rate and perching of water on the relatively impermeable hardpan, at a depth of 3 to 5 feet (Appendix 3.6-1).

3.6.2 Impact Analysis

a) *Would the project expose people or structures to 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.*

According to the City of Reedley's (City's) General Plan, there are no known seismic faults located within the Reedley Planning Area or in the immediate surrounding environs (City of Reedley 2014a). Further, the project site would not be located within or near an Alquist-Priolo Fault Zone (Appendix 3.6-1); therefore, the potential for rupture of a known earthquake fault would have **no impact** on the project site that could result in an increased risk of loss, injury, or death.

Mitigation Measure: No mitigation is required.

ii) *Strong seismic ground shaking?*

The Great Valley 14 and Great Valley 13 faults are the closest regional active faults, located approximately 49 miles west of the project site. The U.S. Geological Survey-estimated modal magnitude earthquake at the site is 5.1, and the estimated

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peak ground acceleration associated with the maximum considered earthquake, with a recurrence interval of 2,475 years, is 0.26g (percent of gravity)(Appendix 3.6-1). The modal magnitude earthquake is the earthquake with a 10% probability of exceedance in 50 years.

The project site could be subjected to ground shaking in the event of an earthquake along the Great Valley 14 and Great Valley 13 faults, or other regional faults (Appendix 3.6-1), but there is sufficient distance from the nearest fault that the effects would be minimal (City of Reedley 2014a). Furthermore, the proposed project would be designed and constructed to meet the California Building Code (CBC) seismic standards and recommendations set forth in the Geotechnical Investigation prepared for the project, to reduce potential damage due to seismically induced ground shaking (Appendix 3.6-1). Compliance with the CBC and implementation of recommendations included in the Geotechnical Investigation prepared for the proposed project would offset potential risks to structures and people associated with a major earthquake event. In addition, construction and operation of the proposed project would not exacerbate the potential for earthquakes to occur. As a result, impacts associated with seismically induced ground shaking would be **less than significant**.

Mitigation Measure: No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

As previously discussed, the project site is located in an area that is seismically active. Ground failure and liquefaction can potentially occur during an earthquake-induced ground-shaking event and can be a main cause of structure damage. Liquefaction occurs when ground shaking causes wet granular soils to change from a solid state to a liquid state, resulting in the collapse of buildings. Buildings (and building occupants) are at risk when the ground begins to liquefy and can no longer support structures. Lateral spreading is a form of ground failure (i.e., cracks, fissures, and localized subsidence) that occurs in association with liquefaction in areas of unsupported slopes.

According to the City's General Plan, liquefaction/lateral spreading potential is low within the Reedley area (City of Reedley 2014a). In addition, the Geotechnical Investigation completed for the proposed project determined that due to the relatively dense nature of the subsurface conditions encountered at the site, in combination with no groundwater to a depth of 50 feet, the potential for

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liquefaction is low (Appendix 3.6-1). In addition, construction and operation of the project would not exacerbate the potential for seismically induced ground failure, including liquefaction.

As previously discussed, the proposed project is required to comply with the CBC and the recommendations included in the Geotechnical Investigation report prepared for the proposed project (Appendix 3.6-1), which would ensure that all structures are designed and built to current standards to minimize potential impacts associated with seismic-related ground failure, including liquefaction. Therefore, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

iv) Landslides?

Areas at risk from landslides include locations on or close to steep hills and steep roadcuts or excavations, or areas where existing landslides have previously occurred. Due to the relatively flat site topography and the absence of steep slopes in the project vicinity, the potential for slope failure that could affect the project site is considered negligible. Further, the project is required to comply with the CBC, which outlines specific design, engineering, and development standards for structures proposed in areas with unstable soils. Compliance with current regulations would ensure that all structures are designed and built to current standards to minimize impacts associated with landslides. In addition, construction and operation of the proposed project would not exacerbate the potential for landslides to occur. Therefore, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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

Construction activities associated with the proposed project, including excavation and grading, would temporarily expose underlying soils, thereby increasing the potential to cause soil erosion or the loss of topsoil. Because the proposed project would involve construction on an area greater than 1 acre, it would require compliance with the General Construction Activity National Pollutant Discharge Elimination System Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, National Pollutant Discharge Elimination System No. CAS000002), which requires the demolition/construction contractor to prepare and comply with a stormwater pollution prevention plan. The stormwater pollution prevention plan must include erosion control

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measures such as covering exposed soil stockpiles, protecting the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. Upon completion of construction, structures, roadways, and landscaping or revegetated areas would cover any soils exposed during construction, thus minimizing the potential for erosion-induced siltation of waterways. With implementation of erosion control measures stipulated in project-specific stormwater pollution prevention plan, impacts concerning substantial soil erosion or the loss of topsoil would be **less than significant**.

Mitigation Measure: 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?*

The Geotechnical Investigation prepared for the proposed project determined that, based on laboratory testing, the primary geotechnical constraint within the project site is the presence of cemented soil materials (i.e., a hardpan) at depths ranging from approximately 3 to 5 feet. Cemented soils may impact excavations at the site. Although no groundwater was encountered within 50 feet of the ground surface, cemented soils can cause perched water conditions to develop at shallow depths, creating soft unstable soils near the surface that could impact construction activities at the site.

The Geotechnical Investigation anticipates grading and excavations at the site could be accomplished using heavy-duty grading/excavation equipment, with increased effort expected in cemented soils. During the wet season, or in periods of precipitation, soils may be wet and unstable due to presence of cemented soils. Earthwork operations are recommended to be conducted outside the wet season, after a period of at least one month of warm and dry weather to allow the site to dry so heavy equipment can operate effectively. The report concludes that, with proper construction timing, cemented soils would not result in unstable soil conditions on site (Appendix 3.6-1).

The proposed project would be required to comply with the CBC regarding grading and construction, as well as recommendations set forth in the Geotechnical Investigation prepared for the proposed project. In addition, see previous response (b) with respect to possible on- or off-site seismic-related ground failure impacts. With adherence to standard CBC policies and geotechnical recommendations, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

The Geotechnical Investigation prepared for the proposed project included laboratory expansion index tests on selected near-surface soils samples from the project site (Appendix 3.6-1). Soil samples indicate low expansion potential; therefore, impacts associated with expansive soils would be **less than significant**.

Mitigation Measure: No mitigation is required.

- 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 septic systems or alternative wastewater disposal systems would be used on the project site. Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

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3.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.7.1 Environmental Setting

Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional greenhouse gases (GHGs) to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride (SF₆), and nitrogen trifluoride (NF₃) (see also 14 CCR 15364.5). The three GHGs evaluated in this section are CO₂, CH₄, and N₂O.

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Gases in the atmosphere can contribute to climate change both directly and indirectly.¹ The Intergovernmental Panel on Climate Change developed the global warming potential concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO₂; therefore, global warming potential-weighted emissions are measured in metric tons of CO₂ equivalent (MT CO₂e). Consistent with CalEEMod Version 2016.3.2 (CAPCOA 2017), this GHG emissions analysis assumed the global warming potential for CH₄ is 25 (emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the global warming potential for N₂O is 298, based on the Intergovernmental Panel on Climate Change Fourth Assessment Report (IPCC 2007).

The DMV does not have its own thresholds for GHG emissions. For this reason, the DMV has looked to the local jurisdictions—the City of Reedley, County of Fresno, and SJVAPCD—for guidance on GHG thresholds. That said, as a state entity, the DMV is not subject to local government planning documents or regulations. Nonetheless, local plans and policies can often serve as a good reference to provide a sense of the environmental planning setting in the project area. For this reason, impacts from the project’s GHG emissions would be considered less than significant if the project is found to emit less than 900 MT CO₂e per year of GHG emissions.

The analysis for compliance with regulatory programs only applies to the individual area addressed by the regulatory program. If the proposed project is determined to have GHG emissions less than 900 MT CO₂e per year, then the project’s cumulative contribution of GHG emissions would be considered less than significant. Conversely, if the proposed project is determined to exceed the 900 MT CO₂e per year threshold, then the project’s cumulative contribution of GHG emissions would be considered significant, and feasible mitigation measures would be required.

A numerical bright-line value for DMV projects does not yet exist. Moreover, no bright-line threshold has been formally adopted by an air district or other lead agencies for use in the Fresno County region. The California Air Pollution Control Officers Association (CAPCOA) recommended an interim 900 MT CO₂e screening level as a theoretical approach to identify projects that require further analysis and potential mitigation (CAPCOA 2008). The 900 MT CO₂e per year screening threshold was developed by CAPCOA based on data collection on various development applications submitted among four diverse cities, including the Cities of Los Angeles, Pleasanton, Dublin, and Livermore. Following the review of numerous pending applications within these four cities, an analysis was conducted to determine the threshold that

¹ Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017).

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would capture 90% or more of applications that would be required to conduct a full GHG analysis and implement GHG emission reduction measures as part of final project design. Following CAPCOA's analysis of development applications in various cities, it was determined that the threshold of 900 MT CO_{2e} per year would achieve the objective of 90% capture and ensure that new development projects would keep the State of California on track to meet the emissions reductions goals of Assembly Bill 32. This 900 MT CO_{2e} screening level threshold is considered appropriate for small maritime projects or other land use types, but was not devised to include emissions associated with the larger goods movement (e.g., oceangoing vessels, freight rail) projects or larger industrial processes that are typically associated with marine terminals. Consequently, the interim screening level recommended by CAPCOA would be appropriate for the proposed project. The 900 MT CO_{2e} threshold is applied to evaluate whether the project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Section 15183.5 of the CEQA Guidelines specifies that the project's CEQA analysis "must identify those requirements specified in the plan that apply to the project, and, if those requirements are not otherwise binding and enforceable, incorporate those requirements as mitigation measures applicable to the project." As previously stated, the DMV, as a state entity, is not subject to local government planning documents or regulations; therefore the local GHG reduction plans would not apply to this project. However, a discussion of local GHG reduction plans is provided in the impact analysis section for informational purposes only.

3.7.2 Impact Analysis

- a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

GHG emissions related to construction and operation of the proposed project are outlined as follows.

Construction Emissions

Emissions from construction of the project were estimated using the CalEEMod as discussed in Section 3.3, Air Quality. The combustion of fuels from construction equipment, worker vehicle trips, and vendor trips all generate GHG emissions. Table 3.7-1 shows the estimated annual GHG construction emissions associated with the proposed project, as well as the annualized construction emissions over a 30-year proposed project life. Complete details of the emissions calculations are provided as part of Appendix 3.3-1.

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**Table 3.7-1
Estimated Annual Construction Greenhouse Gas Emissions**

Year	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<i>Metric Tons per Year</i>			
2021	482.67	0.09	0.00	484.85
2022	135.22	0.03	0.00	135.87
Total				620.72
Annualized emissions over 30 years				20.69

Notes: CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

Source: CalEEMod Version 2016.3.2. See Appendix 3.3-1 for complete results.

As shown in Table 3.7-1, the estimated total GHG emissions during construction would be approximately 621 MT CO₂e over the construction period. Estimated project-generated construction emissions annualized over 30 years would be approximately 21 MT CO₂e per year. As with project-generated construction air pollutant emissions, GHG emissions generated during construction of the proposed project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. As there is no construction GHG threshold, the amortized construction emissions will be added to the operational emissions and evaluated therein.

Operational Emissions

CalEEMod Version 2016.3.2 was used to estimate potential project-generated operational GHG emissions from area sources (landscape maintenance), energy sources (natural gas and electricity), mobile sources, solid waste, and water supply and wastewater treatment. Emissions from each category are discussed in the following text with respect to the project. For additional details, see the Operational Emissions discussion in Section 3.3 for operational emission calculation methodology and assumptions, specifically for area, energy (natural gas), and mobile sources. Operational year 2022 was assumed consistent with project buildout.

Energy Sources

As represented in CalEEMod, energy sources include GHG emissions associated with building electricity and natural gas usage (non-hearth). Electricity use would contribute indirectly to GHGs, since GHG emissions occur at the site of the power plant, which is typically off site. Emissions were calculated by multiplying the energy use by the utility's carbon intensity (pounds of GHGs per megawatt-hour for electricity or 1,000

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British thermal units for natural gas) for CO₂ and other GHGs. Annual natural gas and electricity emissions were estimated in CalEEMod using the emissions factors for Southern California Edison, which would be the energy source provider for the proposed project. For the operational year 2022, the emission factors for Southern California Edison were adjusted to reflect compliance with the Renewables Portfolio Standard. The renewables content for 2020 is 33% for utilities and was assumed for the project's buildout year. The Renewables Portfolio Standards calculation is included in Appendix 3.3-1.

CalEEMod default values for energy consumption for each land use were applied for the project analysis. The DMV was assumed to a government office building land use within CalEEMod. The energy use from commercial land uses is calculated in CalEEMod based on the California Commercial End-Use Survey database to develop energy intensity values (electricity and natural gas usage per square foot per year) for nonresidential buildings. Energy use in buildings (both natural gas and electricity) is divided by the program into end use categories subject to Title 24 requirements (end uses associated with the building envelope such as the heating, ventilation, and air conditioning system; water heating system; and integrated lighting) and those not subject to Title 24 requirements (such as appliances, electronics, and miscellaneous "plug-in" uses).

Title 24 of the California Code of Regulations serves to enhance and regulate California's building standards. The most recent amendments to Title 24, Part 6, referred to as the 2016 standards, became effective on January 1, 2017. The previous amendments were referred to as the 2013 standards. CalEEMod 2016.3.2 includes compliance with the 2016 Title 24 standards. The project will be in compliance with the 2016 Title 24 standards.

The project would incorporate solar photovoltaic panels on site. The output would be approximately 128 kilowatts of direct current. The estimate energy production of the system was analyzed using the NREL PV Watts solar calculator (included in Appendix 3.3-1).

Solid Waste

The project would generate solid waste and would, therefore, result in CO_{2e} emissions associated with landfill off-gassing. Solid waste generation was derived from the CalEEMod default rates for a government office building. Emission estimates associated with solid waste were estimated using CalEEMod. A solid waste diversion rate of 75% was assumed in accordance with Assembly Bill 939.

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Water Supply and Wastewater

Water supplied to the project requires the use of electricity. Accordingly, the supply, conveyance, treatment, and distribution of water would indirectly result in GHG emissions through use of electricity. Annual water use for the project and GHG emissions associated with the electricity used for water supply were calculated based upon default water use estimates for a government office building, as estimated by CalEEMod. The project would include low-flow fixtures. Estimated annual operation emissions of the proposed project are shown in Table 3.7-2.

**Table 3.7-2
Estimated Annual Operational Greenhouse Gas Emissions (2022)**

Emissions Source	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<i>Metric Tons per Year</i>			
Area	0.00	0.00	0.00	0.00
Energy ^a	-5.81	0.00	0.00	-5.82
Mobile	772.52	0.08	0.00	774.57
Solid Waste	0.65	0.04	0.00	1.61
Water and Wastewater	3.14	0.06	0.00	4.99
Total				775.35
Amortized Construction Emissions				20.69
Total with Construction Emissions				796.04

Notes:

CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent.

^a Energy emissions include the on-site 128-kilowatt solar photovoltaic system.

Numbers may not add exactly due to rounding.

Source: See Appendix 3.3-1 for complete results.

As shown in Table 3.7-2, the project would result in a total of 775 MT CO₂e per year during operation. When including the amortized construction emissions, the total project operational emissions would be 796 MT CO₂e per year. The ZNE features of the project help to reduce the GHG emissions. The solar photovoltaic arrays on site would generate more power than the estimated demand, which resulted in negative energy GHG. As such, the project would not exceed the operational threshold of 900 MT CO₂e per year as recommended by CAPCOA. Therefore, the project's GHG emissions would be **less than significant**.

Mitigation Measure: No mitigation is required.

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

The proposed project is under the purview of DMV, and only state regulations apply to the proposed project. However, for informational purposes, the following outlines that the project is consistent with local GHG reduction plans.

The City adopted a Climate Action Plan on December 8, 2015, which evaluates the current GHG emissions for the City, projected GHG emissions for the City, and goals to reduce GHGs to meet the statewide goals. The Climate Action Plan relies on a GHG Reduction Compliance Checklist for new projects to show they are consistent with the CAP and thus the City's trajectory toward meeting its GHG goals. All projects must demonstrate a 20% reduction in GHG emissions using the checklist. As the project is designed to be ZNE and will produce more electricity on site than will be used, it can account for a 44% average reduction in GHG emissions and thus exceeds the 20% minimum requirement. Therefore, the project would be consistent with the City's Climate Action Plan.

Under the SJVAPCD's CEQA thresholds for GHG, a project would not have a significant GHG impact if it is consistent with an applicable plan to reduce GHG emissions, and a CEQA-compliant analysis was completed for the GHG reduction plan. The FCOG's Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) is an applicable plan adopted for the purpose of reducing GHGs from the land use and transportation sectors in Fresno County and was adopted after completion of a Program Environmental Impact Report. A project could result in a significant impact due to a conflict with an applicable plan, policy, or regulation if it would be inconsistent with the adopted FCOG RTP/SCS. Therefore, the project could have a potential conflict with the RTP/SCS if it were to be found inconsistent based on a qualitative assessment of the project's consistency with FCOG's RTP/SCS policies.

Senate Bill 375 requires FCOG to demonstrate in its RTP/SCS that it will reduce car and light truck GHG emissions 5% per capita by 2020, and 10% by 2035. The FCOG RTP/SCS has projected to exceed the goal by committing to a 14.1% reduction by 2020 and 16.6% reduction by 2035. The GHG emission goals in the FCOG RTP/SCS are based on demographic data trends and projections that include household, employment, and total population statistics. The FCOG RTP/SCS projects that the total employment in Fresno County will be 7,010 in 2020 and 7,570 in 2025, for an annualized growth rate of 112 jobs per year (FCOG 2017a). The project is anticipated to have up to 24 full-time equivalent personnel in 2022. Further, this is a replacement project, and two new staff would be added

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on opening day. Therefore, the jobs estimated by the project would be well within the annual growth projection for the FCOG 2018 RTP/SCS, the project would be consistent with the RTP/SCS and would not conflict with an applicable plan. Impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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3.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.8.1 Environmental Setting

URS Corporation prepared a Phase I Environmental Site Assessment and limited Phase II investigation for the project site in June 2018 (Appendix 3.8-1). The Phase I Environmental Site Assessment included a review of relevant background information, aerial photographs, topographic maps, environmental records, a pedestrian survey of the project site and vicinity,

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database search, and interview with the owners of the property. Furthermore, based on the historical agricultural use of the site and two adjacent underground storage tanks (USTs), a limited Phase II investigation was conducted to determine whether and to what extent near-surface soils have been contaminated by past agricultural use and current UST use.

The Phase I report identified the adjacent USTs as the only recognized environmental condition (REC), controlled REC, or historical REC. The USTs are located at a gas station adjacent to the western boundary of the project site. The USTs have no record of violation or reported unauthorized releases, and appeared to pose a low risk to the subject property. However, the USTs could contribute to vapor intrusion conditions that could negatively affect the project site, so URS conducted soil vapor sampling and laboratory analysis under the limited Phase II investigation. The results did not indicate the presence of chemicals of concern (COC) in soil vapor or a vapor intrusion condition along the western boundary of the project site, at the time of sample collection (Appendix 3.8-1).

Although not considered a REC, residual concentrations of agricultural chemicals could be present in shallow soils within the project site due to past agricultural practices on site. URS conducted soil sampling and laboratory analysis of soil samples under the limited Phase II investigation to determine concentration of agricultural chemicals within on-site soils. The samples were analyzed for semi-volatile organic compounds, which are derivatives of, and therefore indicative of pesticides and herbicides. Analyses did not indicate the presence of COCs above laboratory detection limits.

In addition, soil analysis for metals concentrations, which are also derivatives of, and therefore indicative of pesticides, herbicides, and fertilizers, did not indicate the presence of COCs above the Regional Water Quality Control Board Environmental Screening Levels and U.S. Environmental Protection Agency Regional Screening Levels, with the exception of arsenic and thallium. However, the reported concentrations of arsenic and thallium were consistent with naturally occurring background concentrations for the area (Appendix 3.8-1).

3.8.2 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?*

During grading and construction activities, a variety of small quantities of hazardous substances and petroleum products would be used on the project site, including fuels for machinery and vehicles, oil, grease, cleaning solvents, and paints. Provisions to properly manage hazardous substances and wastes during grading and construction are typically

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included in construction specifications and are a requirement of the state's construction contracting process. Once construction has been completed, the proposed project's operational uses would not include petroleum products or hazardous substances and therefore would not create a public hazard through transport, use, or disposal of hazardous materials. Adhering to applicable local, state, and federal standards associated with hazardous materials would ensure that these impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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?*

As described previously, a limited Phase II investigation was performed to determine impacts from past pesticide/herbicide use from agricultural practices on site and two existing USTs adjacent to the western boundary of the project site. Analysis of the 20 soil samples from the project site indicated no pesticide/herbicide-related COCs, with the exception of arsenic and thallium, which were found at naturally occurring background levels. As a result, these metals concentrations would not be of concern for construction and operation of the proposed project (Appendix 3.8-1). Additionally, soil-gas sampling did not indicate the presence of COCs in soil vapor along the western boundary of the site, in the vicinity of the USTs. These USTs are double-walled, permitted USTs with secondary containment, with no reported leaks or violations at the Fresno County Department of Environmental Health. As a result, the adjacent USTs would not create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction or operation.

Construction at the project site would involve the temporary use of small quantities of hazardous and/or flammable materials, including diesel fuel, gasoline, and other oils and lubricants. The use, storage, transport, and disposal of these materials would comply with all existing local, state, and federal regulations, as previously described. As described in Section 3.9, Hydrology and Water Quality, a stormwater pollution prevention plan (SWPPP) would be implemented during construction. The SWPPP must include water quality protection measures with respect to incidental spills of petroleum products and hazardous materials, including secondary containment of fluid containers, storing fluid containers indoors during rain events, placing drip pans under equipment when not in use, and designating specific areas for equipment fueling and maintenance with surrounding spill containment booms. With implementation of spill control measures stipulated in a project-specific SWPPP, use of petroleum products and hazardous substances during construction

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would not create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- 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?*

The nearest school to the project site, Jefferson Elementary School, is located approximately 0.45 miles northwest of the site. Construction at the project site would involve the temporary use of hazardous and/or flammable materials, including diesel fuel, gasoline, and other oils and lubricants. The use, storage, transport, and disposal of these materials would comply with all existing local, state, and federal regulations, as previously described. Once constructed, no uses are proposed that would create a public hazard through transport, use, or disposal of hazardous materials. Therefore, impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- d) *Would the project be located on a site that 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?*

A search of federal, state, and local databases regarding hazardous material releases and site cleanup lists was conducted for the project site. This search determined that the project site is not listed in any list of hazardous materials sites or in any relevant environmental records as a hazardous materials site. A gasoline station, with two double-walled, steel/fiberglass-permitted USTs with secondary containment, is located immediately west of the project site. No record of leaks or violations was found in the Fresno County Department of Environmental Health records. Based on the close proximity of these USTs to the subject property, the USTs are considered a REC. However, because the property is well maintained, equipped with redundant systems to detect/prevent a release, and has no reported leaks or violations, its risk of affecting the subject property is considered minimal (Appendix 3.8-1).

As the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, and surrounding sites are unlikely to impact the project site, the project would not create a significant hazard to the public or the environment.

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Therefore, impacts to the public or environment due to hazardous conditions on site would be **less than significant**.

Mitigation Measure: No mitigation is required.

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

The airport closest to the project site is the Reedley Municipal Airport, which is located approximately 5.4 miles to the north. The Reedley Municipal Airport is comprised of 138 acres of land with a single 3,300-foot-long asphalt runway (City of Reedley 2019a).

The Fresno County (County) Airport Land Use Compatibility Plan was adopted in December 2018 to provide guidance for development and to ensure noise and safety hazards are reduced on and near airports within the County. The proposed project would not be located within an airport influence area or safety zone for the Reedley Municipal Airport, as specified in the County Airport Land Use Compatibility Plan (FCOG 2018). Additionally, the proposed project would not introduce any flight hazards such as glare; distracting lights; sources of dust, steam, or smoke; electrical interference; or bird attractants. Because the project is not proposed within an airport influence area or safety zone, it would not result in safety hazards for people residing or working in the project area. **No impact** would occur.

Mitigation Measure: No mitigation is required.

- f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The project site is not located in the vicinity of a private airstrip. Therefore, **no impact** would occur due to safety hazards for people residing or working in the project area.

Mitigation Measure: No mitigation is required.

- g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The City has in place an Emergency Operations Plan for Response to Disasters and Terrorism (City of Reedley 2019b). The Emergency Operations Plan, which was jointly prepared by the City police and fire departments, identifies response procedures for a range

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of specific emergency situations that are relevant to the City, such as breaching of Pine Flat Dam or an ammonia leak at one of the local packinghouses. The Emergency Operations Plan is an extension of the California Emergency Plan (City of Reedley 2014a). The proposed project would not require permanent closure of any streets and would not interfere with emergency access to the project site or surrounding area. Construction of the proposed DMV field office building and associated improvements would not physically interfere with any emergency response plan or evacuation plans. During construction, street lanes adjacent to the project may be temporarily closed for street frontage/driveway improvements. These temporary lane closures would require encroachment permits from the City, which would contain traffic control plans that would require notification of construction plans to local utility and emergency service providers. Therefore, the impact would be **less than significant**.

