



# Manning Avenue Annexation 2020-01 Project

## Initial Study – Mitigated Negative Declaration

*prepared by*

**City of Reedley**  
Community Development Department  
1733 Ninth Street  
Reedley, California 93654  
Contact: Ellen Moore, City Planner

*prepared with the assistance of*

**Rincon Consultants, Inc.**  
7080 North Whitney Avenue, Suite 101  
Fresno, California 93720

**June 2022**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)



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# Initial Study

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## 1. Project Title

City of Reedley Manning Avenue Annexation 2020-01 Project

## 2. Lead Agency Name and Address

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

## 3. Contact Person and Phone Number

Ellen Moore, City Planner  
(559) 637-4200 ext. 222  
ellen.moore@reedley.ca.gov

## 4. Project Location

The project site entails six parcels totaling approximately 58 acres. The parcels are Fresno County Assessor's Parcel Numbers (APNs): 368-350-17, 368-350-31, 368-350-32, 368-350-33, 365-072-30T, and 365-072-31 (Figure 1). Two of the parcels (APNs 365-072-30T and 365-072-31) contain a portion of Kings River.

The project site is located within the City of Reedley's Sphere of Influence (SOI) and is currently within the jurisdiction of the County of Fresno. Adjacent to the north, east and south is the City of Reedley. The site is bordered by the Manning Avenue/I Street Intersection on the north, the Kings River on the west, residential homes on the south, and agricultural fields/commercial properties on the east (Figure 2).