Mitigation Measure: No mitigation is required.

- h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The project site is served by the Reedley Fire Department (see Section 3.14, Public Services). Due to the project location within a predominantly developed area, except for agricultural lands to the south, the potential for wildland fires to occur within the project area is minimal. There are no state responsibility areas near the project site, based on Fresno County Fire Hazard Severity Zone maps (CAL FIRE 2007). Additionally, there are no Very High Fire Severity Zones in the Fresno County Local Responsibility Area (CAL FIRE 2008), including the project site.

As part of standard development practices, the state fire marshal reviews and approves project plans. New construction would be required to conform to standards of the state fire marshal, who during their review of the site plans, would ensure that the new DMV facility complies with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code (24 CCR Part 9). Buildings would be required to install fire prevention devices, such as fire alarms and sprinklers, to improve emergency-related problems for the proposed development. Due to minimal wildfire risk and requirements to conform to standards of the state fire marshal, the proposed project would not expose people or structures to a significant risk associated with wildland fires. Therefore, the impact would be **less than significant**.

Mitigation Measure: No mitigation is required.

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3.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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3.9.1 Environmental Setting

The project site overlies the Tulare Lake Groundwater Basin and the Kings Subbasin. The project site is within the Tulare-Buena Vista Lakes Watershed. Major surface water features include the Kings River and its tributaries, which drain the Sierra Nevada into the San Joaquin Valley southwestward and join the San Joaquin River flowing northwestward to the Sacramento Delta and west through the Carquinez Strait to the Pacific Ocean. Nearby water features include the Friant-Kern Canal and Lake Woollomes, located approximately 4 miles east of the site (Appendix 3.8-1). No naturally occurring water bodies are located on or in the vicinity of the project site.

Groundwater underneath the project site is located at a depth of 49 to 65 feet below the ground surface. Groundwater in the region generally flows to the southeast. The City relies on groundwater for its domestic water supply, and several groundwater wells are located within the vicinity of the project site (Appendix 3.8-1).

The project site is relatively flat with an on-site elevation of approximately 344 feet above mean sea level. The site is underlain by two soil types: Madera sandy loam and Ramona loam (USDA 2019). Curb and gutter is present along the eastern and southern project site boundaries to direct stormwater flows from adjacent roadways around the site to the existing stormwater collection infrastructure. There is an existing stormwater catch basin near the southwest corner of the project site on East Dinuba Avenue.

According to Federal Emergency Management Agency Flood Map No. 06019C2685H, dated February 18, 2009, the site is located in Zone X, which encompasses areas of minimal flood hazard (FEMA 2009). The City of Reedley General Plan indicates flooding typically occurs due to high flows in the Kings River or as a result of local runoff from intense rainfall (City of Reedley 2014a). The project site is not within an area prone to flooding. Areas within the City's sphere of influence that are subject to inundation during a 100-year flood are limited to lands along the margins of the Kings River in the western portion of the City and areas along the Travers Creek in the southeastern portion of the City (City of Reedley 2013).

3.9.2 Impact Analysis

a) *Would the project violate any water quality standards or waste discharge requirements?*

Construction

Project construction would require earth-disturbing activities, including grading, soil over-excavation, and temporary stockpiling of soil prior to backfilling, which could expose disturbed areas to rainfall and stormwater runoff. In addition, accidental/incidental spills of

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construction-related contaminants (e.g., fuels and oils) could occur during grading and construction, thereby degrading water quality. Because the proposed project would exceed 1 acre in size, it would require compliance with the General Construction Activity National Pollutant Discharge Elimination System Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, National Pollutant Discharge Elimination System No. CAS000002), which requires the construction contractor to prepare and comply with a SWPPP. As summarized in Table 2-2, Summary of Standard Construction Procedures/Practices, of Chapter 2, Project Description, the SWPPP would include erosion control measures such as covering exposed soil stockpiles, protecting the perimeter of the construction site with sediment barriers, and protecting storm drain inlets. The SWPPP must also include water quality protection measures with respect to incidental spills of petroleum products and hazardous materials, including secondary containment of fluid containers, storing fluid containers indoors during rain events, placing drip pans under equipment when not in use, and designating specific areas for equipment fueling and maintenance with surrounding spill containment booms. With implementation of erosion and spill control measures stipulated in a project-specific SWPPP, impacts related to project grading and construction would be **less than significant**.

Operations

During site operations, the increase in impervious surface cover associated with the proposed project would result in a change in surface runoff conditions. Incidental spills of oil and grease from vehicles in the parking lot could adversely impact surface water quality. The City of Reedley is considered a Traditional Permittee under the California State Water Resources Control Board, Phase II Small Municipal Separate Storm Sewer System (MS4) Program. As such, stormwater runoff during project operations would be subject to California Regional Water Quality Control Board, Central Valley Region, Order R5-2016-0040, National Pollutant Discharge Elimination System No. CAS0085324, National Pollutant Discharge Elimination System Permit and Waste Discharge Requirements General Permit for Discharges from Municipal Separate Storm Sewer Systems. This order regulates discharges of stormwater and authorized nonstormwater from Municipal Separate Storm Sewer Systems. The City of Reedley has developed a Stormwater Quality Management Implementation Plan in response to this order, which provides a management strategy for controlling the discharge of pollutants to the maximum extent practicable, in stormwater runoff from the City metropolitan area.

As part of the project, a stormwater detention system, earning LEED stormwater credits, would be constructed in the proposed parking area. The stormwater detention system would consist of HydroStor Chambers, which provide underground stormwater storage prior to discharge to the City's stormwater drainage system. Such a system would be effective in reducing post-

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construction stormwater runoff rates, in accordance with LEED requirements, such that downstream flooding and erosion would not occur (see responses to thresholds (d) and (e) below). However, as described in Section 3.6, Geology and Soils, the alluvial soils beneath the site generally consist of medium dense to very dense silty sand, silty clayey sand, hard lean clay, sandy lean clay, and silt with sand. Cemented soil (i.e., a hardpan) is present from a depth of 3 to 5 feet, in addition to very dense sediments from 5 to 12 feet. As a result, beneficial water quality impacts associated with stormwater infiltration would not be realized during project operations, as the soils are not suitable for infiltration and groundwater recharge. Therefore, post-construction stormwater quality would not be consistent with the City's small MS4 permit. As a result, operational-related water quality impacts would be potentially significant. However, with implementation of mitigation measure MM-HYD-1, which requires construction of Low Impact Development features, stormwater quality impacts would be reduced to **less than significant with implementation of mitigation**.

Mitigation Measure:

MM-HYD-1 Stormwater Quality. In compliance with the Municipal Separate Storm Sewer System (MS4) permit, the Department of General Services shall ensure that Low Impact Development features, such as bioswales and/or mechanical/filter treatment technology, are included in the final design and constructed prior to building occupancy. The Low Impact Development best management practices shall be designed based on the final design plans in accordance with the Phase II Small MS4 Program and associated City of Reedley Stormwater Quality Management Implementation Plan and shall target pollutants of concern in runoff from the project site. The minimum performance standards required under the Phase II Small MS4 Permit include:

- **Source Control Measures:** Source control measures seek to avoid introduction of water quality pollution/degradation altogether. Source control strategies include things like covering refuse/trash areas, properly managing outdoor storage of equipment/materials, minimizing use of pesticides and fertilizers in landscaping, using sumps or special area drains to send non-stormwater discharges to the sewer, ensuring regular grounds maintenance, etc.
- **Treatment Control Measures:** Treatment control measures retain, treat and/or infiltrate the site runoff produced under normal circumstances, controlling both the quality and quantity of stormwater released to the

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City's conveyance system or directly to receiving waters. In most situations, this means implementing structural BMPs (e.g., infiltration, bioretention and/or rainfall harvest and re-use) to treat the volume and rate of runoff produced by 85th percentile storm (i.e., design capture volume).

- **Operation and Maintenance Requirement:** The Small MS4 Permit requires that maintenance agreements stay in place with each property (executed and then recorded with the City/County Clerk Recorder) to ensure permanent treatment control measures developed on site are properly maintained and/or repaired in accordance with the stormwater quality control plan.

- b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?*

The project does not include any uses that would require groundwater, and the project site is not considered a significant recharge area. In addition, construction of project features would not result in a substantial increase in staff or customers within the City because the proposed DMV field office would replace the existing DMV facility at 558 East Dinuba Avenue and accommodate two additional staff and 36 additional customers. Water uses within the building would be generally limited to sanitary facilities. Therefore, the proposed project would not significantly increase overall water demand in the City. The proposed project would not increase groundwater use, nor would it substantially interfere with groundwater recharge. Therefore, impacts related to groundwater supplies and groundwater recharge would be **less than significant**.

Mitigation Measure: No mitigation is required.

- 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, in a manner which would result in substantial erosion or siltation on- or off-site?*

The project site is relatively flat, and project grading and construction would not substantially alter the existing drainage pattern of the site or area. There are no streams or rivers located on or near the project site. As previously stated in responses (a) and (f), project construction would involve some earth-disturbing activities that could expose on-site soils to short-term erosion and surface water runoff. However, implementation of the project-specific SWPPP would

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reduce short-term erosion and siltation from the project site during construction activities, such that impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- d) *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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

As described in response (c), the project site is relatively flat, and project grading and construction would not substantially alter the existing drainage pattern of the site or area. There are no streams or rivers located on or near the project site. Construction of the proposed building and parking areas would result in an increase in impervious surfaces, which could potentially increase the rate or amount of surface runoff. However, as part of the project, a stormwater detention system, earning LEED stormwater credits, would be constructed in the proposed parking area. The stormwater detention system would consist of HydroStor Chambers, which provide underground stormwater storage prior to discharge to the City's stormwater drainage system. Such a system would be effective in reducing post-construction stormwater runoff rates, in accordance with LEED requirements, such that on- or off-site flooding would not occur. Off-site stormwater would be conveyed through the residential development north of the project site and collected in a retention basin on Tobu Avenue. As a result, on- or off-site flooding impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- e) *Would the project 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?*

As described for response (d), construction of a stormwater detention system would reduce post-construction stormwater runoff rates such that on- or off-site flooding would not occur. In addition, as discussed for response (a), incidental spills of oil and grease from vehicles in the parking lot could adversely impact surface water quality. Stormwater from the project site would drain into the City's stormwater drainage system. Beneficial water quality impacts associated with stormwater detention and infiltration would not be realized during project operations, as the soils are not suitable for infiltration and groundwater recharge. Post-construction stormwater quality would not be consistent with the City's small MS4

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permit. As a result, operational-related water quality impacts would be potentially significant, but reduced to **less than significant with implementation of MM-HYD-1**.

Mitigation Measure: Refer to MM-HYD-1.

f) Would the project otherwise substantially degrade water quality?

Refer to response (a). With implementation of erosion and spill control measures during construction, as stipulated in a project-specific SWPPP, and implementation of Low Impact Development features during project operations as required by MM-HYD-1, water quality impacts would be **less than significant with mitigation incorporated**.

Mitigation Measure: Refer to MM-HYD-1.

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

According to Federal Emergency Management Agency Map No. 06019C2685H, dated February 18, 2009, the project site is located in Zone X, which encompasses areas of minimal flood hazard (FEMA 2009). The proposed project does not include housing. Because the proposed project does not include any housing or future residents that could be impacted by flooding, **no impact** would occur.

Mitigation Measure: No mitigation is required.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

As previously described, the proposed project is located in an area of minimal flood hazard. Therefore, the proposed project would not place structures within a 100-year flood hazard area that would impede or redirect flood flows, and **no impact** would occur.

Mitigation Measure: No mitigation is required.

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

As described previously, the project site is located in an area of minimal flood hazard. Therefore, the proposed project would not expose people or structures to significant loss related to flooding, and **no impact** would occur.

Mitigation Measure: No mitigation is required.

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j) Inundation by seiche, tsunami, or mudflow?

The project site is physically removed from any large body of water and is not subject to inundation by seiche, tsunami, or mudflow. The proposed project would have **no impact** related to these water-related hazards.

Mitigation Measure: No mitigation is required.

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3.10 Land Use and Planning

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

3.10.1 Environmental Setting

The project site currently consists of undeveloped land, with no buildings, structures, or utilities present. The project site is located in an area comprised of residential, agricultural, industrial, and commercial development. Residential areas containing single-family homes and multifamily apartment buildings are located immediately north and east of the project site, respectively. A small commercial property is located west of the project site, including a gas station and mini-mart. A self-storage facility, a single-family home, and agricultural uses are located to the south.

The project site consists of three consecutive parcels within the City—Assessor’s Parcel Numbers 370-400-33, 370-400-34, and 370-400-35. The project site is located within the Reedley Specific Plan (SP) area, which was adopted in 2001 and guides future development in the fringe areas of the City (City of Reedley 2001). The City’s General Plan designates the western and central parcels of the project site as Neighborhood Commercial and the eastern parcel as high density (15–29 dwelling units/acre) Residential (City of Reedley 2014a). The western and central parcels are zoned as SP Neighborhood Commercial (CN-SP), and the eastern parcel is zoned as SP Multi-family Residential (RM-SP) (City of Reedley 2015).

Development activities on state-owned land are exempt from local laws, regulations, and policies that may be in place to avoid or mitigate environmental effects. However, for disclosure purposes and to provide a sense of how the project fits within the existing community, the project has been analyzed in the context of City planning documents and guidelines.

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3.10.2 Impact Analysis

a) Would the project physically divide an established community?

Division of an established community can occur when projects consist of a railroad, freeway, airport, stadium, or similar physical divide. The project site would be located on undeveloped land located approximately 1 mile east of downtown Reedley, on the corner of East Dinuba Avenue and South Orange Avenue, both of which have sidewalks surrounding the eastern and southern perimeter of the project site. The new field office would be concentrated on the western portion of the site, and the site would feature a surface parking lot and limited drought-tolerant landscaping. The project site is surrounded by residential uses to the north and east, commercial uses to the west and industrial and agricultural uses to the south. An existing approximately 6-foot-tall block wall separates the project site from the residential neighborhood to the north. A perimeter fence would be erected, and the gates that allow ingress/egress into the DMV parking lot would be open during normal business hours (8:00 a.m. to 5:00 p.m., Monday, Tuesday, Thursday, and Friday, and 9:00 a.m. to 5:00 p.m. on Wednesdays). Because the public would be allowed use of the site and property during regular business hours, the erection of the perimeter fence would not represent a divisive element that would divide an established community. Therefore, the project would not substantially divide the community; impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

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

As proposed, the project would be responsive to a number of state plans and policies. For example, construction of the new DMV Reedley field office and construction of a new ZNE state building would respond to the ZNE goals established in the California Executive Order B-18-12. In addition, the new field office has been designed and would be constructed in accordance with applicable state codes, including the 2019 California Building Code, Plumbing Code, Mechanical Code, Fire Code, Electrical Code, Energy Code, and California Green Building Standards. The project would also comply with the OSHA Occupational Safety and Health Standards and OSHA Safety and Health Regulations for Construction. Further, project grading plans would be developed by a qualified engineer certified by the State of California and implemented during construction, and construction best management

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practices would ensure compliance with all requirements of the State Permit. Construction would be in compliance with the General Construction Activity National Pollutant Discharge Elimination System Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, National Pollutant Discharge Elimination System No. CAS000002), which requires the construction contractor to prepare and comply with a SWPPP. Architectural and landscape plans have been developed by qualified (and registered) architects and landscape architects who have been certified by the State of California.

As noted above, development activities on state-owned land are exempt from local laws, regulations, and policies that may be in place to avoid or mitigate environmental effects. However, for disclosure purposes and to provide a sense of how the project fits within the existing community, the project has been analyzed in the context of City planning documents and guidelines.

City of Reedley General Plan

Land Use Element

The 3.5-acre project site is composed of three parcels: the western and central parcels are designated as Neighborhood Commercial and the eastern parcel is designated as high-density Residential on the City's General Plan Land Use Map (City of Reedley 2014a). Surrounding parcels to the north and east have land use designations of Low-Density and High-Density Residential, respectively. The parcel to the west has a land use designation of Neighborhood Commercial, and lands to the south are designated as Service Commercial and Light Industrial.

The project would be consistent with the City's land use designation for the western and central parcel. However, the project would not be consistent with the project's eastern parcel (designated as High-Density Residential). Neither the current use of the site nor the proposed field office would constitute a residential land use. However, as stated in Section 2.5 of this MND, the state is not subject to local land use regulations. Further, as proposed, the project would include parking lot use on the eastern parcel, and no structures other than the parking canopy along the northern boundary of the site would occupy the area.

The overall purpose of the Land Use Element is to provide guidance for development within the City according to specific development policies that reflect the values of the community. The General Plan Land Use Element Guiding Principles are as follows (City of Reedley 2014a):

- a) Protect the agricultural economic base of the Reedley area by encouraging the preservation of the maximum feasible amount of productive and potentially productive agricultural land.

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- b) Plan for urban growth in a manner that minimizes impacts on agriculture and the consumption of agricultural land.
- c) Increase residential densities to reduce the impacts related to loss of agricultural lands.
- d) Establish a pattern of urban development which provides for the economically efficient provision of urban services with particular emphasis on sewer, water and storm drainage infrastructure.
- e) Seek a balanced and compatible land use pattern which accommodates projected population growth and encourages alternative transportation such as walking, bicycling or transit.
- f) Provide transitions between various land uses and intensities using high quality design.
- g) Integrate land use planning, transportation planning, and air quality planning to make the most efficient use of public resources.
- h) Development in the planning area shall occur in a fashion that protects and enhances air quality and water quality.
- i) Public open space shall be made an integral part of new development in the planning area

Section 2.4, Community Character/Identity, of the General Plan contains the following goals and policies that are relevant to the development of the project site (City of Reedley 2014a):

- **Goal LU 2.4A** - Preserve and enhance Reedley's unique character and achieve an optimal balance of residential commercial, industrial, public and open space land uses.
- **Goal LU 2.4B** - Strive to keep Reedley separate and distinct from the nearby communities of Parlier and Dinuba.
- **Goal LU 2.4C** - Maintain and enhance Reedley's small town characteristics.
- **Goal LU 2.4D** - Maintain and preserve the downtown area as Reedley's business and social center.
- **Policy LU 2.4.1** To facilitate compatibility with surrounding uses and overall character of the City of Reedley develop design standards for structures, landscaping and parking areas.
- **Policy LU 2.4.2** Develop well-designed and landscaped major gateways or entrances to the City at the following locations: (a) Manning Avenue near the Kings River (b) North and South Reed Avenue (c) Manning Avenue and Buttonwillow Avenue (d) East Dinuba Avenue

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Section 2.5, Urban Growth Management, of the General Plan contains the following goals and policies that are relevant to the development of the project site (City of Reedley 2014a):

- **Goal LU 2.5B** - Minimize leap-frogging, low density, automobile dependent development beyond the edge of service and employment areas, or the creation of peninsula development greater than ¼ mile from existing urban uses.
- **Goal LU 2.5C** - Facilitate orderly transition from rural/agricultural uses to urban land uses.
- **Goal LU 2.5E** - Encourage a concentrated urban land use pattern that prioritizes development of in-fill and by-passed parcels, provides for the economically efficient provision of urban services, and maintains Downtown as the core of the City.
- **Policy LU 2.5.2** New development will only be approved in sequential fashion contiguous to existing development to ensure orderly extension of municipal services and unnecessary conversion of agricultural lands. Development standards shall incorporate measures to preserve and protect agricultural land as set forth in Policies LU 2.5.1 through LU 2.5.18 and COSP 4.3.1 through 4.3.4.
- **Policy LU 2.5.5** The City shall discourage the development of peninsulas of urban development into agricultural lands.
- **Policy LU 2.5.7** Require contiguous development within the Sphere of Influence unless it can be demonstrated that the development of contiguous property is infeasible.
- **Policy LU 2.5.12** New urban development should occur in an orderly manner with initial development occurring on the available undeveloped properties within the City's limits which would be considered in-fill, by-passed parcels or in parcels in close proximity to the urban core, places of employment and established neighborhoods.
- **Policy LU 2.5.13** The City should promote and provide urban services to development within the City as a means of controlling and directing growth.
- **Policy LU 2.5.14** Initial development shall incorporate the necessary infrastructure to accommodate future development for the surrounding area consistent with the goals and objectives of the GPU. Reimbursement agreements or other mechanisms may be provided to the developer as a means to share the equitable burden of costs
- **Policy LU 2.5.15** Provide transitional design between land use types and high quality urban uses.

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- **Policy LU 2.5.16** The City shall encourage projects incorporating pedestrian-oriented design.
- **Policy LU 2.5.17** The City shall propose plan areas and zone districts that can accommodate mixed use planning that will provide a combination of residential, commercial services and employment opportunities all within close proximity.

Section 2.6, Smart Growth/Sustainability, of the General Plan contains the following goals that are relevant the development of the project site (City of Reedley 2014a):

- **Goal LU 2.6A** - New development (residential, commercial and public) shall be designed in a way that creates fully integrated neighborhoods with a variety of land uses arranged so that access by walking or bicycling is possible and encouraged.
- **Goal LU 2.6B** - New development in the planning area shall be designed on a pedestrian scale, as opposed to the automobile scale.
- **Goal LU 2.6D** - The City shall prepare and implement a policy that supports and encourages infill-development for vacant/undeveloped or by-passed parcels within the existing urban area.
- **Goal LU 2.6H** - Sidewalk standards shall be revised to encourage and facilitate pedestrian activity by increasing sidewalk width, allow meandering sidewalk patterns and incorporating the placement of street trees between the sidewalk and the street.

Section 2.7, Land Use Designations, of the General Plan contains the following goals and policies for commercial land uses that are relevant to the development of the project site (City of Reedley 2014a):

- **Goal LU 2.7H** - Provide for the timely development of planned commercial areas as determined by community needs and the availability of urban services.
- **Goal LU 2.7L** - Provide for the compatibility of commercial land uses with surrounding land uses.
- **Policy LU 2.7.23** Future commercial development in the planning area shall be well designed to respect neighborhood scale and traditional architectural design. Toward that end, commercial development will be reviewed utilizing the following design standards:
 - (a) Parking space requirements shall be minimized for commercial developments. Parking lots should be segmented to minimize the impact of parking on the

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streetscape. In particular, parking should be located to the rear or to the side of commercial and office buildings.

- (b) Incorporate interface design standards (e.g.; setbacks, fencing) into each residential and commercial zone district to ensure compatibility.
- (c) Commercial development shall be designed to facilitate pedestrian and bicycle access and function, featuring outdoor seating, pedestrian plazas and wide, shade-covered walkways.
- (d) Landscaping, particularly shade trees and drought tolerant plants, shall be maximized in all commercial developments.
- **Policy LU 2.7.24** Ensure that all commercial land uses are developed and maintained in a manner complementary to and compatible with adjacent residential land uses, to minimize interface problems with the surrounding environment, and to be compatible with public facilities and services. As part of the City's project review process, major emphasis will be given to site and building design in order to ensure and/or preserve functionality and community aesthetics.
 - a. Development projects shall appropriately interface with adjacent properties.
 - b. Shopping Centers shall embrace a unified building, landscaping and signage design.
 - c. Building facades with visible sides of buildings shall not develop with featureless, "blank walls".
 - d. Adequate screen roof-mounted mechanical equipment, and ensure that such equipment adhere to noise standard set forth in the General Plan Noise Element.
- **Policy LU 2.7.26** Encourage efficient use of land by allowing a percentage of compact car parking spaces.
- **Policy LU 2.7.38** Neighborhood Commercial uses shall be designed to be compatible with adjacent residential uses by addressing scale, height and architectural.
- **Policy LU 2.7.39** Locations at an intersection are most appropriate for Neighborhood Commercial uses.

The new field office would not displace an existing use, and it would continue to provide necessary government services to Reedley residents (e.g., DMV services would be relocated from the existing leased facility located at 558 East Dinuba Avenue). DMV intends to construct a modern, energy-efficient field office facility, on a currently vacant site.

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City of Reedley Municipal Code

The western and central parcels are zoned as SP Neighborhood Commercial (CN-SP) and the eastern parcel is zoned as SP Multi-family Residential (RM-SP) (City of Reedley 2015). The project would be consistent with the City's zoning designations for the western and central parcels. Chapter 8, Article B, Neighborhood Commercial District, of the City's Municipal Code, specifies that the chief purpose of the Neighborhood Commercial zoning designation is intended exclusively for the provision of retail and personal service facilities to satisfy the convenience goods needs of the consumer relatively close to his place of residence, at locations designated neighborhood commercial by the general plan. Chapter 25, List of Permitted and Conditional Use Matrix, of the City's Municipal Code permits public buildings and grounds (local, state, or federal) within the Neighborhood Commercial zone. Therefore, the proposed DMV building would be consistent with the permitted uses for Neighborhood Commercial Zones.

The project would not be consistent with the project's eastern parcel (zoned as Multi-family Residential). Neither the current use of the site nor the proposed field office would constitute a residential land use. However, as previously discussed, the project would include parking lot use on the eastern parcel, and no structures other than the parking canopy along the northern boundary of the site would occupy the area. Further, the state is not subject to local land use regulations, and an inconsistency with the zoning designation is not considered significant.

Summary

As described in Section 2.5, Required Permits and Approvals, of this report, the state (and DMV specifically) is not subject to local land use regulations under the doctrine of sovereign immunity. As such, the City does not have jurisdiction over development on the project site, and local General Plan and zoning designations applied to the site in local plans are not applicable. Therefore, the project would not be subject to prior approval by the City for a General Plan Amendment or Zoning Reclassification. Neither the City's General Plan Land Use Map nor zoning ordinance constitute applicable land use plans for purposes of the proposed project. As local plans and policies are not applicable to the project (the City of Reedley does not have land use jurisdiction over development on the 3.5-acre site), **no impact** would occur.

Mitigation Measure: No mitigation is required.

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- c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

The project site is not listed as an area intended for conservation in a habitat conservation plan or natural community conservation plan. Therefore, no conflict with an applicable habitat conservation plan or natural community conservation plan would occur (see also Section 3.4, Biological Resources, Response f). Therefore, **no impact** would occur.

Mitigation Measure: No mitigation is required.

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3.11 Mineral Resources

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

3.11.1 Environmental Setting

The project site is located in the southern portion of the Great Valley Province and is underlain by two soil types: Madera sandy loam and Ramona loam (USDA 2018). The California Department of Conservation provides maps that classify lands according to the significance of mineral resource deposits within the area into Mineral Resource Zones (MRZ). However, a comprehensive survey of all potential mineral resource locations or classified other locations within the County has not been performed (County of Fresno 2000a). The project site is not included within the areas for which mineral resources have been mapped. However, the project site is located immediately adjacent to and east of the Fresno Production-Consumption Region. The Department of Conservation designates the areas closest to the project site as MRZ-3 (DOC 2015). MRZ-3 describes areas containing known and/or inferred occurrences of mineral resources with undetermined quality, quantity, or significance.

3.11.2 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?*

The project site was historically used for agricultural production and is currently undeveloped and does not serve as a mineral resource recovery site. As previously described, the project site is located near lands classified as MRZ-3, an area containing known and/or inferred occurrences of mineral resources with unknown quality, quantity, or significance (DOC 2015). Further, the City of Reedley General Plan Environmental Impact Report (City of Reedley 2013) indicates that there are no significant mineral resources or mining operations within or adjacent to the City. Further, the Fresno County

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General Plan Update Background Report (Background Report) provides information on the location and types of mineral resources located in the County. Figures 7-9 and 7-11 in the Background Report show the generalized and more detailed location of MRZs along the Kings River in the vicinity of Reedley, respectively. The figures show that there are no areas classified MRZ-2 near the project site (County of Fresno 2000b). As the project site does not contain known mineral resources and is not used as a mineral resource recovery site, the proposed project would not impede extraction or result in the loss of availability of a known mineral resource. **No impact** would occur.

Mitigation Measure: No mitigation is required.

- 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?*

See impact discussion (a). **No impact** would occur regarding the loss of availability of a locally important mineral resource recovery site.

Mitigation Measure: No mitigation is required.

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3.12 Noise

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

3.12.1 Environmental Setting

Fundamentals of Noise

Vibrations, traveling as waves through air from a source, exert a force perceived by the human ear as sound. Sound pressure level (referred to as sound level) is measured on a logarithmic scale in decibels (dB) that represent the fluctuation of air pressure above and below atmospheric pressure. Frequency, or pitch, is a physical characteristic of sound and is expressed in units of cycles per second or hertz. The normal frequency range of hearing for most people extends from approximately 20 to 20,000 hertz. The human ear is more sensitive to middle and high frequencies, especially when the noise levels are quieter. As noise levels get louder, the human ear starts to hear the frequency spectrum more evenly. To accommodate for this phenomenon, a weighting system to evaluate how loud a noise level is to a human was developed. The frequency weighting called “A” weighting is typically used for quieter noise levels, which de-emphasizes the low frequency components of the sound in a manner similar to the response of a human ear. This A-weighted

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sound level is called the “noise level” and is referenced in units of dBA. Hourly average noise levels are usually expressed as dBA L_{eq} or the equivalent noise level over that period of time. Therefore, all absolute sound levels discussed in this section are A-weighted.

A doubling of sound energy (e.g., doubling the volume of traffic on a road) results in a 3 dB increase in sound. It is generally accepted that the average healthy ear can barely perceive a noise level change of 3 dB (Caltrans 2013) in an outdoor environment. A change of 5 dB is usually readily perceptible, and a change of 10 dB is perceived as twice or half as loud. A doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the average daily number of traffic trips on a road) would result in a barely perceptible change in sound level.

Ambient environmental noise levels can be characterized by several different descriptors. Energy equivalent level (L_{eq}) describes the average or mean noise level over a specified period of time. L_{eq} provides a useful measure of the impact of fluctuating noise levels on sensitive receptors and is the most common noise metric. Other descriptors of longer-term noise incorporate a weighting system that accounts for human’s susceptibility to noise irritations at night. Community Noise Equivalent Level (CNEL) is a measure of cumulative noise exposure over a 24-hour period, with a 5 dB penalty added to the hourly L_{eq} of evening hours (7:00 p.m. to 10:00 p.m.) and a 10 dB penalty added to the hourly L_{eq} of night hours (10:00 p.m. to 7:00 a.m.). Since CNEL is a 24-hour average noise level, an area could have sporadic loud noise levels above 65 dBA, which average lower over the 24-hour period. The day-night level (DNL) is a similar metric addressing long-term noise over a 24-hour period with the same 10 dB penalty during nighttime, but without the penalty during the evening hours.

The sound produced by mechanical equipment is sometimes reported as sound power. The sound power level (L_w) of a noise source is the rate at which sound energy is emitted from the source per unit time. Sound power levels are independent of the environment or distance from a source unlike the sound pressure level, which is reduced as distance from the source increases. Similar to the light-intensity produced by a light bulb, sound power is the rate at which sound energy is emitted.

Regulatory Framework

State

The State of California requires each local government entity to implement a noise element as part of its general plan. California Administrative Code, Title 4, presents guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. Guidance from Caltrans was used in this analysis for permanent substantial noise increase thresholds with 3 dB being considered a barely perceivable change (Caltrans 2013). A change of 5 dB is usually readily perceptible, and a change of 10 dB is perceived as twice or half as loud.

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Also, groundborne vibration information related to construction activities has been collected by Caltrans (2013) and indicates that transient vibrations (e.g., construction activity) with a peak particle velocity (PPV) of approximately 0.035 inches per second may be characterized as barely perceptible, and vibration levels of 0.24 inches per second may be characterized as distinctly perceptible. The threshold of 0.24 inches per second (distinctly perceptible) is used for this project as the significance threshold for the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

Local Regulations

Local plans and policies can often serve as a good reference to provide a sense of the planning setting in the project area. For this reason, this section references several City of Reedley (City) documents.

General Plan Noise Element

The Noise Element of the City's General Plan (City of Reedley 2014a) establishes specific policies to ensure an acceptable noise environment for each land use. Applicable policies include the following:

- **Policy 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.

Noise Element Table 6.1.2-A Allowable City-Wide Transportation Noise Source Exposure

	Noise Sensitive Land Uses	New Transportation Noise Sources
Indoor	45 dBA DNL	45 dBA DNL
Outdoor	60 dBA DNL	60 dBA DNL

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 DNL where practical application of construction practices has been used to mitigate exterior noise exposure.

Noise Element Table 6.1.2-B Allowable Stationary Noise Source Exposure

	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Leq, dBA	55	50
Maximum Level (Lmax) dBA	70	65

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 DNL where practical application of construction practices has been used to mitigate exterior noise exposure.

- **Policy 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.

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City of Reedley Municipal Code

Section 5-1-18 of the City Municipal Code states that it is unlawful for any person to make, continue, allow or cause to be made or emanate any excessively, unnecessarily, unnaturally or unusually loud noise or sound from any radio, phonograph, disc player, tape deck, stereo, television or other mechanical, electrical or electronic sound amplification device or instrument which annoys, disturbs, injures or endangers the comfort, repose, quiet, health, peace or safety of other persons within the city; such act or acts hereby being declared a public nuisance.

Reedley Municipal Code Section 5-1-18 states:

- A) Emanating noise or sound shall be defined for these purposes as “excessively”, “unnecessarily”, “unnaturally” or “unusually loud” when it is plainly audible to a person of normal hearing sensitivity at a distance of twenty five feet (25’) from the source of such noise or sound. Proof of same shall be prima facie evidence of a violation of this section.
- B) Prima facie evidence that such noise or sound annoys, disturbs, injures or endangers the comfort, repose, quiet, health, peace or safety of other persons is shown by proof of subsections A and E of this section, or a complaint by a person or persons regarding such noise or sound.
- C) A person of normal hearing sensitivity for these purposes is a person who has a hearing threshold level of between zero (0) decibels and twenty five (25) decibels HL averaged over the frequencies five hundred (500), one thousand (1,000) and two thousand (2,000) hertz.
- D) The distance from the source of such noise or sound shall be measured from the actual source itself, except where the source is located on private property in which case the distance shall be measured from the property line.
- E) Alternative prima facie evidence that such noise or sound is excessively, unnecessarily, unnaturally or unusually loud is shown by a sound level exceeding the ambient sound level by more than five (5) decibels measured at the property line or, in the case of common wall construction of condominiums, apartments or business facilities, measured within the adjoining occupied unit.
- F) Nothing in this section prohibits or declares unlawful or a nuisance:
 - 1. The operation of warning or amplification devices by emergency, fire or law enforcement vehicles or personnel;
 - 2. Lawful use of vehicle horns or backup warning devices;

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3. Private or public warning or alarm equipment or systems;
4. The conduct of previously authorized and otherwise lawful public activity such as parades, speeches, lectures, ceremonies, entertainment, sports, music or recreation events; or
5. The usual and customary operation of bells, gongs, buzzers or similar mechanical, electrical or electronic sound amplification devices to mark time or call to attendance for an otherwise lawful use or purpose. (Ord. 723, 6-20-1989)

Existing Noise Conditions

Ambient Noise Measurements

Noise measurements were conducted around the project site on January 30, 2019, to characterize the local noise environment. The sound level measurement program consisted of short-term (ST) measurements up to 30 minutes in length. Short-term noise measurements were conducted at four locations in the project vicinity. The measurements were conducted with a Piccolo sound level meter (a Type 2 precision sound level meter which is acceptable for environmental noise) placed on a tripod with the microphone positioned approximately 5 feet above the ground. Manual counts of the vehicle traffic on adjacent roadways were collected for all four of the measurement locations during the noise measurements.

Figure 3.12-1 depicts the measurement locations. Table 3.12-1 presents the results of the short-term noise measurements. The existing measured noise levels ranged from 49 to 69 dBA L_{eq} .

Table 3.12-1
Measured Average Traffic Sound Level and Manual Traffic Count Results

Site	Traffic Noise Source	Date	Time	L_{eq}	Cars	MT	HT	Buses
ST1	East Cherry Ave.	1/30/2019	12:45 PM – 1:15 PM	49 dBA	1	0	0	0
ST2	Orange Ave.		1:40 PM – 2:10 PM	56 dBA	10	4	0	2
ST3	East Dinuba Ave.		2:30 PM – 2:45 PM	69 dBA	97	46	10	1
ST4	East Dinuba Ave.		3:05 PM – 3:15 PM	67 dBA	75	38	1	2

Notes:

Temperature 74°, sunny/clear, 1 mph easterly wind.

L_{eq} = equivalent continuous sound level; MT = medium trucks; HT = heavy trucks.

The short-term measurement results varied depending on the nearby traffic. Traffic on the area roadways plays an important part in the ambient noise levels in the project vicinity. The highest measured noise level was 69 dBA L_{eq} at ST3 located along E. Dinuba Avenue. ST1, located north of the project site along East Cherry Avenue, had the lowest measured sound level at 49 dB L_{eq} .

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The following noise-sensitive receptors are located in the vicinity of the site:

- Single-family residences approximately 70 feet to the north and east of the project site.
- One single-family residence approximately 34 feet northwest of the northwest corner of project site.
- One single-family residence approximately 142 feet south of the project site boundary, across East Dinuba Street.

Traffic Noise Modelling

To evaluate existing and future noise levels from traffic, the Federal Highway Administration Traffic Noise Model (Version 2.5) was used (FHWA 2004). To calibrate the noise model, the same number of total vehicles and vehicle composition ratios counted during the noise measurements were used, along with the observed vehicle speed (which may differ from the posted speed limit for the roadway). Using vehicle counts and observed speeds, the modeled noise values were within 2 dB of the measured noise levels, which confirms the accuracy of the inputs used in the noise model. Trip generation data and resulting roadway traffic volumes for each of the major roadways within the project area for the existing, existing plus project, Year 2040, and Year 2040 plus project were based upon the Dudek traffic impact assessment for the project (Appendix 3.16-2).

Receivers representing the noise-sensitive land uses (NSLUs) in the project vicinity along roadways to which the project would contribute trips were included in the model, in addition to the measurement locations selected for model calibration. The receiver locations were placed approximately 5 feet above the ground level to model the average ear height of receivers. The representative modeled receivers are also shown on Figure 3.12-1.

Modeled receiver M1 represents a residence along Buttonwillow Avenue north of East Dinuba. M2 represents a residence on the east side of Orange Avenue, immediately east of the project site. M3 represents residences along the north side of East Dinuba Avenue, east of Orange Avenue. M4 represents residences along the north side of East Dinuba Avenue, and west of Orange Avenue. Finally, M5 represents a residence on the east side of Buttonwillow Avenue, to the south of East Dinuba Avenue.



FIGURE 3.12-1

Noise Measurement and Modeling Locations

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Table 3.12-2 shows the resulting modeled sound levels for the receiver locations based upon traffic data representing “existing” traffic volumes (Appendix 3.16-2).

**Table 3.12-2
Existing Traffic Noise Modeling Results (dBA CNEL / DNL)**

Receiver Location	Modeled Existing CNEL from Traffic (dBA)
M1	62
M2	49
M3	62
M4	63
M5	61

Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; DNL = Day-Night Average Noise Level.

Based on Reedley Policy NE 6.1.2, all modeled receivers are currently within the normally acceptable or conditionally acceptable range for exterior noise exposure from traffic noise (normally acceptable is up to 60 dBA DNL; conditionally acceptable extends up to 65 dBA DNL).

3.12.2 Impact Analysis

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The proposed project would generate short-term noise during construction and long-term noise during operation. Operational noise from the proposed project would be produced by new mechanical equipment and parking lot activities. Noise due to traffic on the local roadways would increase based on project-related trips added to the roadway network.

Construction Noise

Construction of the proposed project would generate noise that could expose nearby receptors to elevated noise levels that may disrupt communication and routine activities. The magnitude of the impact would depend on the type of construction activity, equipment, duration of the construction, distance between the noise source and receiver, and intervening structures.

Equipment that would be in operation during construction would include rubber-tired dozers, backhoes, excavators, and compressors. None of the equipment would produce high levels of impact-type noise (as would be generated by pile driving, for example). Typically, construction equipment operates in alternating cycles of full power and low

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power, producing average noise levels less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of the construction activities during that time.

The typical noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 3.12-3. For example, the measured maximum sound level from a backhoe is 78 dBA at a distance of 50 feet.

The CARB CalEEMod automatically identifies the construction equipment which would be necessary to construct a particular development, based upon land use, structure size, and area of the development lot or parcel. CalEEMod was used to create the default construction equipment list for the project, which is illustrated in Table 3.12-4.

**Table 3.12-3
Construction Equipment Noise Levels**

Equipment Description	Acoustical Use Factor (%)	Measured L _{max} at 50 feet (dBA)
Backhoe	40	78
Compactor (ground)	20	83
Compressor (air)	40	78
Crane	16	81
Dozer	40	82
Dump Truck	40	76
Excavator	40	81
Flat Bed Truck	40	74
Front-End Loader	40	79
Generator	50	81
Grader (spec)	40	85
Man Lift	20	75
Paver	50	77
Pickup Truck	40	75
Pneumatic Tools	50	85
Roller	20	80
Tractor (spec)	40	84
Warning Horn	5	83
Welder/Torch	40	74

Source: FTA 2006.

Notes: L_{max} = maximum sound level recorded during the measurement interval; dBA = A-weighted decibel.

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**Table 3.12-4
Construction Phase and Equipment Estimates**

Construction Phase	Equipment Type	Quantity
Site Preparation	Rubber-tired dozer	3
	Tractors/loaders/backhoes	4
Grading	Excavator	1
	Grader	1
	Rubber-tired dozer	1
	Tractors/ loaders/backhoes	3
Building Construction	Cranes	1
	Forklifts	3
	Generator sets	1
	Tractors/ loaders/backhoes	3
	Welders	1
Paving	Cement and mortar mixers	2
	Pavers	1
	Paving equipment	2
	Rollers	2
	Backhoes	1
Architectural Coating	Air compressors	1

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest NSLUs. Although the model was developed by the Federal Highway Administration, RCNM is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are also used for other project types. Input variables for RCNM consist of the receiver/land use types, the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of time the equipment is in operation versus idle, over the workday), and the distances between the construction activity and the noise-sensitive receivers. No topographical or structural shielding was assumed in the construction noise modeling. This is a worst-case scenario, in that intervening topography and existing or future buildings could be located between the construction activity and closest receptors, thereby reducing the noise level at the receivers. RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis.

Using the RCNM construction noise model and construction information (types and number of construction equipment by phase), the anticipated noise levels from construction were calculated for a representative range of distances, as presented in Table 3.12-5. The nearest point of construction activities to the closest noise-sensitive receivers (single-family

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residence located to the north) would be approximately 34 feet and the furthest distance from these residences to construction activity would be approximately 290 feet. For construction noise, a concept called the “acoustic center” is useful in describing average noise levels across the entire construction period for adjacent receivers. The acoustic center is the idealized point from which the energy sum of all construction activity noise near and far would originate, and it is derived by taking the square root of the product of the shortest distance multiplied by the furthest distance. For this project construction, the acoustic center is calculated to be 99 feet from the closest receiver. Thus, the distance to the nearest construction activities would be approximately 34 feet, but the typical or average construction sound exposure at these residences from distribution of construction activity across the site would be represented by modelling construction activities to be located the acoustic center, approximately 99 feet away from the closest noise-sensitive receivers.

The RCNM inputs and outputs for this construction noise analysis are provided in Appendix 3.12-1.

Table 3.12-5
Construction Noise Model Results Summary

Construction Phase	L _{eq} (dBA)	
	Nearest Receivers to the North 34 feet	Acoustic Center 99 feet
Site Preparation	88	79
Grading	89	79
Building Construction	90	80
Paving	86	77
Architectural Coating	77	68

Notes: L_{eq} = equivalent continuous sound level; dBA = A-weighted decibels.

As presented in Table 3.12-5, the highest noise levels (90 dBA) are predicted to occur during the building construction phase for the nearest (worst-case) noise-sensitive land use. At the acoustic center distance, the highest noise levels are expected during the same construction phase, when noise levels would be approximately 80 dBA L_{eq}.

There is an existing masonry wall along the northern perimeter of the project site (measuring 6 feet above ground on the DMV side and 8 feet above ground on the residential neighborhood side), which would be expected to reduce the construction noise levels exhibited in Table 3.12-5 for the closest residences by approximately 10 dBA L_{eq}. Even with the existing wall, temporary construction noise levels at the closest receivers would continue to be 10 dBA or more above ambient noise levels, making them clearly distinguishable from ambient noise levels, and likely resulting in some annoyance.

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While construction noise would be audible, and at times could cause annoyance, interior noise levels during construction would not be anticipated to exceed 55 dBA L_{eq} (given attenuation from residential construction of 25 dBA with windows closed), and would therefore not interfere with normal conversation. Outdoor living areas for the closest residences are also located behind the homes, with shielding from the homes reducing construction noise levels in rear yards to approximately 65-70 dBA L_{eq} , which would not substantially interfere with the enjoyment of these areas during daytime construction. The City of Reedley noise ordinance does not apply to construction activities, nor is there a construction noise level limit in the Noise Element (stationary noise source limits are intended to control long-term noise sources, not temporary construction equipment usage). Therefore temporary elevation of noise levels during construction would not result in non-compliance with ordinances or regulations.

The one aspect of potential construction that could be considered to result in a significant temporary noise impact would be construction that occurs in the evening and overnight periods (7:00 p.m. to 7:00 a.m.). Construction noise levels in the interior of the closest homes up to 55 dBA L_{eq} occurring in the evening period could interfere with relaxation, while occurring between 10:00 p.m. and 7:00 a.m. could disrupt sleep. Consequently night-time construction could result in a **potentially significant impact**, for which mitigation is required. Implementation of mitigation measure MM-NOI-1 would avoid interference with evening relaxation periods and sleep disruption in the overnight period. Therefore, with implementation of MM-NOI-1, construction noise impacts upon nearby sensitive receptors would be **less than significant with mitigation**.

Mitigation Measures: The following mitigation measure is provided to reduce the temporary construction noise impacts upon nearby sensitive receptors.

MM-NOI-1 Noise-generating construction activities shall not occur between the hours of 7:00 p.m. and 7:00 a.m.

Operational Noise

Project-related operational noise would be similar to and consistent with existing commercial uses along East Dinuba Avenue within the project vicinity and would therefore not be distinct from the ambient noise environment created by surrounding commercial uses and adjacent transportation noise sources.

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Traffic Noise Impact Analysis

Existing exterior noise sources in the project area include traffic on roadways serving existing residential, commercial, and business developments in the area. Traffic-related noise was modeled for off-site locations.

Project-generated traffic would have the potential to affect off-site existing NSLUs. The roadway segments with the most project-related traffic trips and with adjacent existing NSLUs were identified and modeled in the Traffic Noise Model. Table 3.12-6 summarizes the traffic-related noise levels at the representative off-site NSLUs for existing, existing plus project, buildout, and buildout plus project traffic scenarios.

**Table 3.12-6
Existing and Cumulative Off-Site Traffic Noise (dBA CNEL/DNL)**

Modeled Receiver	Land Use/Adjacent Roadway	Existing	Existing plus Project	Increase/ Decrease from Project	Buildout	Buildout plus Project	Increase/ Decrease from Project
M1	Residential Buttonwillow Avenue	61.8	61.9	0.1	64	64	0
M2	Residential Orange Avenue	50.9	53.7	2.8	53.6	55.3	1.7
M3	Residential East Dinuba Avenue	61.5	62.0	0.5	64.2	64.5	0.3
M4	Residential East Dinuba Avenue	62.8	63.0	0.2	65	65	0.0
M5	Residential Buttonwillow Avenue	60.6	60.7	0.1	63.2	63.3	0.1

Source: Appendix 3.12-2.

Notes: dBA = A-weighted decibel; CNEL = Community Noise Equivalent Level; DNL = day-night level.

All modeled project-related traffic noise level increases are 3 dB or less along each of the roadway segments, which is a barely perceptible change to the average person. All modeled receivers would also have traffic noise levels that round to 65 dBA CNEL or less under all analysis scenarios.

Thus, traffic noise impacts due to the project would be **less than significant**.

Mitigation Measure: No mitigation is required.

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Parking Lot and Vehicle Inspection Area Noise

The DMV will have a parking lot on the east and north sides of the building and a vehicle drive test lane on the west side of the building. Noise from the vehicle drive test lane area is expected to be similar to typical parking lot noise. Noise sources from parking lots include car alarms, door slams, radios, and tire squeals. A noise assessment for the Historic Town Center in the City of San Juan Capistrano provides typical noise levels for different parking lot events. This source indicates that car door slams and engine start-ups usually are 60 to 70 dBA at 50 feet; car alarm noise is between 65 and 70 dBA at 50 feet; and car pass-bys range from 55 to 70 dBA at 50 feet (Mestre Greve Associates 2011). The middle of these ranges, 60 dBA L_{eq} at 50 feet is considered representative for average noise levels from these combined intermittent activities. The closest residence is 40 feet from the northwest corner of the parking lot, at this distance average parking lot noise would be approximately 62 dBA L_{eq} . However, the existing masonry wall (which extends 6 feet above ground level on the DMV side, and 8 feet above ground level on the residential side) would reduce parking lot noise levels by approximately 10 dBA, reducing the average parking lot noise level at this closest residence to 52 dBA L_{eq} . Hence parking lot noise at the closest residence would comply with the daytime limit of 55 dBA L_{eq} . The proposed DMV would not operate in the overnight period from 10:00 p.m. to 7:00 a.m. Thus, parking lot and vehicle inspection noise would be **less than significant**.

Mechanical System/Heating, Ventilation, and Air Conditioning Noise

Rooftop mechanical equipment noise was modelled as a set of point sources located on the rooftop. The input sound power data was based on the mechanical equipment typically used at DMV field offices of this size. Data for the equipment showed the equipment with the highest noise-generation level would have a sound power level of 93 dBA L_w . Other pieces of mechanical equipment expected for the project are expected to have lower sound power levels. At 50 feet from the loudest unit, the expected sound pressure level would be 64 dBA L_{eq} . The closest residence to the northwest corner of the proposed DMV structure is at a distance of approximately 185 feet; while the location of the loudest equipment has not been specified, it would be no closer than 185 feet to the closest residence. At 185 feet, the sound pressure level of the heating, ventilation, and air conditioning unit would be reduced to 53 dBA L_{eq} . This expected mechanical equipment noise level would be below the daytime noise element policy limit of 55 dBA for residential areas. Furthermore, the DMV office would not operate in the overnight period from 10:00 p.m. to 7:00 a.m., and therefore, impacts from mechanical equipment noise is **less than significant**.

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Public Address System Noise

A PA system would be installed on the exterior of the building to notify customers waiting in the parking lot areas of appointments during regular hours of operation. The intent of the PA system is to offer outdoor seating for customers who are waiting for appointments and to avoid queueing of vehicles under the carport.

As noted in Section 2.5 of this report, state property is not subject to local rules, regulations, ordinances, or plans, such as a noise ordinance. Given there are no regulations governing the proposed installation and use of a PA system as part of the DMV facility, noise associated with the PA system would result in a **less-than-significant impact** upon vicinity land uses. However, to avoid annoyance at nearby properties, it is recommended that at the time of installation the PA system, such should be tested and adjusted so as to produce a sound level of not greater than 65 dBA at the subject property northern property boundary, at a height of 5 feet above the ground. The existing 6-foot- to 8-foot-high wall would reduce the sound level to 55 dBA on the residential side of the wall.

Mitigation Measure: No mitigation is required.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Vibration during construction would be a temporary phenomenon. Groundborne vibration information related to construction activities has been collected by Caltrans (2013). Information from Caltrans indicates that transient vibrations (such as construction activity) with a PPV of approximately 0.035 inches per second may be characterized as barely perceptible, and vibration levels of 0.24 inches per second may be characterized as distinctly perceptible. The threshold of 0.24 inches per second (distinctly perceptible) is used for this project as the significance threshold. The heavier pieces of construction equipment (e.g., bulldozers) would have PPVs of approximately 0.089 inches per second or less at a distance of 25 feet (FTA 2006). Pile driving or blasting will not be used for construction of the proposed project. Groundborne vibration is typically attenuated over short distances. Existing residential uses are located over 35 feet from the nearest construction area, and vibration from dozer operation would be 0.053 inches per second at this distance. Therefore, vibration levels at the sensitive receptors would be well below the distinctly perceptible threshold of 0.24 inches per second PPV. Short-term construction related vibration impacts would therefore be **less than significant**.

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Groundborne vibration would not be associated with the proposed project operations following construction activities; therefore, impacts associated with operations would be **less than significant**.

Mitigation Measure: No mitigation is required.

- c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

See discussion under response (a). The operation of the proposed project would not create an increase of 3 dBA or more in ambient noise levels at sensitive receptor locations. Accordingly, noise impacts during operations would be **less than significant**.

Mitigation Measure: No mitigation is required.

- d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

See discussion under response (a). The temporary increase in noise levels due to construction would be potentially significant if they were to occur in the evening or overnight periods. With incorporation of MM-NOI-1, short-term construction noise impacts would be reduced to **less than significant**.

Mitigation Measure: Refer to MM-NOI-1.

- e) *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The project site is located approximately 6 miles to the south of Reedley Municipal Airport (Airnav.com 2019). As such, the project would not expose people visiting or working in the project area to excessive noise levels. Noise impacts associated with airport noise would be **less than significant**.

Mitigation Measure: No mitigation is required.

- f) *Would the project be within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

There are no private airstrips in the vicinity of the project site (Airnav.com 2019). Therefore, there would be **no impact** related to private airstrip noise exposure.

Mitigation Measure: No mitigation is required.

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3.13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.13.1 Environmental Setting

According to the Department of Finance, the City’s population was approximately 26,390 and there were approximately 7,210 households within the City as of January 1, 2018 (DOF 2018). The City’s General Plan estimates that the City’s population would be 47,369 by 2030, assuming an average 3% annual growth (City of Reedley 2014a). The FCOG established a 2013–2023 Regional Housing Needs Allocation of 1,311 housing units, to support anticipated population growth in the City of Reedley (FCOG 2016).

The project site is undeveloped, with no buildings, structures, or utilities present. The site primarily consists of dirt, dry grasses, and shrubs. Existing sidewalks are present on the southern and eastern perimeter of the project site. A gas station and mini-mart are located directly west of the site and a block wall is present along the northern perimeter of the site, separating the project site from existing residential development.

3.13.2 Impact Analysis

- a) *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The proposed project would construct a new DMV field office on the undeveloped project site, replacing the existing DMV facility at 558 East Dinuba Avenue, which is located approximately 0.75 miles west of the project site. A primary purpose of the replacement

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project is to provide a more efficient and effective space to carry out necessary DMV services. The new field office would accommodate the existing daily staff (22) as well as two additional staff for a total of 24 proposed staff, and it would serve up to 436 customers on opening day, which is 36 more customers than currently served (400).

Although the project site does not currently contain utility connections, the project would tie into existing City utilities located in East Dinuba Avenue. The City's General Plan designates the western and central parcels of the project site as Neighborhood Commercial and the eastern parcel as high density (15-29 dwelling units/acre) Residential (City of Reedley 2014a). Therefore, proposed DMV customer-serving uses and the proposed project utility improvements to the site are anticipated in the City's growth projections. The project would not extend utilities to areas other than the project site. Since the proposed project would serve the City's existing population, would not involve extension of utilities or services that would promote new development in the surrounding area, and only two new staff would be added, the proposed project would not directly or indirectly induce population growth. Therefore, impacts on population growth in the area would be **less than significant**.

Mitigation Measure: No mitigation is required.

b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

There is no existing housing on the project site. Therefore, no housing would be displaced, and there would be **no impact** to existing housing.

Mitigation Measure: No mitigation is required.

c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The project site does not include any existing housing, buildings, or structures. No people would be displaced; therefore, there would be **no impact** necessitating the construction of replacement housing elsewhere.

Mitigation Measure: No mitigation is required.

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3.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.14.1 Environmental Setting

The City of Reedley Fire Department (RFD) provides fire protection services in the project area. The City has mutual aid agreements with the Fresno County, Tulare, and Orange Cove Fire Protection Districts in the event that assistance is required. The RFD operates out of one fire station located at 1060 D Street with 3 full-time employees and a volunteer staff of approximately 40 people that are hired on a paid-per-call basis. The fire station maintains a pumper truck, a ladder truck, rescue vehicles, and other service and rescue vehicles (City of Reedley 2014a). The fire station is located approximately 1.2 miles northwest of the project site. The typical response time by RFD is 5 to 8 minutes, although there is no stated policy on standard response times or officer to resident ratios. The fire department receives funding through a voter approved public safety sales tax override, which supports staffing, facility maintenance, and equipment purchase. RFD also receives funding from development impact fees, which may be used for the purchase of land and construction of new facilities.

Since the project site is owned and operated by the State of California, the California Highway Patrol provides police services to the site. The California Highway Patrol Fresno Area office, located at 1380 East Fortune Avenue in the City of Fresno, would serve the project site. As part of the California Highway Patrol's Central Division, the Fresno Area covers the sixth largest county in California, spanning an area of over 6,000 square miles with officers patrolling over 4,045 miles of freeways and unincorporated roadways in and around the cities of Clovis, Reedley, Sanger, Selma, Kingsburg, Kerman, Fresno, Parlier, Orange Cove, Mendota, Fowler, Firebaugh, and Del Rey. In addition, the Reedley City Police Department is available to provide backup police protection services if needed. The Reedley City Police Department operates out of

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a station located at 843 G Street, approximately 1.44 miles northwest of the project site. The Reedley City Police Department is staffed by 24 sworn officers in the Operations Department (City of Reedley 2019c), which equates to approximately 0.91 officers per 1,000 residents, based on a 2018 population estimate of 26,390 (DOF 2018). The City has adopted a Community Facility District Policy whereby funds are paid by new residential, commercial, and industrial development projects to support police, fire, and parks and recreation services. Police services are also funded by a publicly approved public safety sales tax override (City of Reedley 2014a).

The Kings Canyon Unified School District is the school district that provides preschool through 12th grade to the project area. The Kings Canyon Unified School District serves the Cities of Reedley, Orange Cove, and the foothill and mountain communities of Navelencia, Squaw Valley, Dunlap and Miramonte. The nearest school to the project site is Jefferson Elementary School, located approximately 0.45 miles to the northwest.

3.14.2 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:*

Fire Protection?

The proposed project would be developed on what is currently a vacant lot, thereby adding a new structure in the City that would require protection by the RFD. The Reedley Fire Station currently provides fire protection services to the existing DMV facility located at 558 East Dinuba Avenue. Implementation of the proposed project would include construction of a new DMV facility on vacant land and would thereby increase the demand for fire protection services. However, no new or expanded fire protection services or facilities are anticipated to be constructed as a result of this project because the proposed project site is designated Neighborhood Commercial and High Density Residential in the City's General Plan, which would allow a similar or larger development on the property than the proposed DMV facility. Therefore, RFD long-term facility planning includes buildout of the site with a similar or larger development. Furthermore, as part of the standard development practices, the State Fire Marshal reviews and approves project plans. The new construction would be required to conform to standards of State Fire Marshal, who during their review of the site plan, would ensure that the new DMV facility complies with California Building Standards Code, Chapters 7 and 7A, and the California

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Fire Code (24 CCR Part 9). Buildings would be required to install fire prevention devices, such as fire alarms and sprinklers, to improve emergency-related problems for the proposed project. In addition, RFD would review the site plan prior to construction to familiarize themselves with fire protection devices and infrastructure of the proposed project and ensure proposed structures are designed in compliance with the City's ordinances. Further, the proposed project would not impair emergency response vehicles or increase response times and would not substantially increase calls for service since a DMV facility already exists within the City limits that will cease operation once the proposed project is constructed. In addition, the proposed project would not generate population growth or add people to the area. Therefore, the proposed project would not generate the need for additional fire services that would require new or physically altered facilities. Impacts to fire protection services would be **less than significant**.

Mitigation Measure: No mitigation is required.

Police Protection?

Implementation of the proposed project would include construction of a new DMV facility on vacant land, and could increase the demand for police protection services in the project area. However, as a state facility, police protection service is primarily provided by the California Highway Patrol, which is currently providing services to the existing DMV. Therefore, the proposed project would not substantially increase calls for service since a DMV facility already exists within the City limits that would cease operation once the proposed project is constructed. Further, the project site is designated Commercial and High Density Residential in the City's General Plan, which would allow a similar or larger development on the property than the proposed DMV facility. Therefore, long-term police protection facility planning includes buildout of the site with a similar or larger development. In addition, the proposed project would not generate population growth or add a new use or service to the DMV that may warrant expanded or altered police protection services. Therefore, the proposed project would not generate the need for additional police services that would require new or physically altered facilities. Impacts to police services would be **less than significant**.

Mitigation Measure: No mitigation is required.

Schools?

The proposed project would include construction of a 13,701-square-foot DMV field office on the vacant project site. The proposed project would serve the City's existing population

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and would not induce population growth. The proposed project would be staffed by employees from the existing DMV that would cease operation once the proposed project is constructed, resulting in an addition of two employees. The negligible increase in DMV employees would not generate substantial population growth or, subsequently, new students. Because the proposed project would not increase the number of students, implementation of the proposed project would not generate the need for additional schools. Therefore, the proposed project would not increase demand for schools or necessitate construction of new school facilities. **No Impacts** to schools would occur.

Mitigation Measure: No mitigation is required.

Parks?

See Section 3.15, Recreation. As described in Section 3.15, **no impacts** to parks would occur.

Other public facilities?

The proposed project would include construction of a 13,701-square-foot DMV field office on the vacant project site to replace an existing field office. The proposed project would serve the City's existing population and would not induce population growth. Therefore, the proposed project would not increase demand for other public facilities. **No impacts** to other public facilities would occur.

Mitigation Measure: No mitigation is required.

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3.15 Recreation

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

3.15.1 Environmental Setting

The City manages and maintains approximately 69 acres of designated parkland (City of Reedley 2014a). The City parks system consists of 6 neighborhood parks, 5 community parks, 3 specialized recreation areas, and approximately 29.5 acres of trails. Additionally, the City manages approximately 87 acres of open space land and public facilities on approximately 3.66 acres. Existing public facilities include the Community Center, Luke Trimble Pool, and the Opera House (City of Reedley 2013). The project site is located near the Reedley Sports Park, located approximately 0.2 miles east of the site on East Dinuba Avenue.

3.15.2 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?*

The proposed project would construct a new approximately 13,701-square-foot DMV field office on an undeveloped site that does not contain any recreational facilities. The proposed project would serve the City's existing population and would not induce population growth. Therefore, the project would not increase the use of existing recreational facilities or generate demand for additional or expanded recreational facilities. **No impact** would occur.

Mitigation Measure: No mitigation is required.

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- 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?*

The proposed project would not demolish existing recreational facilities and would not require construction of new or expanded recreational facilities. The proposed project would have **no impact** on recreational facilities.

Mitigation Measure: No mitigation is required.

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3.16 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.16.1 Environmental Setting

The existing transportation setting was developed based on field review, data collection, and referencing the following City documents:

1. Circulation Element of the City of Reedley General Plan 2030 (adopted 2014; City of Reedley 2014a)
2. Traffic Impact Study, Master Planned 19-Acre Annexation including UHC Health Center (VRPA Technologies 2018)
3. Final Traffic Impact Analysis, Tentative Tract 6229 (JLB Traffic Engineering 2018)

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In addition, the scope, methodology, and significance criteria for this traffic analysis was coordinated with, and approved by, the City of Reedley's City Engineer (John Robertson) in October 2018 (scope and methodology) and May 2019 (significance criteria).

Roadway Network

Figure 3.16-1 illustrates the roadway segment and intersection geometrics of the study area. Regional access to the project is provided by SR-99, Dinuba Avenue, Buttonwillow Avenue, and Manning Avenue. SR-99 is a six-lane north-south freeway that provides for regional movement and inter-regional access through the Central Valley. SR-99 is located approximately 13 miles west of the City. The following describes the roadways in the vicinity of the project site.

Dinuba Avenue is an east-west, two- to four-lane undivided roadway in the study area. Dinuba Avenue is a two-lane undivided collector between Reed Avenue and Frankwood Avenue, a four-lane undivided arterial between Frankwood Avenue and Fisher Avenue, and a two-lane undivided arterial east of Fisher Avenue through the City of Reedley city limits. Dinuba Avenue is designated as an arterial east of Frankwood Avenue by the City of Reedley 2030 General Plan Circulation Element (City of Reedley 2014a).

Buttonwillow Avenue is a north-south, two-lane undivided roadway with a posted speed limit of 40 mph in the study area. Buttonwillow Avenue is designated as a major arterial by the City of Reedley 2030 General Plan Circulation Element (City of Reedley 2014a).

Manning Avenue is east-west, two- to four-lane roadway in the study area. West of Buttonwillow Avenue, Manning Avenue is a four-lane road with a two-way, left-turn lane, becoming a two-lane undivided major arterial east of Buttonwillow Avenue. The posted speed limit west of Buttonwillow Avenue is 35 mph, and the posted speed limit east of Buttonwillow Avenue is 40 mph. Manning Avenue is designated as a major arterial by the City of Reedley 2030 General Plan Circulation Element (City of Reedley 2014a).

Zumwalt Avenue is a north-south, two-lane undivided roadway in the study area. The speed limit is not posted along the roadway; however, there is a school zone (25 mph posted speed) for the Silas Barch School, located approximately 0.25 miles south of Manning Avenue. Zumwalt Avenue is designated as an arterial by the City of Reedley 2030 General Plan Circulation Element (City of Reedley 2014a).

I Street is a generally north-south, two- to four-lane undivided roadway with a posted speed limit of 30 mph in the study area. I Street is a four-lane undivided roadway north of Dinuba Avenue and a two-lane undivided roadway south of Dinuba Avenue. To the south, I Street becomes East Avenue between Curtis Avenue and Shimizu Avenue. I Street is designated as an arterial north of Dinuba Avenue and a collector south of Dinuba Avenue by the City of Reedley 2030 General Plan Circulation Element (City of Reedley 2014a).

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East Avenue is a north–south, two-lane undivided roadway with a posted speed limit of 35 mph in the study area. East Avenue is designated as a collector by the City of Reedley 2030 General Plan Circulation Element (City of Reedley 2014a).

Orange Avenue is a north–south, two-lane undivided roadway connecting Dinuba Avenue to several residential areas north and northeast of the project site. Orange Avenue is designated as a local street by the City of Reedley 2030 General Plan Circulation Element (City of Reedley 2014a).

Transit Network

As discussed in the City of Reedley General Plan 2030 Circulation Element (City of Reedley 2014a), the following public transit services are provided within the City of Reedley.

The City of Reedley’s Community Services Department runs an advance reservation van and on-call door-to-door van service. The 12-passenger vans operate Monday through Friday between the hours of 7:30 a.m. to 4:30 p.m. These vans provide service to the downtown stores and offices (including City Hall, Post Office and Library), the Hot Meals program at the Community Center, the shopping centers at Buttonwillow Avenue and Manning Avenue, the Adventist Medical Center Hospital, and other locations within a 2-mile radius of Reedley. The vans are also used to transport children from house to school.

Reedley College operates a bus which connects Sanger, Fowler, Selma, and Parlier with the college. The Kings Canyon Unified School District also provides bus service within its service area. However, both operations are limited solely to students.

Fresno County Regional Transportation Authority operates Orange Cove Transit, a bus service that runs Monday through Friday, twice a day each way, from Orange Cove to the City of Fresno. There are three stops in the City of Reedley at Manning and Buttonwillow, East and Springfield, and Manning and Reed. The closest bus stop to the project site is located at Manning and Buttonwillow, approximately 1 mile north of the project site.

Dinuba Area Regional Transit operates a bus that runs from Reedley College, Adventist Medical Center Hospital, and Palm Village to the Dinuba Transit Center. The service operates at different times ranging from five times a day during the school year to seven times a day in the summer. The Dinuba Connection route also has a stop near the existing DMV site at Sunset Avenue and Dinuba Avenue. The bus stop is approximately 0.6 miles west of the proposed project site. The route operates every hour, serving the existing DMV stop from 7:43 a.m. to 8:43 p.m.

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Pedestrian Facilities

The study area is primarily characterized by residential neighborhoods and schools to the north and west, and industrial and agricultural uses to the south and east of the project site. The majority of Dinuba Avenue is constructed with curbs, gutters, and sidewalks along both sides of the street, with the exception of the stretch of roadway east of the Heritage Storage facility, where a sidewalk is located only along the north side of the street. Additionally, west of Buttonwillow Avenue, sections of Dinuba Avenue lack curbs, gutters, and sidewalks along one or both sides of the street. Buttonwillow Avenue also lacks pedestrian facilities in various sections north and south of Dinuba Avenue.

Bicycle Facilities

As identified by the City of Reedley General Plan 2030 Circulation Element, the following classes are used to identify bicycle facilities within the City of Reedley (City of Reedley 2014a).

Class I Bike Paths are special pathway facilities for the exclusive use of bicycles, which are separated from motor vehicle facilities by space or a physical barrier. A bike path may be located on a portion of a street or highway right-of-way not related to a motor vehicle facility; it may be grade separated, or have street crossings at designated locations. A bike path is identified with guide signing and may also have pavement markings.

Class II Bike Lanes are marked bicycle lanes on a paved area of road for preferential bicycle use. They are usually located along the right edge of a paved road area or between the parking lane and the first motor vehicle lane. A bike lane is identified by “Bike Lane” or “Bike Route” guide signing, special lane lines and other pavement markings. Bicycles have exclusive use of the bike lane, but must share the facility with motor vehicles and pedestrians crossing it.

Class III Bike Routes is a recommended route for bicycle travel along an existing right-of-way that is signed but not striped.

The Reedley Rail Trail/Parkway is an approximately 3-mile Class I bike path that extends from the Kings River at the northwest corner of the City to Buttonwillow Avenue at Olson Avenue at the southeast corner of the City, paralleling the train tracks through the town center. In the vicinity of the project site, the nearest access to the Reedley Rail Trail/Parkway is available at Olson Avenue south of the project site or between I Street and H Street along Dinuba Avenue west of the project site.

In addition, Dinuba Avenue has a designated Class II bike lane for westbound traffic west of Orange Avenue to Buttonwillow Avenue, and designated Class II bike lanes along both sides of the street from Buttonwillow Avenue to Columbia Avenue. West of Columbia Avenue along

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Dinuba Avenue, the Class II bike lane becomes a Class III bike route. Additionally, East Avenue has designated Class II bike lanes north of Dinuba Avenue, between G Street and 11th Street.

A designated Class II bike lane is provided for an approximately 200-foot stretch along the northbound direction of Buttonwillow Avenue, south of Dinuba Avenue. Additionally, north of Dinuba Avenue, a Class II bike lane is provided from Dinuba Avenue to Washington Avenue in the northbound direction, and from Lincoln Avenue to Dinuba Avenue in the southbound direction along Buttonwillow Avenue. Buttonwillow Avenue is a designated Class III bike route south of Dinuba Avenue.

Various planned bicycle facilities within the City of Reedley are indicated in Figure 3.2 of the City of Reedley 2030 General Plan Circulation Element (City of Reedley 2014a).

Traffic Operations

Existing weekday average daily traffic (ADT) counts at the study roadway segments and peak-hour turn movement counts at the study intersections were conducted in February 2019, during a typical non-holiday week while area schools were in session. Raw traffic count worksheets are provided in Appendix 3.16-1. This analysis focuses on the weekday daily, AM (7:00 a.m. to 9:00 a.m.) and the PM (4:00 p.m. to 6:00 p.m.) peak periods. The peak periods represent the highest volume of traffic for the adjacent street system. Existing weekday ADT and AM and PM peak-hour volumes are summarized in Figure 3.16-2.

Analysis Methodology

Level of service (LOS) is commonly used as a qualitative description of roadway segments and intersection operations and is based on the design capacity of the roadway segment or intersection configuration, compared to the volume of traffic using the roadway segment or intersection.

Roadway Segments

Roadway segment analysis is based upon the comparison of daily traffic volumes (ADTs) to the Florida Department of Transportation's (FDOT) 2013 Quality/Level of Service Handbook (Florida Tables) to evaluate roadway segment LOS (FDOT 2013). Table 1, "Generalized Annual Average Daily Volumes for Florida's Transitioning Areas and Areas over 5,000 Not in Urbanized Areas" of the Florida Tables was used for this analysis. Table 3.16-1 below provides a summary of the LOS thresholds for Class II signalized arterials.

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Table 3.16-1
Level of Service Thresholds for Roadway Segments

No. of Travel Lanes	Speed	Median	Levels of Service				
			LOS A	LOS B	LOS C	LOS D	LOS E
2	≤ 35 mph	Undivided	-	-	7,300	14,800	15,600
2	≥ 40 mph	Undivided	-	-	16,800	17,700	-
2	≥ 40 mph	Undivided (w/exclusive left-turn lanes) ¹	-	-	17,640	18,585	-
4	≥ 40 mph	Divided	-	-	37,900	39,800	-
4	≥ 40 mph	Undivided ²	-	-	28,425	29,850	-

Source: FDOT 2013 Generalized Average Annual Daily Volumes for Florida's Urbanized Areas – Table 1 (FDOT 2013).

Notes:

Thresholds based on 2013 FDOT Quality/Level of Service Handbook, FDOT. Adjustments made according to appropriate area conditions, following FDOT guidelines.

All volumes are approximate and assume typical roadway characteristics. Actual threshold volumes for each LOS listed above may vary depending on a variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks and other heavy vehicles, travel lane widths, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

¹ LOS C ADT based on median and turn lane adjustment factor of 5% for two-lane undivided roadway.

² LOS C ADT based on median and turn lane adjustment factor of 25% for multilane undivided roadway.

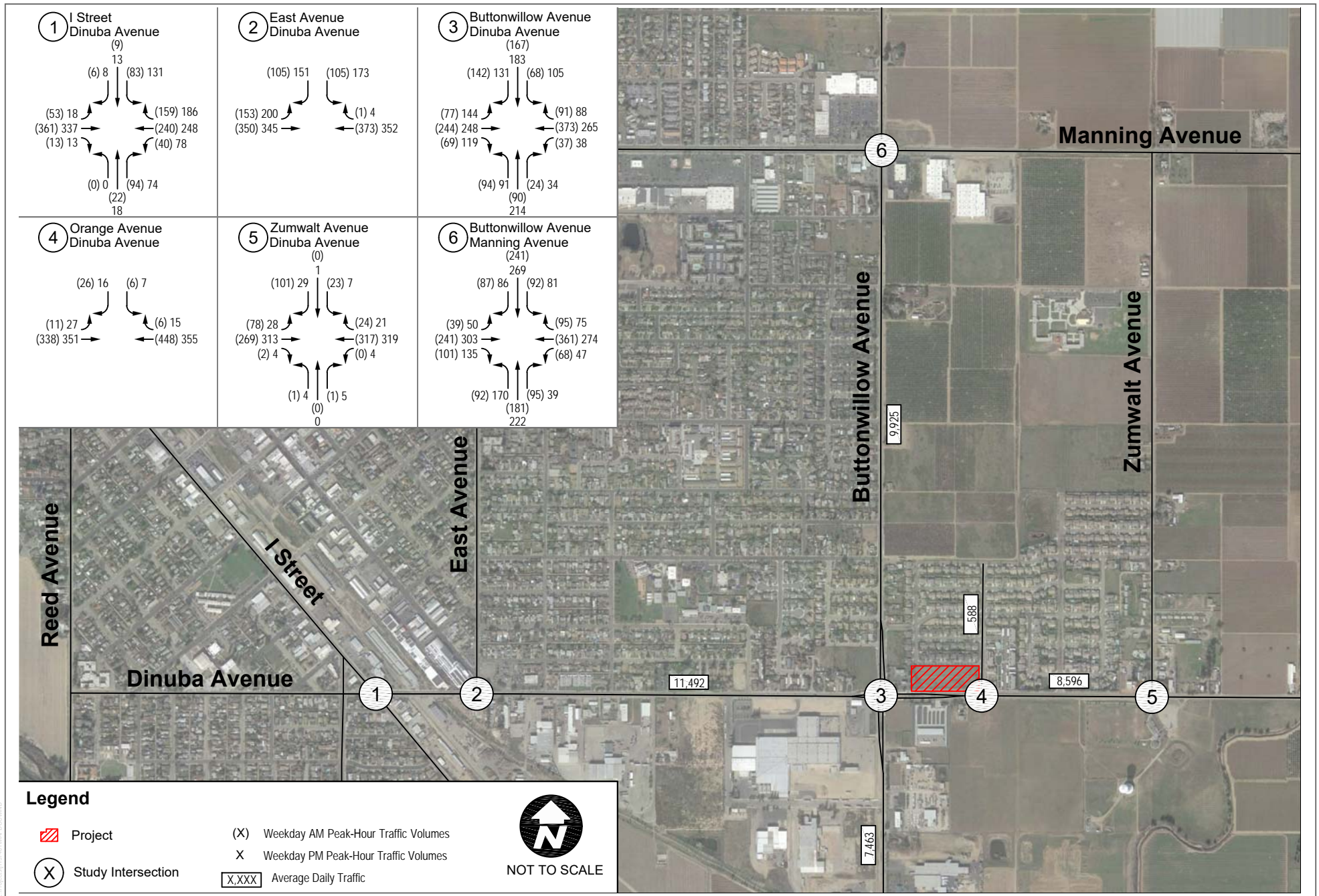
Intersections

The Highway Capacity Manual (HCM) intersection analysis methodology was used to analyze the operation of unsignalized and signalized study intersections. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle for unsignalized intersections. The Synchro 10 LOS software was used to determine intersection LOS. Synchro is consistent with the HCM 6th Edition methodology (TRB 2016). Table 3.16-2 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology.

Table 3.16-2
Levels of Service for Intersections using HCM Methodology

Level of Service	Unsignalized Intersections Control Delay (in seconds)	Signalized Intersections Control Delay (in seconds)
A	< 10.0	< 10.0
B	> 10.0 to < 15.0	> 10.0 to < 20.0
C	> 15.0 to < 25.0	> 20.0 to < 35.0
D	> 25.0 to < 35.0	> 35.0 to < 55.0
E	> 35.0 to < 50.0	> 55.0 to < 80.0
F	> 50.0	> 80.0

Source: HCM 6th Edition (TRB 2016).



SOURCE: Google Maps 2019

FIGURE 3.16-2
Existing Traffic Volumes

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Levels of Service

Roadway Segments

A roadway segment LOS analysis was prepared for the existing condition using the roadway segment LOS methodologies as discussed in the previous section. Table 3.16-3 shows the results of the existing condition LOS analysis for the study roadway segments. As shown in the table, all of the study area roadway segments are currently operating with satisfactory LOS (LOS C or better) under existing conditions.

**Table 3.16-3
Existing Daily Roadway Segment LOS**

Roadway Segment	Classification	Lanes	LOS "C" ADT	Existing Conditions	
				ADT ¹	LOS ²
Orange Avenue -North of Dinuba Avenue	Local Street	2	7,300	588	A-C
Dinuba Avenue -East Avenue to Buttonwillow Avenue	Arterial	2-4*	22,615	11,492	A-C
-Buttonwillow Avenue to Zumwalt Avenue	Arterial	2	17,640	8,596	A-C
Buttonwillow Avenue -Manning Avenue to Dinuba Avenue	Major Arterial	2	16,800	9,925	A-C
-Dinuba Avenue to Floral Avenue	Major Arterial	2	16,800	7,463	A-C

Source: Dudek, ADT counts collected in February 2019. See Appendix 3.16-1.

Notes: LOS is based on Table 1 of the 2013 FDOT Quality/Level of Service Handbook (FDOT 2013).

ADT = average daily traffic; LOS = Level of Service.

* Capacity is estimated based on an average of two-lane and four-lane roadway capacity per FDOT LOS thresholds.

Intersections

An intersection LOS analysis was prepared for the existing conditions using HCM 6 methodology via the Synchro LOS software as discussed in Section 3.16-1. Table 3.16-4 shows the results of the existing conditions LOS analysis. LOS worksheets are provided in Appendix 3.16-2.

**Table 3.16-4
Existing Peak Hour Intersection LOS**

No.	Intersection	Control Type	Existing Conditions			
			AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²
1	I Street/Dinuba Avenue	OWSC	99.5	F	56.0	F
2	East Avenue/Dinuba Avenue	AWSC	19.6	C	19.5	C
3	Buttonwillow Avenue/Dinuba Avenue	Roundabout	8.6	A	9.6	A

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**Table 3.16-4
Existing Peak Hour Intersection LOS**

No.	Intersection	Control Type	Existing Conditions			
			AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²
4	Orange Avenue/Dinuba Avenue	OWSC	23.7	C	16.0	C
5	Zumwalt Avenue/Dinuba Avenue	OWSC	36.7	E	17.6	C
6	Buttonwillow Avenue/Manning Avenue	Signalized	23.6	C	26.8	C

Source: Appendix 3.16-2.

Notes: All intersections analyzed using HCM methodology; OWSC = One-way stop controlled; AWSC = All-way stop controlled.

¹ Delay in seconds per vehicle.

² Level of Service (LOS).

BOLD value indicates unsatisfactory LOS; the LOS threshold in the City of Reedley is LOS C.

As shown in Table 3.16-4, four of the six study area intersections are currently operating at LOS C or better under existing conditions. The following intersections are currently operating below the City's satisfactory LOS threshold (LOS C) without the proposed project:

1. I Street/Dinuba Avenue: LOS F during both peak hours
5. Zumwalt Avenue/Dinuba Avenue: LOS E in AM peak hour

Near-Term (No Project) Traffic Condition

The Near-Term (no project) conditions are based on the addition of traffic from approved and pending (cumulative) projects in the study area, to the existing 2019 traffic volumes. The intersection and roadway geometrics remain the same as existing condition with the exception of the Buttonwillow Avenue/Manning Avenue intersection to account for the roadway improvements associated with buildout of the United Health Centers Medical Clinic.

Cumulative Projects Trip Generation and Assignment

Cumulative projects are projects that are proposed and in the review process, but not yet fully approved, or projects that have been approved, but not fully constructed or occupied. Per coordination with the City of Reedley Planning Department, a list of cumulative projects and trip generation data was obtained from the Tentative Tract (TT) 6229 Traffic Impact Analysis (JLB Traffic Engineering 2018). Based on review of the cumulative projects, all 10 cumulative projects identified in the TT 6229 Traffic Impact Analysis (December 2018) were included in project's traffic analysis, as well as the TT 6229 project. Figure 3.16-3 shows the locations of these cumulative projects. Table 3.16-5 provides the daily and peak hour trip generation estimates for each cumulative project.

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**Table 3.16-5
Cumulative Projects Trip Generation Summary**

No.	Project ¹	Daily Trips	AM Peak Hour	PM Peak Hour
1	TT 5263	151	12	16
2	TT 6206	425	33	45
3	TT 6178	2,649	142	273
4	TT 6196	1,520	119	159
5	TT 6229	1,756	138	184
6	El Valle Apartments	146	9	11
7	Kings River Village	8,789	409	587
8	Reedley Family Apartments	234	15	18
9	SRHS & SRES	3,561	978	638
10	United Health Centers Medical Clinic	661	53	66
11	Trailside Terrace	279	18	25
Total Trip Generation		20,171	1,926	2,022

Note:

Trip generation from Table III of the TT 6229 Traffic Impact Analysis (JLB Traffic Engineering 2018).

Trip distributions and assignments for the cumulative projects were also obtained from the approved TT 2669 Traffic Impact Analysis and used to their extent possible, based on traffic assignments at the Buttonwillow Avenue/Dinuba Avenue and Buttonwillow Avenue/Manning Avenue intersections. Logical commute corridors were assumed to distribute traffic throughout the rest of the proposed project study area. The trips generated by the cumulative projects were distributed through the study area network, then added to the existing traffic volumes. Worksheets showing the cumulative projects distributions and assignments are provided in Appendix 3.16-3.

Traffic Volumes and Levels of Service

Near-Term (no project) traffic volumes were estimated by adding traffic from cumulative projects to the existing traffic volumes. Figure 3.16-4 illustrates the Near-Term (no project) traffic volumes for the daily and peak hour conditions.

Roadway Segments

A roadway segment LOS analysis was prepared for the Near-Term (no project) condition using the roadway segment LOS methodologies as discussed above. Table 3.16-6 shows the results of the Near-Term (no project) condition LOS analysis for the study roadway segments. As shown in the table, all of the study area roadway segments are forecast to continue to operate with satisfactory LOS (LOS C or better) under Near-Term (no project) conditions.

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**Table 3.16-6
Near-Term (No Project) Daily Roadway Segment LOS**

Roadway Segment	Classification	Lanes	LOS "C" ADT	Near-Term Conditions	
				ADT	LOS
Orange Avenue -North of Dinuba Avenue	Local Street	2	7,300	588	A-C
Dinuba Avenue -East Avenue to Buttonwillow Avenue	Arterial	2-4*	22,615	13,262	A-C
-Buttonwillow Avenue to Zumwalt Avenue	Arterial	2	17,640	10,087	A-C
Buttonwillow Avenue -Manning Avenue to Dinuba Avenue	Major Arterial	2	16,800	12,087	A-C
-Dinuba Avenue to Floral Avenue	Major Arterial	2	16,800	7,986	A-C

Source: Dudek, ADT counts collected in February 2019. See Appendix 3.16-1.

Notes: LOS is based on Table 1 of the 2013 FDOT Quality/Level of Service Handbook (FDOT 2013). ADT = average daily traffic; LOS = Level of Service. * Capacity is estimated based on an average of two-lane and four-lane roadway capacity per FDOT LOS

Intersections

An intersection LOS analysis was prepared for the near-term (no project) condition using HCM 6 methodology via the Synchro LOS software as discussed in Section 3.16-1. Table 3.16-7 shows the results of the Near-Term (no project) conditions LOS analysis. LOS worksheets are provided in Appendix 3.16-2.

**Table 3.16-7
Near-Term (No Project) Peak Hour Intersection LOS**

No.	Intersection	Control Type	Existing Conditions			
			AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²
1	I Street/Dinuba Avenue	OWSC	1244.7	F	296.6	F
2	East Avenue/Dinuba Avenue	AWSC	67.0	F	34.5	D
3	Buttonwillow Avenue/Dinuba Avenue	Roundabout	16.2	C	18.3	B
4	Orange Avenue/Dinuba Avenue	OWSC	50.5	F	23.1	C
5	Zumwalt Avenue/Dinuba Avenue	OWSC	112.3	F	27.7	D
6	Buttonwillow Avenue/Manning Avenue	Signalized	26.4	C	24.5	C

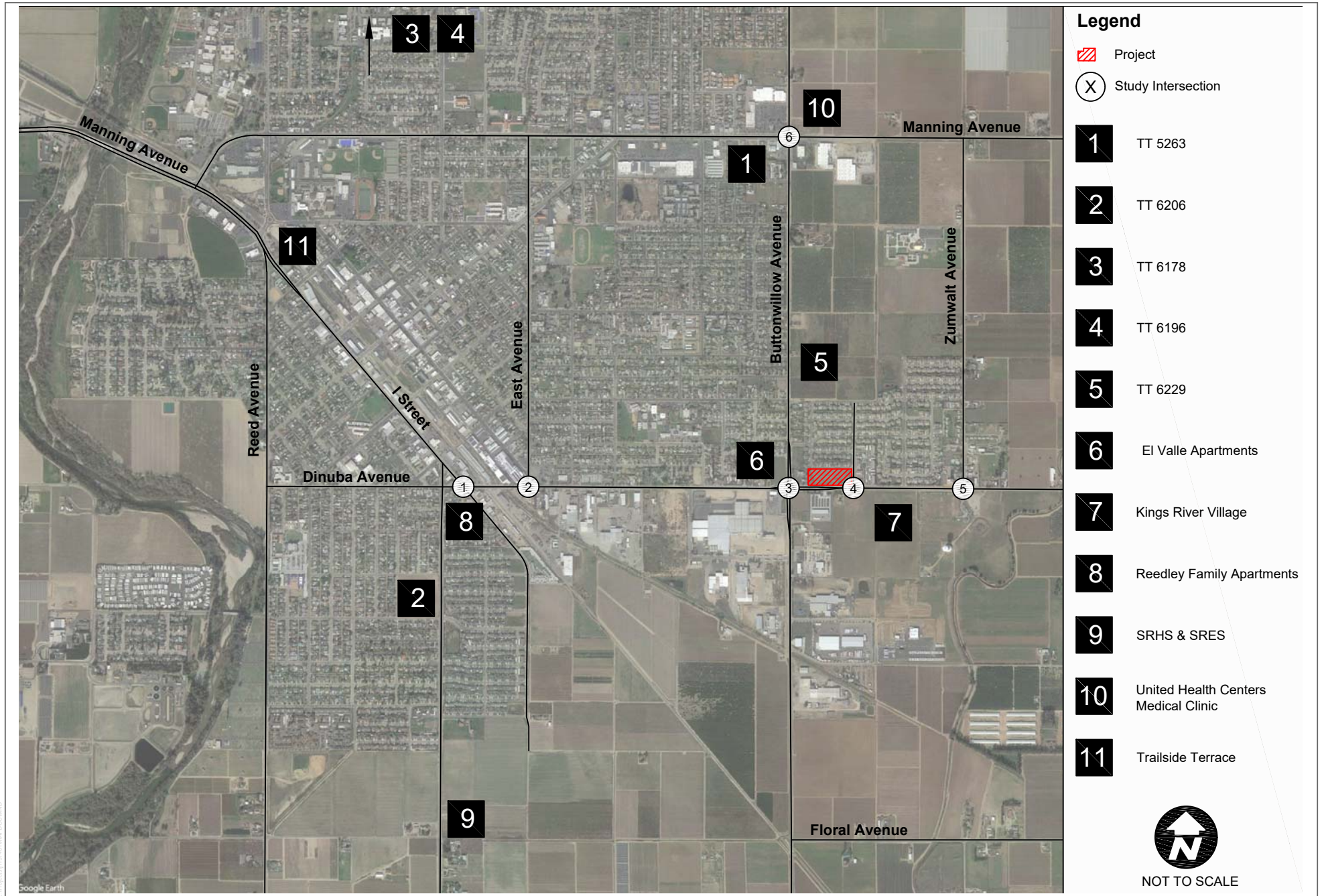
Source: Appendix 3.16-2.

Notes: All intersections analyzed using HCM methodology; OWSC = One-way stop controlled; AWSC = All-way stop controlled.

¹ Delay in seconds per vehicle.

² Level of Service (LOS).

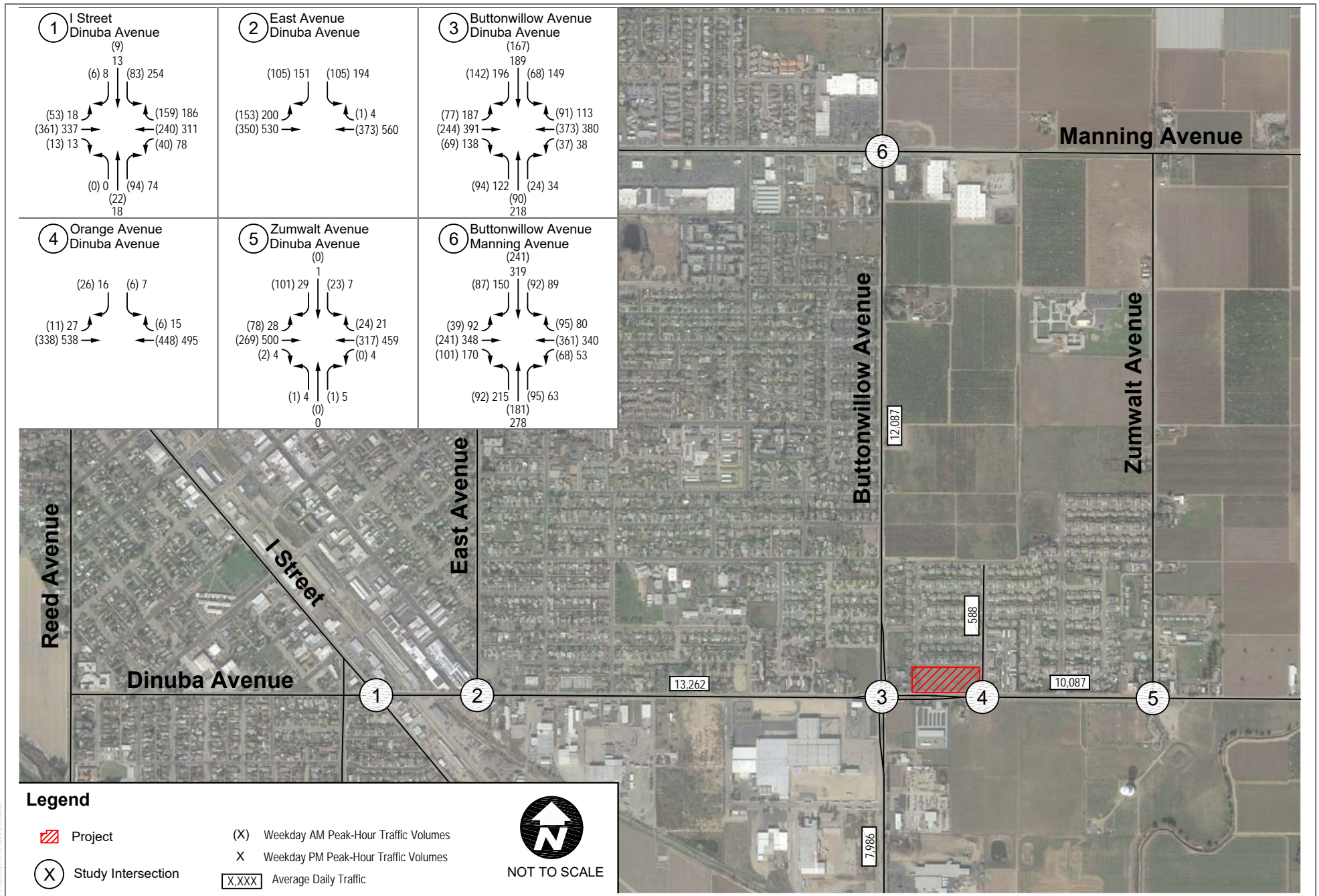
BOLD value indicates unsatisfactory LOS; the LOS threshold in the City of Reedley is LOS C.



SOURCE: Google Maps 2019

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SOURCE: Google Maps 2019

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As shown in Table 3.16-7, two of the six study intersections are forecast to continue to operate with satisfactory LOS (LOS C or better) during the AM peak hours, and three of the six study intersections are forecast to operate with satisfactory LOS (LOS C or better) during the PM peak hours. The following study area intersections are forecast to operate below the City's satisfactory LOS threshold (LOS C) without the proposed project in the Near-Term (no project) condition:

1. I Street/Dinuba Avenue: LOS F in both peak hours.
2. East Avenue/Dinuba Avenue: LOS F in AM peak hour; LOS D in PM peak hour.
4. Orange Avenue/Dinuba Avenue: LOS F in AM peak hour.
5. Zumwalt Avenue/Dinuba Avenue: LOS F in AM peak hour; LOS D in PM peak hour.

Buildout Year 2040 (No Project) Traffic Condition

The Buildout Year 2040 (no project) conditions are based on traffic forecasts from the travel demand model maintained by FCOG. This condition represents the buildout of all land uses in the County and all related traffic forecast up to year 2040.

FCOG Travel Demand Model

Forecast traffic data from the FCOG travel demand model was requested and coordinated with FCOG staff. Years 2019 (validation year), 2035 without project, and 2035 with project, daily and peak hour raw model volume plots were provided by FCOG (FCOG 2019). The forecast volumes were initially post-processed using the "incremental" method consistent with the National Cooperative Highway Research Program (NCHRP) Report 255 (Transportation Research Board 1982); however, upon review of the volumes, the forecasts were unreasonably high and inappropriate for use. Therefore, as an alternative, forecast modeled growth was determined for each intersection approach between the 2019 and 2035 volume plots, adjusted for the 2040 horizon year, applied to the existing ground-counted 2019 traffic volumes, and then balanced between intersections. These post-processed volumes resulted in a more appropriate and realistic growth, averaging to an annual growth rate of approximately 4%. Worksheets showing the post-processed volumes are provided in Appendix 3.16-4.

Traffic Volumes and Levels of Service

Buildout Year 2040 (no project) traffic volumes were post-processed from the FCOG travel demand model plots for the No Project condition. Figure 3.16-5 illustrates the Buildout 2040 (no project) traffic volumes for the daily and peak-hour conditions.

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Roadway Segments

A roadway segment LOS analysis was prepared for the Buildout Year 2040 (no project) condition using the roadway segment LOS methodologies as discussed above. Table 3.16-8 shows the results of the Buildout 2040 (no project) condition LOS analysis for the study roadway segments.

**Table 3.16-8
Buildout Year 2040 (No Project) Daily Roadway Segment LOS**

Roadway Segment	Classification	Lanes	LOS "C" ADT	Buildout 2040 Conditions	
				ADT	LOS
Orange Avenue					
-North of Dinuba Avenue	Local Street	2	7,300	863	A-C
Dinuba Avenue					
-East Avenue to Buttonwillow Avenue	Arterial	2-4*	22,615	21,610	A-C
-Buttonwillow Avenue to Zumwalt Avenue	Arterial	2	17,640	11,693	A-C
Buttonwillow Avenue					
-Manning Avenue to Dinuba Avenue	Major Arterial	2	16,800	34,287	E/F
-Dinuba Avenue to Floral Avenue	Major Arterial	2	16,800	10,334	A-C

Source: Dudek, ADT counts collected in February 2019. See Appendix 3.16-1.

Notes: LOS is based on Table 1 of the 2013 FDOT Quality/Level of Service Handbook (FDOT 2013).

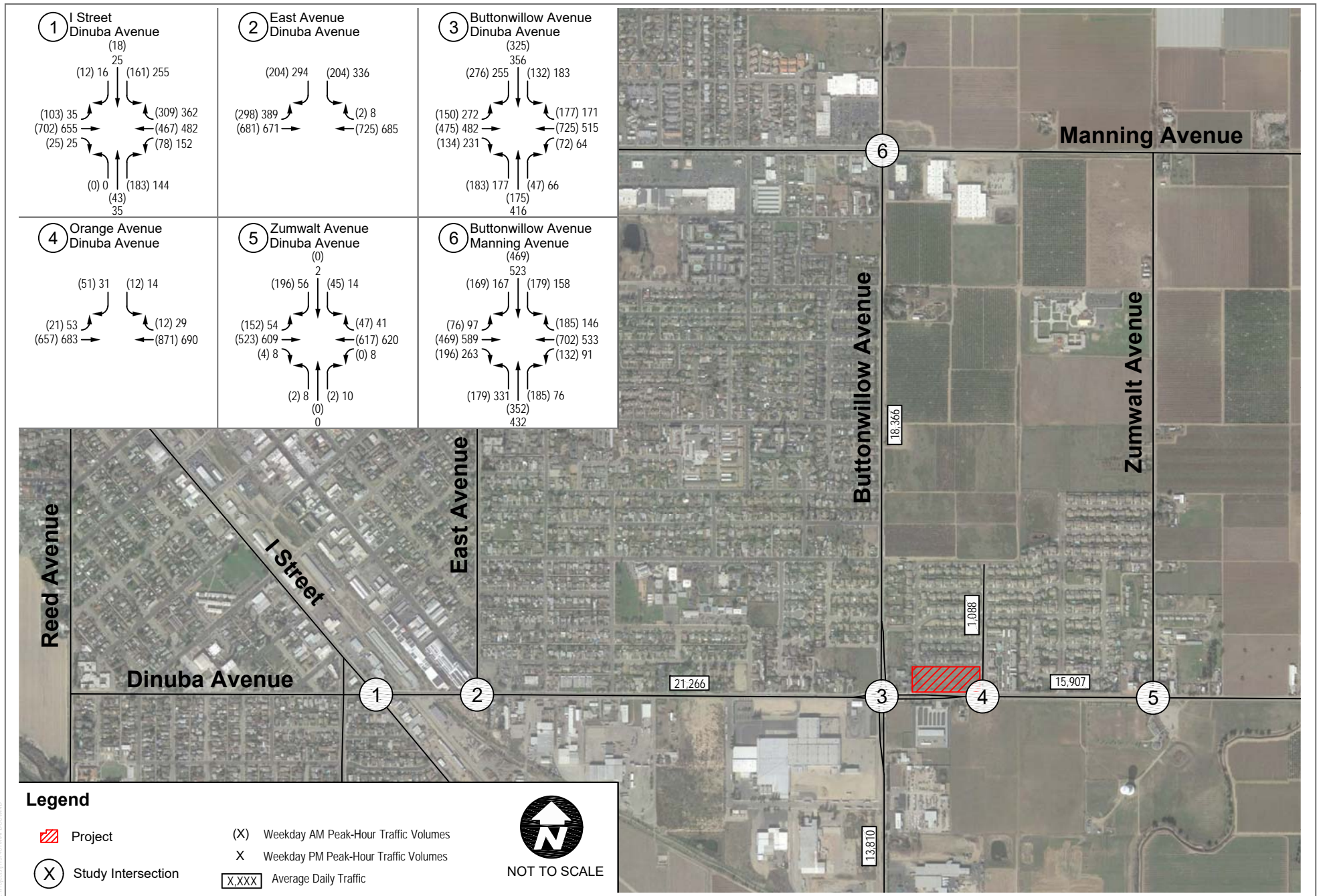
ADT = average daily traffic; LOS = Level of Service.

* Capacity is estimated based on an average of two-lane and four-lane roadway capacity per FDOT LOS thresholds.

As shown in Table 3.16-8, the roadway segment of Buttonwillow Avenue, Manning Avenue to Dinuba Avenue, is forecast to operate with unsatisfactory LOS (LOS E/F) under Buildout Year 2040 conditions (no project). The remaining study area roadway segments are forecast to continue to operate with satisfactory LOS (LOS C or better).

Intersections

An intersection LOS analysis was prepared for the Buildout Year 2040 (no project) condition using HCM 6 methodology via the Synchro LOS software as discussed in Section 3.16-1. Table 3.16-9 shows the results of the Buildout Year 2040 (no project) conditions LOS analysis. LOS worksheets are provided in Appendix 3.16-2



SOURCE: Google Maps 2019

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**Table 3.16-9
Buildout Year 2040 (No Project) Peak Hour Intersection LOS**

No.	Intersection	Control Type	Buildout Year 2040 (no project)			
			AM Peak		PM Peak	
			Delay ¹	LOS ²	Delay ¹	LOS ²
1	I Street/Dinuba Avenue	OWSC	443.1	F	453.9	F
2	East Avenue/Dinuba Avenue	AWSC	141.3	F	274.3	F
3	Buttonwillow Avenue/Dinuba Avenue	Roundabout	149.3	F	176.2	F
4	Orange Avenue/Dinuba Avenue	OWSC	47.3	E	43.3	E
5	Zumwalt Avenue/Dinuba Avenue	OWSC	171.7	F	59.2	F
6	Buttonwillow Avenue/Manning Avenue	Signalized	36.0	D	49.0	D

Source: Appendix 3.16-2.

Notes: All intersections analyzed using HCM methodology; OWSC = One-way stop controlled; AWSC = All-way stop controlled.

¹ Delay in seconds per vehicle.

² Level of Service (LOS).

BOLD value indicates unsatisfactory LOS; the LOS threshold in the City of Reedley is LOS C.

As shown in Table 3.16-9, all of the study intersections are forecast to operate below the City's satisfactory LOS threshold (LOS C) without the proposed project in the Buildout Year 2040 (no project) condition:

1. I Street/Dinuba Avenue: LOS F in both peak hours.
2. East Avenue/Dinuba Avenue: LOS F in both peak hours.
3. Buttonwillow Avenue/Dinuba Avenue: LOS F in both peak hours.
4. Orange Avenue/Dinuba Avenue: LOS E in both peak hours.
5. Zumwalt Avenue/Dinuba Avenue: LOS F in both peak hours.
6. Buttonwillow Avenue/Manning Avenue: LOS D in both peak hours.

Significance Criteria

All of the study area intersections and roadway segments are located within the jurisdiction of the City of Reedley. Therefore, the significance criteria of the study area is based on the City's Circulation Element of the General Plan 2030. According to CIR 3.2B of the Circulation Element, the City will "Maintain a level of service (LOS) of "C" or better" (City of Reedley 2014a). The following are the significance criteria used in the traffic analysis:

- If a project causes an intersection or roadway segment to operate below LOS C, from LOS A–C without the project, it would create a significant impact at that location.

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- Per direction from the City, for those intersections that currently operate, or are forecast to operate, below the City's LOS standard (i.e., LOS D–F), without the project, a significant impact would occur if a project increased the delay at those intersections by 5.0 seconds or more.
- The City has no specific significance criteria for unsignalized intersections. Therefore, for purposes of this analysis, a project would create a significant impact at an unsignalized intersection if it meets the criteria above (causing LOS to decrease below LOS C standard; or, addition of 5.0 or more seconds at LOS D–F) at a delayed movement, and satisfies a peak-hour traffic signal warrant per the California Manual of Uniform Traffic Control Devices. If the unsignalized intersection does not meet the traffic signal warrant, and the overall intersection LOS is LOS C or better, the project would not create a significant impact.

3.16.2 Impact Analysis

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

The project is located on a site zoned for commercial and high-density residential uses that would potentially generate more trips than the proposed DMV field office. The intent of the proposed project is to construct a larger facility to accommodate DMV staff and improve customer services, as the existing DMV facility is not sized appropriately to accommodate the existing staffing and service demand levels. The proposed DMV office (13,701 square feet) will be approximately 9,885 square feet larger than the existing DMV office (3,816 square feet); however, the number of employees and customers is not expected to increase significantly.

Project Trip Generation, Distribution, and Assignment

Project trip generation estimates for daily, and AM and PM peak-hour traffic, is based on State Motor Vehicles Department (ITE Land Use Code 731) trip rates from Trip Generation, 9th Edition (ITE 2012). Trip generation estimates for the project are based on the 9th Edition, instead of the current 10th Edition, due to the smaller sample size used in the 10th Edition. The number of employees will increase by a maximum of 2 employees (from 22 existing employees), and the number of customers is expected to increase by 36 customers per day (from 400 existing customers per day). As the increase in square footage is not representative of the increase in trips generated, and since a daily trip rate for a customer-based variable is not provided in either the 9th or 10th Editions, the number of employees was used as the

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independent variable from the Institute of Transportation Engineers trip rates. Table 3.16-10 provides the trip generation estimates of the proposed project.

Table 3.16-10
Project Trip Generation

Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Rates*								
State Motor Vehicles Department (ITE 731)	per employee	44.54	1.32	1.32	2.64	2.29	2.29	4.58
Trip Generation								
Reedley DMV	24 employees	1,069	32	32	64	55	55	110

Source: ITE 2017.

Notes:

* Trip rates from the Institute of Transportation Engineers, *Trip Generation*, 9th edition (ITE 2012).

As shown in Table 3.16-10, the proposed project would generate 1,069 daily trips, 64 AM peak-hour trips, and 110 PM peak-hour trips.

Project trip distribution percentages were primarily based on customer demographic data provided by the DMV from the existing Reedley DMV office located at 558 Dinuba Avenue, approximately 0.75 miles west of the proposed project. The data contained the number of transactions, recorded by zip code, for existing DMV patrons. Local and regional distribution percentages are shown in Figure 3.16-6, while the customer demographic data is included in Appendix 3.16-5.

Project trips were assigned to the study area intersections and project driveways by applying the project trip generation estimates to the trip distribution percentages, as shown on Figure 3.16-7.

Existing Plus Project

The Existing Plus Project condition is based on the addition of project traffic added directly to the existing traffic volumes at the study area roadway segments and intersections.

Traffic Volumes and Levels of Service

Project traffic volumes shown in Figure 3.16-7 were added to the existing traffic volumes shown in Figure 3.16-2 to derive the Existing Plus Project traffic condition. Figure 3.16-8 shows the Existing Plus Project traffic volumes. Tables 3.16-11 and 3.16-12 show the results of the LOS analyses for the study area roadway segments and intersections, respectively.

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Roadway Segments

A roadway segment LOS analysis was prepared for the Existing Plus Project condition using the roadway segment LOS methodologies as discussed in Section 3.16.1. Table 3.16-11 shows that all study area roadway segments would continue to operate with satisfactory LOS (LOS C or better) with addition of project traffic in the Existing Plus Project condition.

**Table 3.16-11
Existing Plus Project Daily Roadway Segment LOS**

Roadway Segment	Classification	Lanes	LOS "C" ADT Threshold	Existing Conditions		Existing Plus Project	
				ADT	LOS	ADT	LOS
Orange Avenue -North of Dinuba Avenue	Local Street	2	7,300	588	A-C	1,117	A-C
Dinuba Avenue -East Avenue to Buttonwillow Avenue -Buttonwillow Avenue to Zumwalt Avenue	Arterial	2-4*	22,615	11,492	A-C	12,026	A-C
	Arterial	2	17,640	8,596	A-C	9,655	A-C
Buttonwillow Avenue -Manning Avenue to Dinuba Avenue -Dinuba Avenue to Floral Avenue	Major Arterial	2	16,800	9,925	A-C	10,032	A-C
	Major Arterial	2	16,800	7,463	A-C	7,784	A-C

Notes: LOS is based on Table 1 of the 2013 FDOT Quality/Level of Service Handbook (FDOT 2013). Table 1 does not provide thresholds for LOS A, B, E, or F.

ADT = average daily traffic; LOS = Level of Service.

* Capacity is estimated based on an average of two-lane and four-lane roadway capacity per FDOT LOS thresholds.

Intersections

An intersection LOS analysis was prepared for the Existing Plus Project condition using HCM 6 methodology via the Synchro LOS software as discussed in Section 3.16.1. LOS worksheets are provided in Appendix 3.16-2.

As shown in Table 3.16-12, the unsignalized intersection of I Street/Dinuba Avenue would meet the City's significance criteria of the addition of ≥ 5.0 seconds of delay at LOS F in both peak hours; however, it would not satisfy a peak-hour signal warrant, and the overall intersection LOS is LOS B in both peak hours. Therefore, this would not be a significant impact. Similarly, the unsignalized intersection of Orange Avenue/Dinuba Avenue would meet the City's significance criteria as it would cause intersection LOS to degrade from LOS C to LOS D in the AM peak hour. However, it would also not satisfy a peak-hour signal warrant, and the overall intersection LOS is LOS A in the AM peak hour, and therefore, would not be significantly impacted. The remaining study area intersections would also not be significantly impacted by the addition of project traffic in the Existing Plus Project condition per the City's significance criteria.

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Table 3.16-12
Existing Plus Project Peak Hour Intersection LOS

No.	Intersection	Control Type	Existing Conditions				Existing plus Project				Change		Satisfies Signal Warrant?	Overall Delay		Significant Impact?
			AM Peak		PM Peak		AM Peak		PM Peak		in Delay			AM	PM	
			Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	AM	PM				
1	I Street/Dinuba Avenue	OWSC	99.5	F	56.0	F	126.8	F	74.3	F	27.3	18.3	no	LOS B	LOS B	no
2	East Avenue/Dinuba Avenue	AWSC	19.6	C	19.5	C	20.4	C	20.6	C	0.8	1.1	—	—	—	no
3	Buttonwillow Avenue/ Dinuba Avenue	Roundabout	8.6	A	9.6	A	9.0	A	10.9	B	0.4	1.3	—	—	—	no
4	Orange Avenue/Dinuba Avenue	OWSC	23.7	C	16.0	C	28.3	D	18.8	C	4.6	2.8	no	LOS A	—	no
5	Zumwalt Avenue/Dinuba Avenue	OWSC	36.7	E	17.6	C	37.6	E	18.0	C	0.9	0.4	—	—	—	no
6	Buttonwillow Avenue/ Manning Avenue	Signalized	23.6	C	26.8	C	23.7	C	27.0	C	0.1	0.2	—	—	—	no

Notes: All intersections analyzed using HCM methodology; OWSC = One-way stop controlled; AWSC = All-way stop controlled.

¹ Delay in seconds per vehicle,

² Level of Service (LOS).

BOLD value indicates unsatisfactory LOS; the LOS threshold in the City of Reedley is LOS C.

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Project impacts in the Existing Plus Project condition would be **less than significant**.

Near-Term Plus Project

The Near-Term Plus Project condition is based on the addition of project traffic added to the Near-Term (no project) traffic volumes at the study area roadway segments and intersections.

Traffic Volumes and Levels of Service

Project traffic volumes shown in Figure 3.16-8 were added to the Near-Term (no project) traffic volumes shown in Figure 3.16-4 to derive the Near-Term Plus Project traffic condition. Figure 3.16-9 shows the Near-Term Plus Project traffic volumes. Tables 3.16-13 and 3.16-14 show the results of the LOS analyses for the study area roadway segments and intersections, respectively.

Roadway Segments

A roadway segment LOS analysis was prepared for the Near-Term Plus Project condition using the roadway segment LOS methodologies as discussed in Section 3.16.1. Table 3.16-13 shows that all of the study area roadway segments would continue to operate with satisfactory LOS (LOS C or better) with addition of project traffic in the Near-Term Plus Project condition.

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**Table 3.16-13
Near-Term Plus Project Daily Roadway Segment LOS**

Roadway Segment	Classification	Lanes	LOS "C" ADT	Near-Term (no project)		Near-Term Plus Project	
				ADT	LOS	ADT	LOS
Orange Avenue -North of Dinuba Avenue	Local Street	2	7,300	588	A-C	1,117	A-C
Dinuba Avenue -East Avenue to Buttonwillow Avenue	Arterial	2-4*	22,615	13,262	A-C	13,796	A-C
-Buttonwillow Avenue to Zumwalt Avenue	Arterial	2	17,640	10,087	A-C	11,146	A-C
Buttonwillow Avenue -Manning Avenue to Dinuba Avenue	Major Arterial	2	16,800	12,087	A-C	12,194	A-C
-Dinuba Avenue to Floral Avenue	Major Arterial	2	16,800	7,986	A-C	8,307	A-C

Notes: LOS is based on Table 1 of the 2013 FDOT Quality/Level of Service Handbook (FDOT 2013).

ADT = average daily traffic; LOS = Level of Service;

* Capacity is estimated based on an average of two-lane and four-lane roadway capacity per FDOT LOS thresholds.

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Table 3.16-14
Near-Term Weekday Peak Hour Intersection LOS

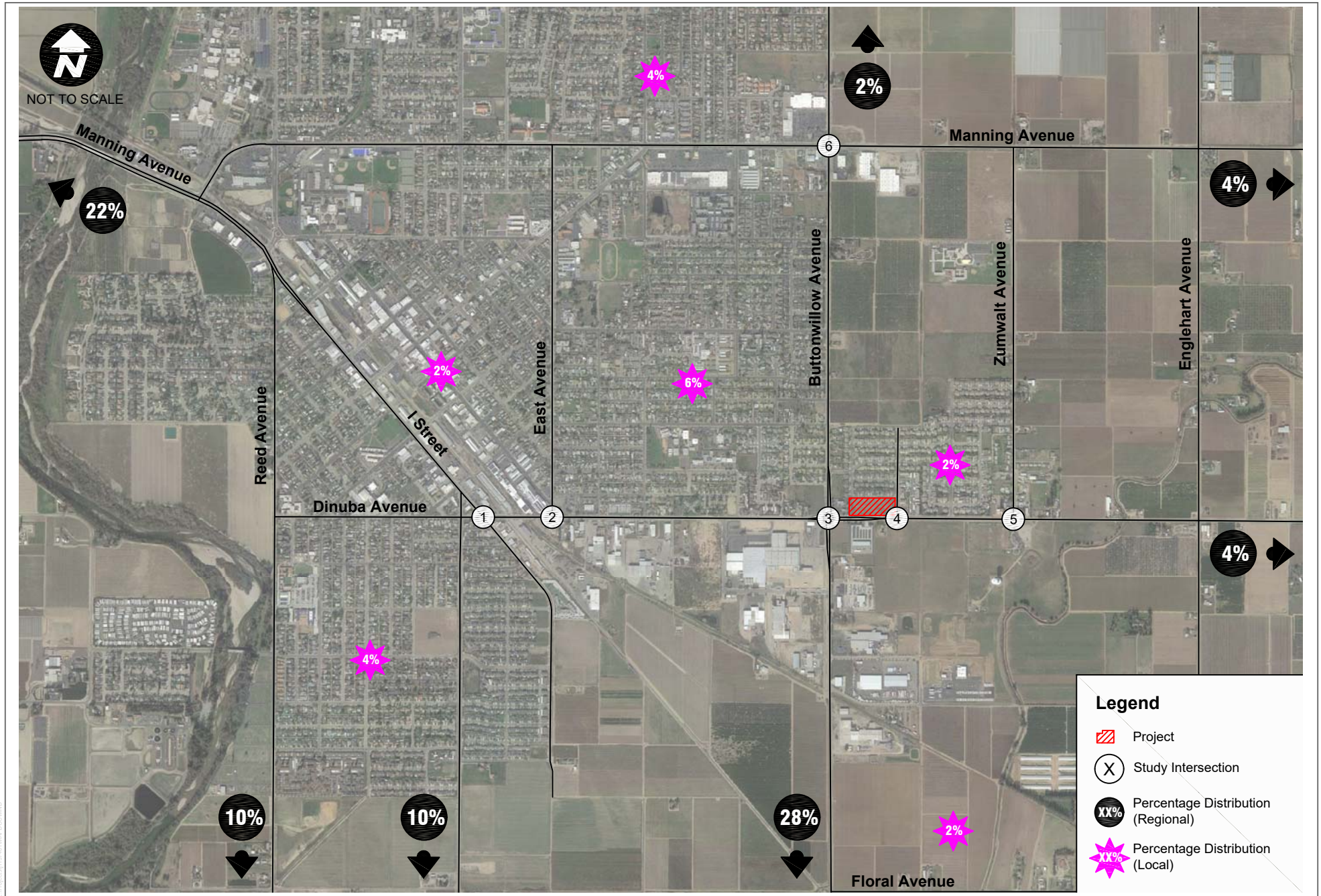
No.	Intersection	Control Type	Near-Term Conditions				Near-Term Plus Project				Change		Satisfies Signal Warrant?	Overall Delay		Significant Impact?
			AM Peak		PM Peak		AM Peak		PM Peak		in Delay			AM	PM	
			Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	Delay ¹	LOS ²	AM	PM				
1	I Street/ Dinuba Avenue	OWSC	1244.7	F	296.6	F	1408.5	F	370.4	F	163.8	73.8	no	LOS F	LOS F	YES
2	East Avenue/ Dinuba Avenue	AWSC	67.0	F	34.5	D	76.2	F	39.4	E	9.2	4.9	YES	—	—	YES
3	Buttonwillow Avenue/ Dinuba Avenue	Roundabout	16.2	C	18.3	B	18.4	B	23.1	C	2.2	4.8	—	—	—	No
4	Orange Avenue/ Dinuba Avenue	OWSC	50.5	F	23.1	C	66.1	F	28.5	D	15.6	5.4	No	LOS A	LOS A	No
5	Zumwalt Avenue/ Dinuba Avenue	OWSC	112.3	F	27.7	D	115.5	F	28.6	D	3.2	0.9	—	—	—	No
6	Buttonwillow Avenue/ Manning Avenue	Signalized	26.4	C	24.5	C	26.7	C	24.6	C	0.3	0.1	—	—	—	No

Notes: All intersections analyzed using HCM methodology; OWSC = One-way stop controlled; AWSC = All-way stop controlled.

¹ Delay in seconds per vehicle.

² Level of Service (LOS).

BOLD value indicates unsatisfactory LOS; the LOS threshold in the City of Reedley is LOS C.



SOURCE: Google Maps 2019

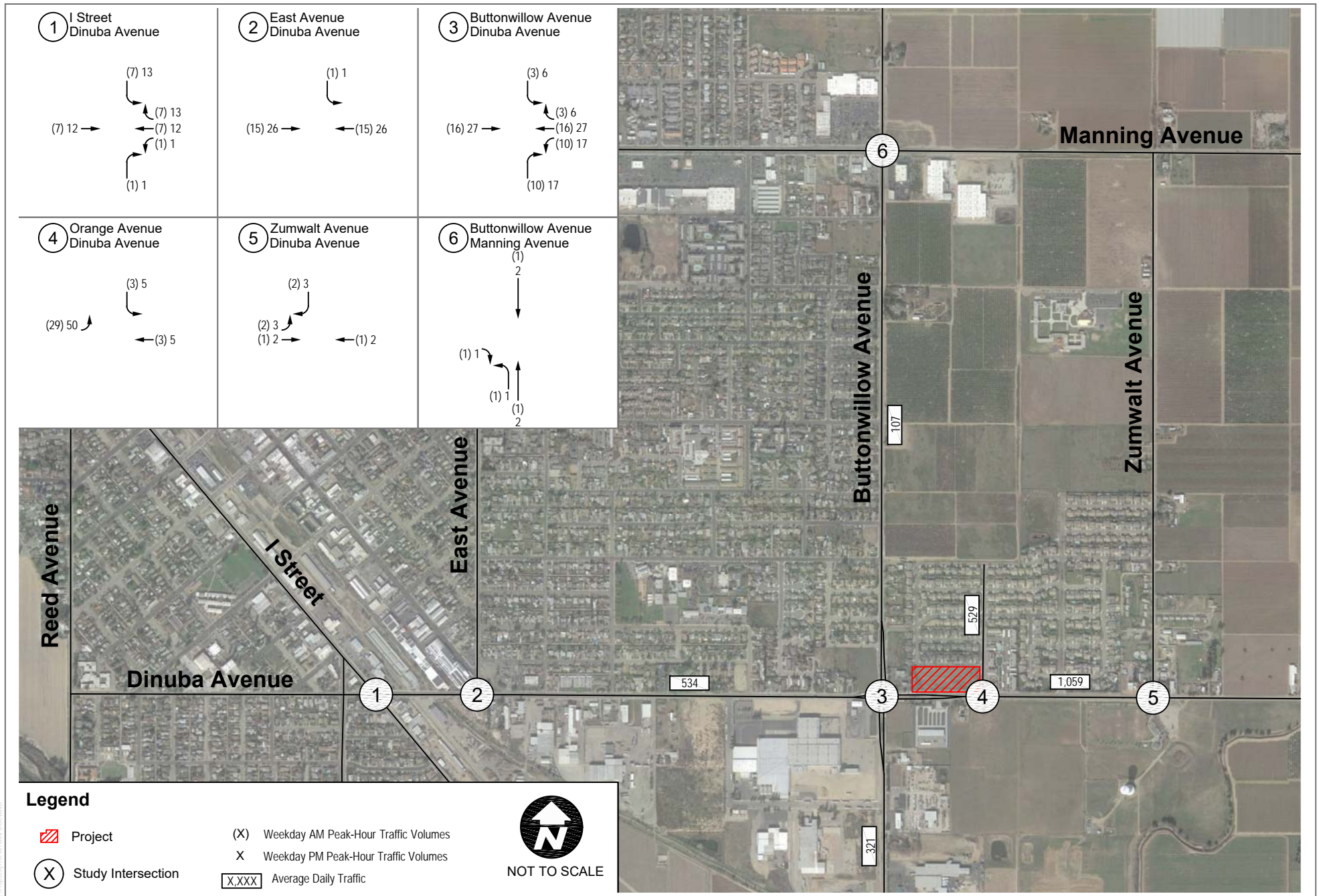
FIGURE 3.16-6

Project Trip Distribution

Department of Motor Vehicles - Reedley Field Office Replacement Project

**Department of Motor Vehicles
Reedley Field Office Replacement Project**

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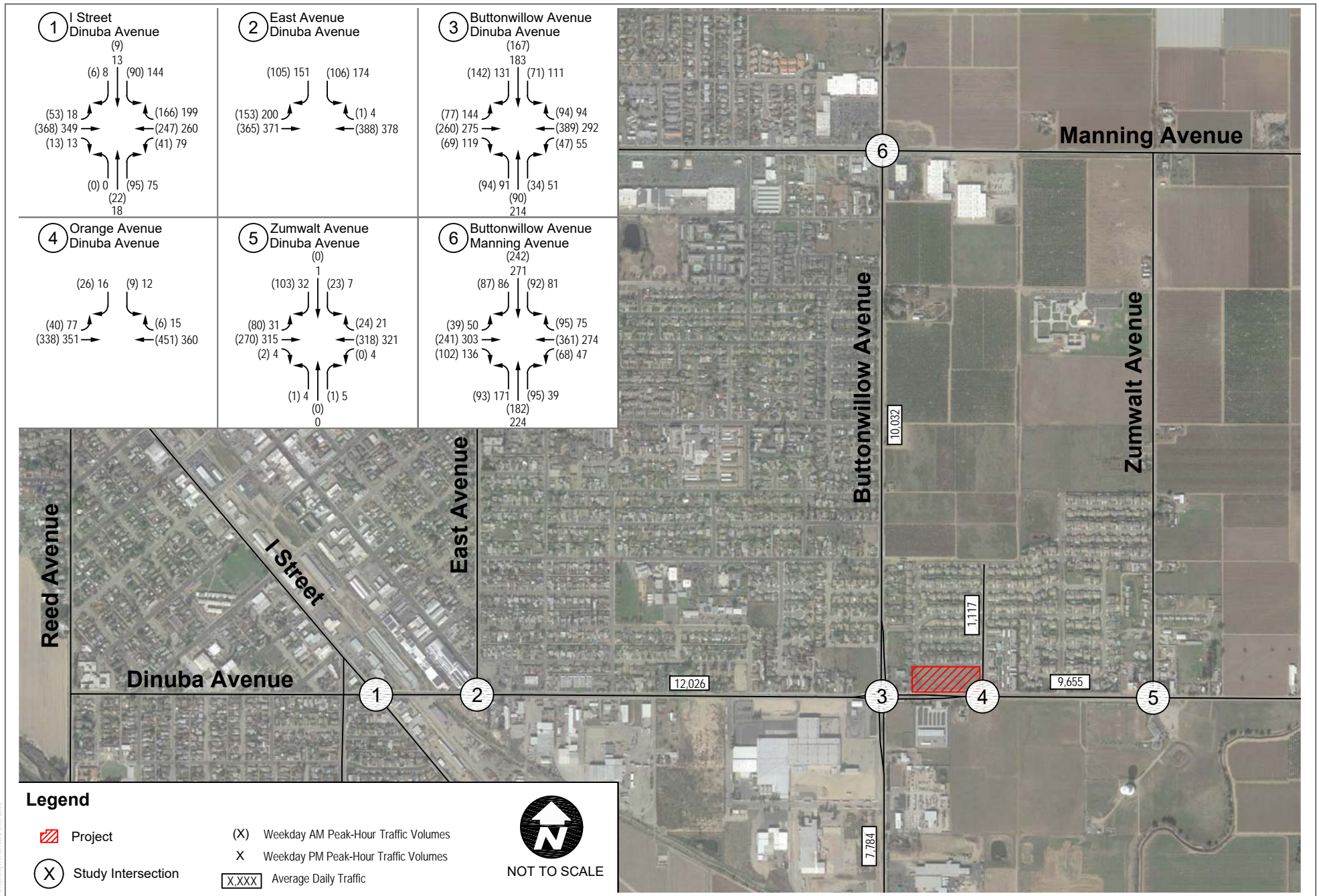


SOURCE: Google Maps 2019

FIGURE 3.16-7
Project Trip Assignment

**Department of Motor Vehicles
Reedley Field Office Replacement Project**

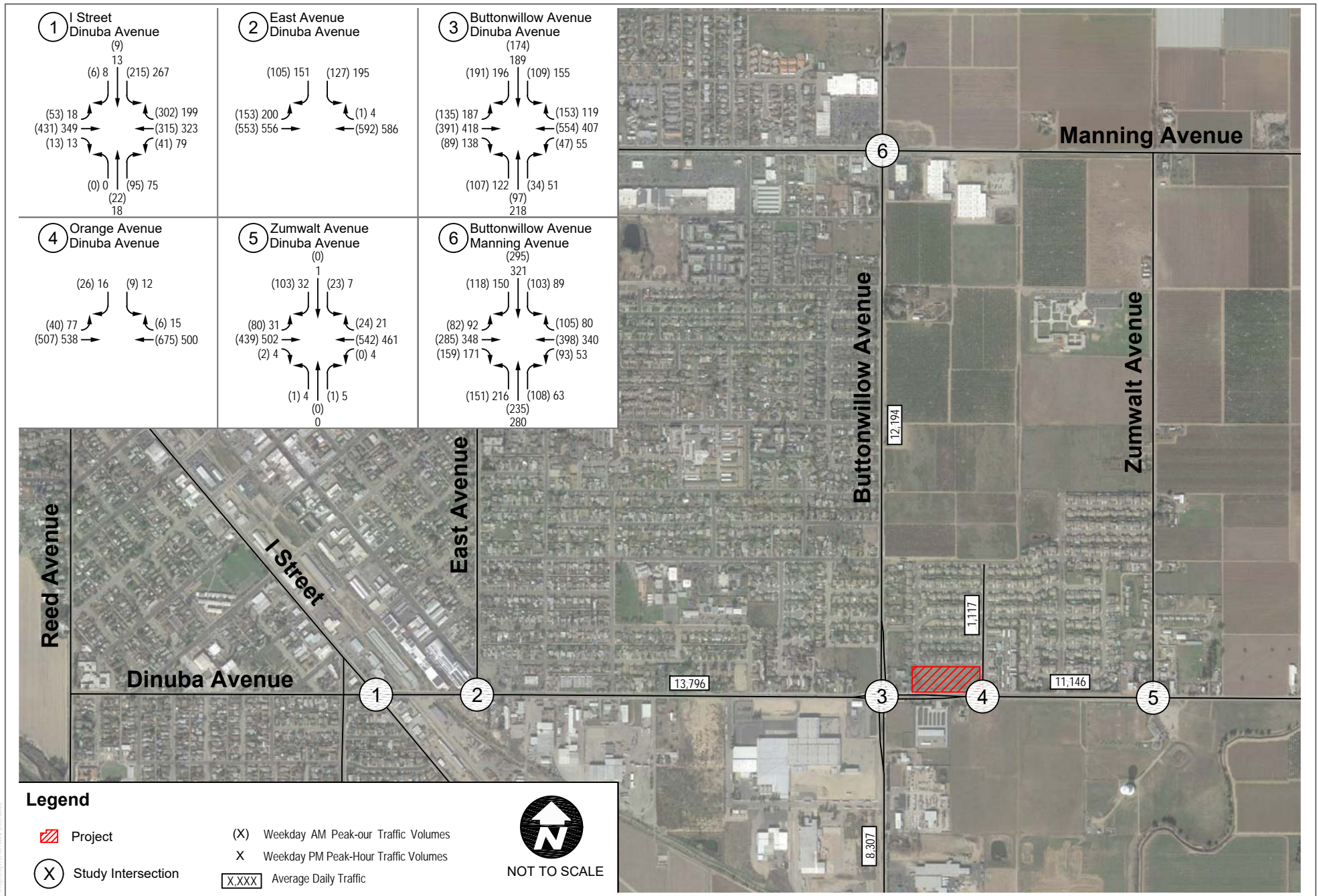
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SOURCE: Google Maps 2019

**Department of Motor Vehicles
Reedley Field Office Replacement Project**

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SOURCE: Google Maps 2019

FIGURE 3.16-9

Near-Term Plus Project Traffic Volumes

Department of Motor Vehicles - Reedley Field Office Replacement Project

**Department of Motor Vehicles
Reedley Field Office Replacement Project**

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Department of Motor Vehicles Reedley Field Office Replacement Project

Intersections

An intersection LOS analysis was prepared for the Near-Term Plus Project condition using HCM 6 methodology via the Synchro LOS software as discussed in Section 3.16-1. LOS worksheets are provided in Appendix 3.16-2.

As shown in Table 3.16-14, the following intersections would be significantly impacted by the proposed project under the Near-Term Plus Project condition:

1. **I Street/Dinuba Avenue.** This unsignalized intersection would meet the City's significance criteria of the addition of ≥ 5.0 seconds of delay at LOS F in both peak hours. Although a peak-hour signal warrant would not be satisfied, the overall intersection LOS is also LOS F in both peak hours.
2. **East Avenue/Dinuba Avenue.** This unsignalized intersection would meet the City's significance criteria of the addition of ≥ 5.0 seconds of delay at LOS F in both peak hours. In addition, a peak-hour signal warrant would be satisfied, warranting a need for signalization.

The unsignalized intersection of Orange Avenue/Dinuba Avenue would meet the City's significance criteria of the addition of ≥ 5.0 seconds of delay at LOS F in the AM peak hour and would cause intersection LOS to degrade from LOS C to LOS D in the PM peak hour. However, it would not satisfy a peak-hour signal warrant, and the overall intersection LOS would continue to be LOS A in both peak hours, and therefore, would not be significantly impacted. The remaining study area intersections would not be significantly impacted by the addition of project traffic in the Near-Term Plus Project condition per the City's significance criteria.

Project impacts in the Near-Term Plus Project condition would be **less than significant with mitigation incorporated**. Mitigation measures for the significantly impacted intersections are provided below.

Buildout Year 2040 Plus Project

The Buildout Year 2040 Plus Project condition is based on the addition of the proposed project to the FCOG travel demand model for its buildout year of 2035. The model's raw traffic volumes were then post-processed to develop forecast year 2040 traffic volumes.

Department of Motor Vehicles Reedley Field Office Replacement Project

Traffic Volumes and Levels of Service

The travel demand model was run with the proposed project and forecast buildout traffic volumes were provided and post-processed for buildout year 2040 conditions at the study area roadway segments and intersections. Figure 3.16-10 shows the Buildout Year 2040 Plus Project traffic volumes. Tables 3.16-15 and 3.16-16 show the results of the LOS analyses for the study area roadway segments and intersections, respectively.

Roadway Segments

A roadway segment LOS analysis was prepared for the Buildout Year 2040 Plus Project condition using the roadway segment LOS methodologies as discussed in Section 3.16.1. Table 3.16-15 shows the roadway segment of Buttonwillow Avenue, Manning Avenue to Dinuba Avenue, is forecast to continue to operate with unsatisfactory LOS (LOS E/F) with addition of project traffic under the Buildout Year 2040 Plus Project condition. Therefore, the proposed project would significantly impact this roadway segment. The remaining study area roadway segments are forecast to continue to operate with satisfactory LOS (LOS C or better).

Intersections

An intersection LOS analysis was prepared for the Buildout Year 2040 Plus Project condition using HCM 6 methodology via the Synchro LOS software as discussed in Section 3.16.1. LOS worksheets are provided in Appendix 3.16-2.

**Table 3.16-15
Buildout Year 2040 Plus Project Daily Roadway Segment LOS**

Roadway Segment	Classification	Lanes	LOS "C" ADT	Buildout Year 2040 Conditions		Buildout Year 2040 Plus Project	
				ADT	LOS	ADT	LOS
Orange Avenue -North of Dinuba Avenue	Local Street	2	7,300	863	A-C	1,392	A-C
Dinuba Avenue -East Avenue to Buttonwillow Avenue	Arterial	2-4*	22,615	21,610	A-C	22,144	A-C
-Buttonwillow Avenue to Zumwalt Avenue	Arterial	2	17,640	11,693	A-C	12,752	A-C
Buttonwillow Avenue -Manning Avenue to Dinuba Avenue	Major Arterial	2	16,800	34,287	E/F	34,394	E/F
-Dinuba Avenue to Floral Avenue	Major Arterial	2	16,800	10,334	A-C	10,655	A-C

Notes: LOS is based on Table 1 of the 2013 FDOT Quality/Level of Service Handbook (FDOT 2013).

ADT = average daily traffic; LOS = Level of Service;

* Capacity is estimated based on an average of two-lane and four-lane roadway capacity per FDOT LOS thresholds.

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As shown in Table 3.16-16, the following intersections would be significantly impacted by the proposed project under the Buildout Year 2040 Plus Project condition:

1. **I Street/Dinuba Avenue.** This unsignalized intersection would meet the City's significance criteria of the addition of ≥ 5.0 seconds of delay at LOS F in both peak hours. In addition, a peak-hour signal warrant would be satisfied, warranting a need for signalization.
2. **East Avenue/Dinuba Avenue.** This unsignalized intersection would also meet the City's significance criteria of the addition of ≥ 5.0 seconds of delay at LOS F in both peak hours. In addition, a peak-hour signal warrant would be satisfied, warranting a need for signalization.
3. **Buttonwillow Avenue/Dinuba Avenue.** This roundabout intersection would also meet the City's significance criteria of the addition of ≥ 5.0 seconds of delay at LOS F in both peak hours.
5. **Zumwalt Avenue/Dinuba Avenue.** This unsignalized intersection would also meet the City's significance criteria of the addition of ≥ 5.0 seconds of delay at LOS F in the AM peak hour. In addition, a peak-hour signal warrant would be satisfied, warranting a need for signalization.

The unsignalized intersection of Orange Avenue/Dinuba Avenue would meet the City's significance criteria of the addition of ≥ 5.0 seconds of delay at LOS F in both peak hours. However, it would not satisfy a peak-hour signal warrant, and the overall intersection LOS would continue to be LOS A in both peak hours, and therefore, would not be significantly impacted. The remaining study area intersection of Buttonwillow Avenue/Manning Avenue would not be significantly impacted by the addition of project traffic in the Buildout Year 2040 Plus Project condition per the City's significance criteria.

Project impacts in the Buildout Year 2040 Plus Project condition would be **less than significant with mitigation incorporated**.

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**Table 3.16-16
Buildout Year 2040 Weekday Peak Hour**

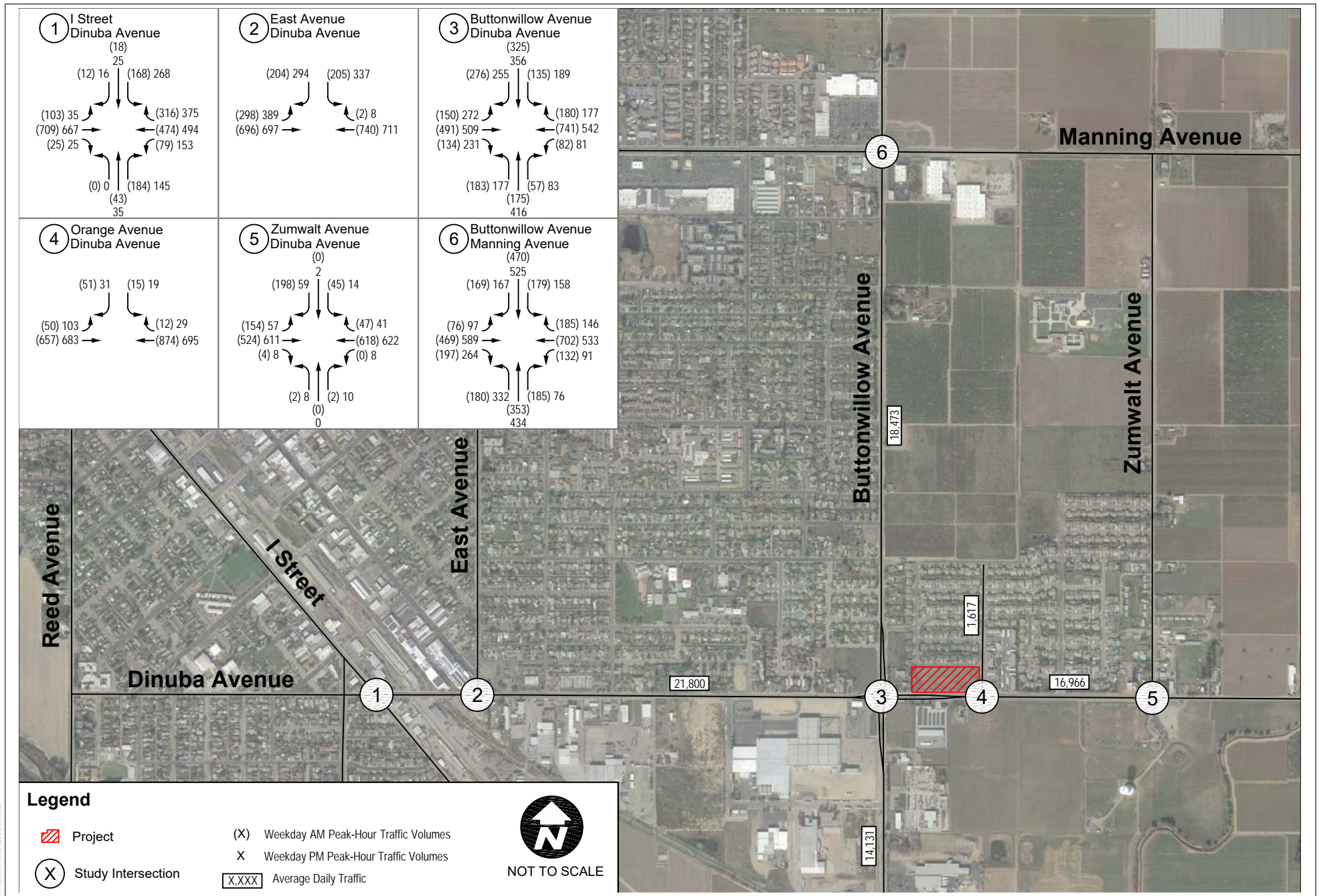
No.	Intersection	Control Type	Buildout 2040 Conditions				Buildout 2040 Plus Project				Change		Satisfies Signal Warrant?	Overall Delay		Significant Impact?
			AM Peak		PM Peak		AM Peak		PM Peak		in Delay			AM	PM	
			Delay¹	LOS²	Delay¹	LOS²	Delay¹	LOS²	Delay¹	LOS²	AM	PM				
1	I Street/Dinuba Avenue	OWSC	443.1	F	453.9	F	487.6	F	535.3	F	44.5	81.4	YES	—	—	YES
2	East Avenue/ Dinuba Avenue	AWSC	141.3	F	274.3	F	147.2	F	286.6	F	5.9	12.3	YES	—	—	YES
3	Buttonwillow Avenue/ Dinuba Avenue	Roundabout	149.3	F	176.2	F	158.3	F	194.8	F	9.0	18.6	—	—	—	YES
4	Orange Avenue/ Dinuba Avenue	OWSC	47.3	E	43.3	E	57.1	F	59.6	F	9.8	16.3	No	LOS A	LOS A	No
5	Zumwalt Avenue/ Dinuba Avenue	OWSC	171.7	F	59.2	F	177.6	F	61.8	F	5.9	2.6	YES	—	—	YES
6	Buttonwillow Ave/ Manning Ave	Signalized	36.0	D	49.0	D	36.1	D	49.2	D	0.1	0.2	—	—	—	No

Notes: All intersections analyzed using HCM methodology; OWSC = One-way stop controlled; AWSC = All-way stop controlled.

¹ Delay in seconds per vehicle.

² Level of Service (LOS).

BOLD value indicates unsatisfactory LOS; the LOS threshold in the City of Reedley is LOS C.



SOURCE: Google Maps 2019

FIGURE 3.16-10

**Department of Motor Vehicles
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Department of Motor Vehicles Reedley Field Office Replacement Project

Mitigation Measures

Existing Plus Project. No mitigation measures are required.

Near-Term Plus Project Roadway Segments. No mitigation measures are required for roadway segments under the Near-Term Plus Project condition.

Near-Term Plus Project Intersections and Buildout Year 2040 Plus Project Conditions. As outlined by the City, for the cumulative conditions of Near-Term Plus Project and Buildout Year 2040 Plus Project, the proposed project would be required to pay their “equitable” or fair-share of costs to implement required mitigation measures. The final fair-share costs will be calculated by the City at the time of fair-share payment.

Near-Term Plus Project Intersections

MM-TRAF-1 I Street/Dinuba Avenue (intersection no. 1). Prior to the first day of project operations, the Department of Motor Vehicles shall negotiate with and pay a fair-share contribution to the City to fund construction/installation of a traffic signal at this intersection.

MM-TRAF-2 East Avenue/Dinuba Avenue (intersection no. 2). Prior to the first day of operations of the proposed project, the Department of Motor Vehicles shall negotiate with and pay a fair-share contribution to the City to fund construction/installation of improvement traffic signal at this intersection.

Buildout Year 2040 Plus Project Conditions

MM-TRAF-3 Buttonwillow Avenue, Manning Avenue to Dinuba Avenue (roadway segment). Prior to the first day of operations of the proposed project, the Department of Motor Vehicles shall negotiate with and pay a fair-share contribution to the City of Reedley (City) to widen the roadway segment and construct a second lane in each direction (to become a four-lane roadway) per the City’s street design standards.

I Street/Dinuba Avenue (intersection no. 1). Implementation of mitigation measure MM-TRAF-1 (installation of a traffic signal) would also mitigate the project’s significant impact in the Buildout 2040 Plus Project condition.

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East Avenue/Dinuba Avenue (intersection no. 2). Implementation of mitigation measure MM-TRAF-2 (installation of a traffic signal) would also mitigate the project's significant impact in the Buildout 2040 Plus Project condition.

MM-TRAF-4 Buttonwillow Avenue/Dinuba Avenue (intersection no. 3). Prior to the first day of operations of the proposed project, the Department of Motor Vehicles shall negotiate with and pay a fair share contribution to the City of Reedley to implement the following improvements:

- Construct a second circulating lane in the roundabout.
- Widen the southbound approach and construct a second approach lane.
- Widen the westbound approach and construct a second approach lane.

MM-TRAF-5 Zumwalt Avenue/Dinuba Avenue (intersection no. 5). Prior to the first day of operations of the proposed project, the Department of Motor Vehicles shall negotiate with and pay a fair share contribution to the City to install a traffic signal.

With implementation of mitigation measures MM-TRAF-1 through MM-TRAF-5, significant project impacts would be reduced to a level of **less than significant**.

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

Per the Fresno County Congestion Management Process Update (FCOG 2017b), there are no Congestion Management Program (CMP) arterials in the study area. The CMP roadways in the County are SR-99, SR-41, SR-168, and SR-180. Because the project would not increase traffic significantly on the CMP roadways, and there is no potential to impact an existing LOS standard or a travel demand measure, impacts to an applicable CMP would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

The nearest airport, Reedley Municipal Airport, is located approximately 6 miles north of the project site (Airnav.com 2019). As the proposed project is a DMV facility, it would not change existing air traffic patterns, nor would it cause any significant increase existing traffic levels. Therefore, there would be **no impact** to air traffic patterns that would result in a substantial safety risk.

Mitigation Measure: No mitigation is required.

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

The proposed project involves a new DMV facility with four project access driveways. Three driveways would provide access to/from Dinuba Avenue and would be generally spaced between 150 – 200 feet apart from one another. The driveway on Orange Avenue would be located near the northeast corner of the site, approximately 200 feet away from Dinuba Avenue. The three driveways that provide access to the parking lot (two on Dinuba Avenue and one on Orange Avenue) would provide two-way access (i.e., inbound and outbound access), with right turn in/out only access for the two driveways on Dinuba Avenue, and full-access for the Orange Avenue driveway. The westernmost driveway on Dinuba Avenue is proposed to be an outbound only, right-turn outbound driveway for drivers undergoing their driver's test. All four driveways will be designed to be consistent with the City of Reedley's driveway design standards.

A 25-foot travel lane is located on the site that provides access to two-way parking aisles. With new circulation design of the proposed DMV facility, on-site parking would be designed to have adequate parking stalls with wider two-way parking aisles, and the new driving test procedures would minimize the need for on-site vehicle queues.

The project does not include any nonstandard design features that would increase hazards or an incompatible use with the surrounding land uses. Therefore, potential hazard impacts due to a design feature would be **less than significant**.

Mitigation Measure: No mitigation is required.

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e) Would the project result in inadequate emergency access?

Traffic generated by the proposed project would be distributed through four driveways; three driveways on Dinuba Avenue and one driveway on Orange Avenue. These driveways would provide adequate access to/from the project site for DMV customers and emergency vehicles from Dinuba Avenue and Orange Avenue. The proposed project would not include any restrictions to emergency vehicle sizes or access routes that could result in inadequate emergency access. Therefore, impacts due to inadequate emergency access would be **less than significant**.

Mitigation Measure: No mitigation is required.

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

Fresno County Regional Transportation Authority operates Orange Cove Transit. There are three stops in the City at Manning and Buttonwillow, East and Springfield, and Manning and Reed. The closest bus stop to the project site is located at Manning and Buttonwillow, approximately 1 mile north of the project site.

The majority of Dinuba Avenue in the project vicinity is constructed with curbs, gutters, and sidewalks along both sides of the street, with the exception of the stretch of roadway east of the Heritage Storage facility, where a sidewalk is located only along the north side of the street.

Dinuba Avenue, in the project vicinity, has a designated Class II bike lane for westbound traffic west of Orange Avenue to Buttonwillow Avenue, and designated Class II bike lanes along both sides of the street from Buttonwillow Avenue to Columbia Avenue.

The proposed project includes construction of frontage improvements along Dinuba Avenue and Orange Avenue per the City's street design standards. Refer to responses (a) and (b); the project would not conflict with any adopted policies, plans, or programs. Therefore, impacts to public transit, bicycle, or pedestrian facilities would be **less than significant**.

Mitigation Measure: No mitigation is required.

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3.17 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES				
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:				
a) 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3.17.1 Environmental Setting

Previously Recorded Archaeological Resources

A Cultural Resources Letter Report was prepared for the proposed project in March 2019 to assess the project site for existing cultural resources (Appendix 3.5-1). The Cultural Resources Letter Report included a California Historical Resources Information System records search, which was conducted at the SSJVICT on February 12, 2019, to determine recorded cultural resources on the proposed project site and surrounding 1-mile radius. The records search involved a review of mapped prehistoric, historical, and built-environment resources; Department of Parks and Recreation Site Records; technical reports; historical maps; and local inventories. The SSJVIC records indicate that 11 previous cultural resource investigations have been conducted within the 1-mile search radius of the proposed project site. According to SSJVIC records, no cultural resources were identified on the project site (Appendix 3.5-1). However, the SSJVIC records search determined that there is one previously recorded cultural resource within 1 mile of the project site.

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Native American Heritage Commission Sacred Lands Files Search and Assembly Bill 52 Outreach

On February 15, 2019, a Sacred Lands File (SLF) search request for any sacred sites or other Native American cultural resources that may fall within the proposed project location or a surrounding 1-mile buffer and a request for the Native American contact list for the area was sent to the Native American Heritage Commission (NAHC). On March 11, 2019, the NAHC responded with results from the SLF search request. The SLF search found that no Native American cultural resources have been recorded within the project site. The NAHC results noted, however, that absence of specific site information in the SLF does not imply absence of Native American cultural resources on the site. The NAHC also provided contact information for parties who may be interested or may have information regarding tribal cultural resources (TCRs) in the project area.

To date, DMV/DGS have not received any requests from traditionally geographically affiliated California Native American tribes for notification of projects in this area pursuant to Assembly Bill 52. As such, there is not a specific requirement for DMV/DGS to send notification of the project and offer to consult regarding TCRs pursuant to Public Resources Code Section 21080.3. On March 18, 2019, in the interest of extending an additional opportunity for Native American tribes to provide information pertaining to TCRs, Dudek sent letters via certified mail on behalf of DMV/DGS for compliance with CEQA to the eight Native American contacts provided by the NAHC. The letters summarized the nature of the project and requested information or concerns regarding Native American resources that could be affected by the project. The letters informed the individuals of the initiation of the environmental review process for the project, project location and details, and results of the NAHC SLF search, and requested tribal information regarding cultural resources, TCRs, or places that may be impacted by the proposed project. The Table Mountain Rancheria Tribal Government Office responded on May 30, 2019, declining to participate in consultation at this time but requesting to be informed if cultural resources are discovered during construction. No other responses have been received to date.

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3.17.2 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)?*

As noted in Section 3.17.1, no known TCRs or cultural resources have been previously identified within the project site or in its immediate vicinity, as defined in Public Resources Code Section 21074. The project site has historically been used for agricultural uses and is currently undeveloped. The California Historical Resources Information System records search conducted for the project site did not identify any previously recorded archaeological resources within or near the project site.

Further, no tribes have responded with a request for consultation or with information regarding TCRs affiliated with the project site. As previously stated, the proposed project site has been previously disturbed, and no information regarding the presence of known TCRs has been provided from the contacted tribes or from cultural resource surveys or records. However, the potential for subsurface unknown TCRs to be encountered during project ground-disturbing activities still exists. As no known TCRs occur at the project site or would be affected by the proposed project, and implementation of mitigation measure (MM-) TCR-1 would reduce potential impacts to unknown TCRs during excavation activities, impacts would be **less than significant with mitigation**.

Mitigation Measure:

MM-TCR-1 Prior to construction, all construction personnel will receive training from a qualified cultural resources specialist regarding the appropriate work practices necessary to effectively comply with the applicable environmental laws and regulations. This training will include a presentation or prepared materials detailing procedures to be followed upon discovery or suspected discovery

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of tribal cultural resources (TCRs). If potential archaeological resources, TCRs, or human remains are discovered during project activities, then work will cease in the immediate vicinity of the find. If the unanticipated resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in MM-CUL-1 in conjunction with the following provisions specific to the management of TCRs. A qualified cultural resources specialist will be contacted to inspect the find, and to assess if the resource is of Native American origin or otherwise has potential to be considered a TCR. If the resource is a potential TCR, the lead agency will be immediately contacted. Depending on the nature of the find, if the lead agency determines, pursuant to Public Resources Code Section 21074 (a)(2), that the find appears to be a TCR in its discretion and supported by substantial evidence, the Native American Heritage Commission-listed traditionally culturally affiliated tribes shall be contacted and provided a reasonable period of time to make recommendations. These representatives will be provided the opportunity to inspect the find on site. The lead agency will review recommendations, enlisting the aid of a qualified archaeologist or other specialists if needed, and move forward with management options determined to be reasonable and feasible. The project may recommence ground-disturbance activities in the vicinity of the find after it has complied with agency-approved recommendations. If human remains are found, then the procedures outlined in mitigation measure MM-CUL-3 (see Section 3.5.2, Impact Analysis) will be implemented.

- 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?*

As previously described, the Cultural Resources Letter Report concluded that the project site does not contain identified TCRs or archaeological resources (Appendix 3.5-1). The SLF search conducted by the NAHC did not indicate that sacred sites

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have been recorded within the project site or surrounding search area. However, the NAHC noted that absence of specific site information in the SLF does not imply absence of Native American resources. In a good-faith effort to identify any impacts to TCRs, documented in the Cultural Resources Letter Report, Dudek sent project notification letters to traditionally NAHC-listed California Native American tribes geographically associated with the project area. No California Native American tribes or individuals have identified specific known tribal cultural resources associated with the project area,. With implementation of MM-TCR-1, impacts related to TCRs would be **less than significant with mitigation**.

Mitigation Measure: Refer to MM-TCR-1.

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3.18 Utilities and Service Systems

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

3.18.1 Environmental Setting

Water

The City of Reedley (City) provides water service to all residential, commercial, and industrial customers and for fire protection within the City. Municipal water supplies within the City are sourced from the Kings Subbasin, in the San Joaquin River Groundwater Basin. The City obtains its entire water supply from the underlying groundwater basin. Seven active domestic water supply wells provide potable water to City customers, with a combined pumping capacity of 11,250 gallons per minute. One of the seven wells currently acts as a standby. Each well pumps water directly into the water system, which includes approximately 82 miles of pipeline and three elevated storage tanks (City of Reedley 2016).

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The San Joaquin River Groundwater Basin is not adjudicated, so there are no limits placed on groundwater pumpage volumes (City of Reedley 2016). Water is conveyed through approximately 82 miles of 2- to 12-inch-diameter pipelines throughout the City (City of Reedley 2014a). Three elevated storage tanks provide operational storage, help meet peak-hour demands, and continuously pressurize the system. The storage tanks have a total capacity of 1.5 million gallons (City of Reedley 2014a). The City of Reedley 2015 Urban Water Management Plan notes that the water demand for the City in 2020 will be 1,447 acre-feet.

The projected water use target for 2020 is 215 gallons per capita per day (gpcd) (City of Reedley 2016), which takes into account projected population growth. As the City's General Plan estimates the City's population to be 35,247 in 2020, this translates to a target of 7.58 million gallons per day (mgd) (City of Reedley 2013).

The City's water system used 139 gpcd in 2015, which was below the 2015 interim target of 242 gpcd and 2020 target of 215 gpcd. With its available groundwater supply and implementation of demand management measures, the City's water system is anticipated to continue to meet its 2020 target.

There are no existing water connections on the project site. The nearest water connection to the project site is located along East Dinuba Avenue (City of Reedley 2014b).

Wastewater

The City collects, treats, and recycles both municipal wastewater generated from a combination of residential, commercial, and industrial sources. Wastewater is collected and treated at the City's wastewater treatment plant (WWTP) located on Huntsman Avenue on the west bank of the Kings River. The City expanded the WWTP in November 2009 from a capacity of 3.0 mgd to 5.0 mgd (City of Reedley 2016). Total flows entering the sanitary sewer system are projected to increase to approximately 8.2 mgd at buildout of the City's General Plan 2030 (City of Reedley 2014a).

The City's WWTP is permitted under Order No. 5-01-247 by the Central Valley Regional Water Quality Control Board and complies with all wastewater treatment requirements of the Central Valley Regional Water Quality Control Board. Historically, the City discharged small portions of wastewater effluent to the Kings River, until the City's permit was rescinded in 2006. Currently the City discharges undisinfected secondary effluent to six percolation ponds, spanning approximately 36 acres, adjacent to the Kings River (City of Reedley 2016).

The project site does not currently generate wastewater or support wastewater treatment or conveyance facilities. Wastewater connection to an existing 15-inch-diameter sewer line is available along East Dinuba Avenue. The existing sewer line has capacity for anticipated growth associated with General Plan 2030 buildout (City of Reedley 2014b).

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Stormwater Drainage

The City generally maintains stormwater facilities within existing roadway rights-of-way. The existing system also includes 10 outfalls to the Kings River and 3 outfalls to an Alta Irrigation District drainage canal. The remainder of stormwater flows are collected in 10 storage facilities maintained by the City. The existing storm drainage system is divided into 17 sub-basins (City of Reedley 2014b). The project site is within Basin K. Stormwater discharges in Basin K are collected in a retention basin northwest of the project site, on Tobu Avenue (City of Reedley 2014b).

Stormwater from the project site currently flows into the City's stormwater drainage system. Stormwater is conveyed through the residential development north of the project site and collected in the retention basin on Tobu Avenue. Requirements set forth in Section 8-5 of the City's Municipal Code, Urban Stormwater Quality Management, were designed pursuant to applicable state and federal laws, and the City's stormwater discharge permit for small MS4s.

Solid Waste

The City provides solid waste collection. Solid waste within the City is disposed of at Waste Management of Fresno transfer station located 4333 East Jefferson Avenue in Fresno, before it is transferred to the American Avenue Landfill located at 18950 West American Avenue, approximately 40 miles west of the City (City of Reedley 2014a). The landfill has a maximum permitted throughput of 2,200 tons per day and a design capacity of 26,838,800 tons. As of 2016, the facility had a remaining capacity of 13,687,489 tons (EPA 2018b). The landfill also includes a composting facility that has an additional permitted throughput of 900 tons per month. The estimated closure date for the landfill is December 2043 (CalRecycle 2015). The most recent review of the solid waste facility permit was conducted and approved by County of Fresno Department of Public Health on December 9, 2015 (CalRecycle 2015).

Energy, Electricity, and Natural Gas

Pacific Gas and Electric (PG&E) provides electricity to the City, and natural gas within the City is provided by the Southern California Gas Company (City of Reedley 2014a). No natural gas facilities or electricity is available on the project site. The closest connection to natural gas facilities are distribution lines located along East Dinuba Avenue (SoCalGas 2019). Overhead power transmission is located on the south side of East Dinuba Avenue, south of the project site.

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3.18.2 Impact Analysis

a) *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Wastewater generated at the site would be delivered to the City's WWTP. As previously described, the sewer main that runs along East Dinuba Avenue has capacity for anticipated buildout of the City's General Plan 2030, which includes the project site. The proposed project would generate wastewater flows typical of commercial uses in the service area. Project wastewater generation, based on the project acreage of 3.5 acres and the City of Reedley neighborhood commercial sanitary sewer flow forecast rate, would be approximately 0.004 mgd (or 4,506 gallons per day). The forecast wastewater demand upon buildout of the existing designated land uses (Neighborhood Commercial and High density Residential) would be approximately 0.006 mgd (City of Reedley 2014b).

Estimated wastewater demand for the proposed project would account for less than 0.08% of the WWTP's current capacity of 5 mgd and 0.05% of the City's estimated total wastewater treatment demand for 2030 of 8.2 mgd. As such, wastewater generated by the proposed project would be a fraction of the wastewater that can be treated at the City's WWTP per day. Further, wastewater generated by the proposed project would be slightly less than the existing land use designations. Therefore, the proposed project would not impact the ability of the City's WWTP to operate within its established wastewater treatment requirements, including the requirements of their National Pollutant Discharge Elimination System permits. Therefore, impacts related to wastewater treatment requirements would be **less than significant**.

Mitigation Measure: No mitigation is required.

b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The City provides water supply and wastewater treatment services in the project area (refer to response [a]). The proposed project would have water demands typical of commercial uses in the service area. Based on the 3.5 acre site, and the City of Reedley neighborhood commercial water demand forecast factor (City of Reedley 2014a), project water demand would be approximately 0.011 mgd (or 9,997 gallons per day). The forecast water demand upon buildout of the existing designated land uses (Neighborhood Commercial and High density Residential) would be approximately 0.012 mgd (City of Reedley 2014b).

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Estimated water demand for the proposed project represents approximately 0.15% of the City's 2020 projected water use target of 7.58 mgd, while the estimated water demand for the existing designated land uses would account for approximately 0.16%. As the proposed DMV facility would have a slightly less water demand to the General Plan designation for Commercial/High Residential use, the proposed DMV replacement project would not result in additional water demand that has not already been planned for in this area of Reedley.

As discussed in response (a), wastewater generated by the proposed project (0.004 mgd) would be slightly less than the forecasted wastewater demand based on existing land use designations (0.006 mgd). Therefore, the proposed project would not generate substantial water demand or wastewater generation that would require the construction of new water or wastewater treatment facilities or expansion of existing facilities. Impacts related to water or wastewater treatment facilities would be **less than significant**.

Mitigation Measure: No mitigation is required.

- c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The project site is relatively flat, and project grading and construction would not substantially alter the existing drainage pattern of the site or area. Curb and gutter is developed along the eastern and southern property boundaries of the project site and an existing storm drain is present adjacent to the southwest corner of the site on East Dinuba Avenue. The project site is located within Basin K (of the City's 17 designate sub-basins), so on-site stormwater is conveyed through the residential development north of the project site and collected in the retention basin on Tobu Avenue.

As part of the project, approximately 100 feet of stormwater infrastructure would be constructed to connect the project site to the existing improvements at the north end of the site. In addition, a stormwater detention system, earning LEED stormwater credits, would be constructed in the proposed parking area. The stormwater detention system would consist of HydroStor Chambers, which provide underground stormwater storage prior to discharge to the City's stormwater drainage system. Such a system would be effective in reducing post-construction stormwater runoff rates, in accordance with LEED requirements, such that on- or off-site environmental effects associated with flooding would not occur. As a result, environmental impacts associated with construction of stormwater drainage facilities would be **less than significant**.

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Mitigation Measure: No mitigation is required.

- d) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

As previously discussed in response (b), the City would provide potable water to the project site. The City's projected potable water demand for 2020 is 1,447 acre-feet per year. The City's water system is anticipated to continue to meet its 2020 target of 215 gpcd, which takes into account projected population growth. The development of the project site would fulfill a portion of the planned growth in the City's water system service area. The proposed project is estimated to have a water demand of 0.011 mgd. The project site is an existing vacant site that is designated as Commercial and High Density Residential in the City's General Plan (City of Reedley 2014a) and zoned SP Neighborhood Commercial and SP Multi-family Residential (City of Reedley 2015). Forecast water demand upon buildout of existing designated land uses on the project site would be approximately 0.012 mgd (City of Reedley 2014), which is slightly higher than the water demand estimated for the proposed project (0.011 mgd).

Estimated water demand for the proposed project represents approximately 0.15% of the City's 2020 projected water use target of 7.58 mgd, while the estimated water demand for the existing designated land uses would account for approximately 0.16%. As the proposed DMV facility would have a slightly less water demand to the General Plan designation for Commercial/High Residential use, the proposed DMV replacement project would not result in additional water demand that has not already been planned for in this area of Reedley. The proposed project would have sufficient water supplies available, and no new or expanded entitlements would be required. Impacts would be **less than significant**.

Mitigation Measure: No mitigation is required.

- e) *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?*

As previously described in response (a), wastewater generation from the proposed project is estimated to be less than 0.1% of the WWTP's capacity of 8.2 mgd and of the City's estimated total wastewater treatment demand for 2020 of 7.2 mgd. As discussed in response (a), wastewater generated by the proposed project (0.004 mgd) would not substantially increase wastewater generation compared to the forecast wastewater demand based on existing land use designations (0.006 mgd).

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As the proposed DMV facility would have slightly less wastewater demand than the General Plan designation for Commercial/High Residential use, the proposed DMV replacement project would not generate additional wastewater demand that has not already been planned for in this area of Reedley. As such, there would be a negligible change in the wastewater flow contributed by the proposed project to the City's WWTP. The City has sufficient capacity to serve the project's wastewater demands in addition to its existing commitments. Furthermore, the sewer main located along East Dinuba Avenue has sufficient capacity to serve the project site and other adjacent developments (City of Reedley 2014b). Therefore, impacts to wastewater treatment capacity would be **less than significant**.

Mitigation Measure: No mitigation is required.

f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

The proposed project would replace the existing DMV field office building at 558 East Dinuba Avenue once the current lease expires, and construct a new DMV field office building on the project site on East Dinuba Avenue, east of Buttonwillow Avenue. Operation of the proposed project would not result in a substantial overall increase in solid waste generation because the proposed field office building would be similar to solid waste generated by a commercial/high density residential development such as indicated in the City's General Plan. Solid waste from the proposed project would be taken to the American Avenue Landfill, which had an estimated remaining capacity of 13,687,489 cubic yards in 2016 (EPA 2018b). The American Avenue Landfill is expected to reach full capacity in December 2043 (CalRecycle 2015) and is permitted to accept an average 2,200 tons of solid waste per day. As implementation of the proposed project would slightly increase the number customers (approximately 36 by 2030) and 2 new staff would be added, the amount of solid waste generated by the proposed project would be similar to the amount of solid waste currently generated by the existing DMV facility. The American Avenue Landfill currently has sufficient permitted capacity to serve the existing DMV's solid waste disposal needs (CalRecycle 2015), so it would have sufficient capacity to support the proposed project.

Compliance with the state's recycling regulations and policies would reduce the project's waste generation during construction and demolition. Therefore, solid waste impacts resulting from construction and operation of the project would be **less than significant**.

Mitigation Measure: No mitigation is required.

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- g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

The proposed project would comply with existing or future statutes and regulations, including waste diversion programs mandated by federal and state law. Further, as a state agency, DMV would implement applicable adopted DMV policies and regulations related to solid waste and recycling. The proposed project would not result in an excessive production of solid waste that would exceed the capacity of American Avenue Landfill, which is the existing landfill serving the project site. In addition, the American Avenue Landfill complies with its permit issued by California Department of Resources Recycling and Recovery and the City's Local Enforcement Agency (CalRecycle 2015). Therefore, the proposed project would result in a **less-than-significant** impact related to federal, state, and local statutes and regulations related to solid waste.

Mitigation Measure: No mitigation is required.

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3.19 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The project site is located in a relatively urbanized area and surrounded on three sides by existing development. Because the project site was under agricultural production for many years, and because it is located within an urbanized setting, it provides no habitat value for most special-status wildlife species known to occur in the region. However, three special-status species, San Joaquin kit fox, burrowing owl, and Swainson's hawk, are known to occasionally utilize fallow agricultural fields at the edge of urbanized settings and have some potential to irregularly occur on the project site. Through implementation of mitigation measures MM-BIO-1, MM-BIO-2, and MM-BIO-3, potential impacts to special-status species would be less than significant. Additionally, nesting birds have the potential to occur on the project site. Through implementation of MM-BIO-4, impacts to nesting birds would be less than significant.

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The project site does not contain any structures, and no historical resources were identified within the project boundaries during the literature search or the pedestrian survey. According to the Cultural Resources Letter Report prepared for the project (Appendix 3.5-1), there are no previously recorded cultural resources within the proposed project area, and no newly identified archaeological resources were recorded during the pedestrian survey. However, the potential still exists to encounter previously undiscovered significant archaeological resources during project construction activities. To ensure that potential impacts to unknown cultural resources remain less than significant, should any such resources be encountered during project grading and construction, the project would be required to implement MM-CUL-1. With implementation of MM-CUL-1, impacts to archaeological resources would be less than significant. Therefore, impacts to biological resources and cultural resources would be **less than significant with mitigation**.

Although no paleontological resources were observed during the pedestrian survey, the project area is considered to have a moderate to high potential to yield significant paleontological resources should Pleistocene-age sedimentary deposits be encountered during grading activities. Therefore, a paleontological monitor must be present on site during excavation activities below a depth of 5 feet in areas underlain by Quaternary alluvium and all excavations in areas underlain by elevated Quaternary alluvium where there is potential to encounter paleontological resources. Implementation of MM-CUL-2 would ensure potentially significant impacts to paleontological resources are **less than significant with mitigation**.

- 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)?*

The proposed project would incrementally contribute to cumulative impacts in combination with other projects occurring within the City of Reedley (City). Major projects that are planned approved, or under construction in the City within the project area and/or vicinity of the project area are shown in Table 3.19-1. However, all reasonably foreseeable future development in the City would be subject to environmental review and regulations similar to the proposed project. Furthermore, all non-state-owned development projects are guided by the policies identified in the City’s General Plan and by the regulations established in the City’s Municipal Code.

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**Table 3.19-1
Cumulative Projects List**

Project Title	Project Location and Description
TT 5263	Subdivision of 16 single-family residential lots at the southwest corner of South Buttonwillow Avenue and East Myrtle Street
TT 6206	Subdivision of approximately 10 acres for 45 single-family residential lots, northwest corner of West Olsen Avenue and South Frankwood Avenue
TT6178 –Frankwood Commons	Annexation and subdivision of approximately 40 acres for 150 single-family residential lots, one 3-acre commercial lot, one 1.6-acre lot for a stormwater basin, and 5 landscape strip lots adjacent to City right-of-way. Located at northeast corner of East South Avenue and South Frankwood Street.
TT 6196	Subdivision of approximately 30 acres into 151 single-family residential lots, northeast corner of North Reed Avenue and Parlier Avenue
TT 6229 – Rancho Vista Project	Annexation and subdivision of approximately 42 acres for 186 single-family residential lots
El Valle Apartments	20 multifamily dwelling units at northwest corner of East Dinuba Avenue and South Hemlock Avenue
Kings River Village	Development of 64 single-family homes, 70 attached single-family homes, 120 apartments, and 80 independent senior care living residences, and 155,030 square feet of commercial retail space on approximately 40 acres south of East Dinuba Avenue and approximately 650 feet east of Buttonwillow Avenue
Reedley Family Apartments	Development of 80-units of affordable housing for low-income and very low-income residents on approximately 3.7 acres east of South I Street and north of Shoemaker Avenue, adjacent to the Southern Pacific Railroad
South Reedley High School and Elementary School	Development of a 1,500-student high school on a 50-acre site, a 700-student K-8 elementary school on a 20-acre site, and a joint-use recreational area on 23 acres near East avenue and Davis Avenue
United Health Centers Medical Clinic	Development of approximately 19,000-square-foot building for medical use at northeast corner of South Buttonwillow Avenue and East Manning Avenue
Trailside Terrace	Development of 55 multifamily residential units and approximately 3,000 square feet of commercial space on G Street, between 12th and 13th Streets.

As provided in the previous analysis for each resource area, the proposed project would not result in significant impacts to aesthetics, agriculture and forestry resources, geology/soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, mineral resources, population and housing, public services, recreation, and utilities and service systems.

Mitigation measures related to air quality (MM-AQ-1, MM-AQ-2, and MM-AQ-3), biological resources (MM-BIO-1, MM-BIO-2, MM-BIO-3, and MM-BIO-4), cultural resources (MM-CUL-1, MM-CUL-2, and MM-CUL-3), hydrology and water quality (MM-HYD-1), noise (MM-NOI-1), transportation and traffic (MM-TRAF-1, MM-TRAF-2, MM-TRAF-3, MM-TRAF-4, and MM-TRAF-5), and tribal cultural resources (MM-TCR-1) have been identified to reduce potentially significant impacts to less than

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significant. These identified mitigation measures, as well as compliance with applicable land use and environmental regulations would ensure that environmental effects associated with the proposed project do not combine with effects from reasonably foreseeable future development in the City to cause cumulatively considerable significant impacts. Therefore, cumulative impacts would be **less than significant with mitigation**.

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

The preceding sections of this IS/MND discuss the various types of impacts that could have adverse effects on human beings. During construction of the proposed project, temporary adverse impacts to humans related to dust and toxic air contaminants may occur. Potential impacts associated with dust would be reduced through compliance with SJVAPCD Rule 8021 and standard construction practices to reduce fugitive dust emissions. Further, with implementation of mitigation measures MM-AQ-1 and MM-AQ-2, impacts due to potential risk of valley fever to construction workers and nearby sensitive receptors would be less than significant. Additionally, with implementation of MM-AQ-3, potential TAC impacts on nearby sensitive receptors associated with diesel particulate emissions from heavy equipment operations and heavy-duty trucks would be less than significant. This IS/MND concludes that potential adverse effects to humans are either less than significant or can be mitigated to less than significant with the implementation of measures presented herein and compliance with all existing local, state, and federal regulations. Therefore, the proposed project does not involve any activities, during construction or operation, which would cause significant adverse effects on human beings that could not readily be mitigated to less than significant. Direct and indirect adverse effects on human beings would be **less than significant with mitigation**.

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Notes: MND = mitigated negative declaration; DMV = Department of Motor Vehicles; QA = quality assurance; QC = quality control.

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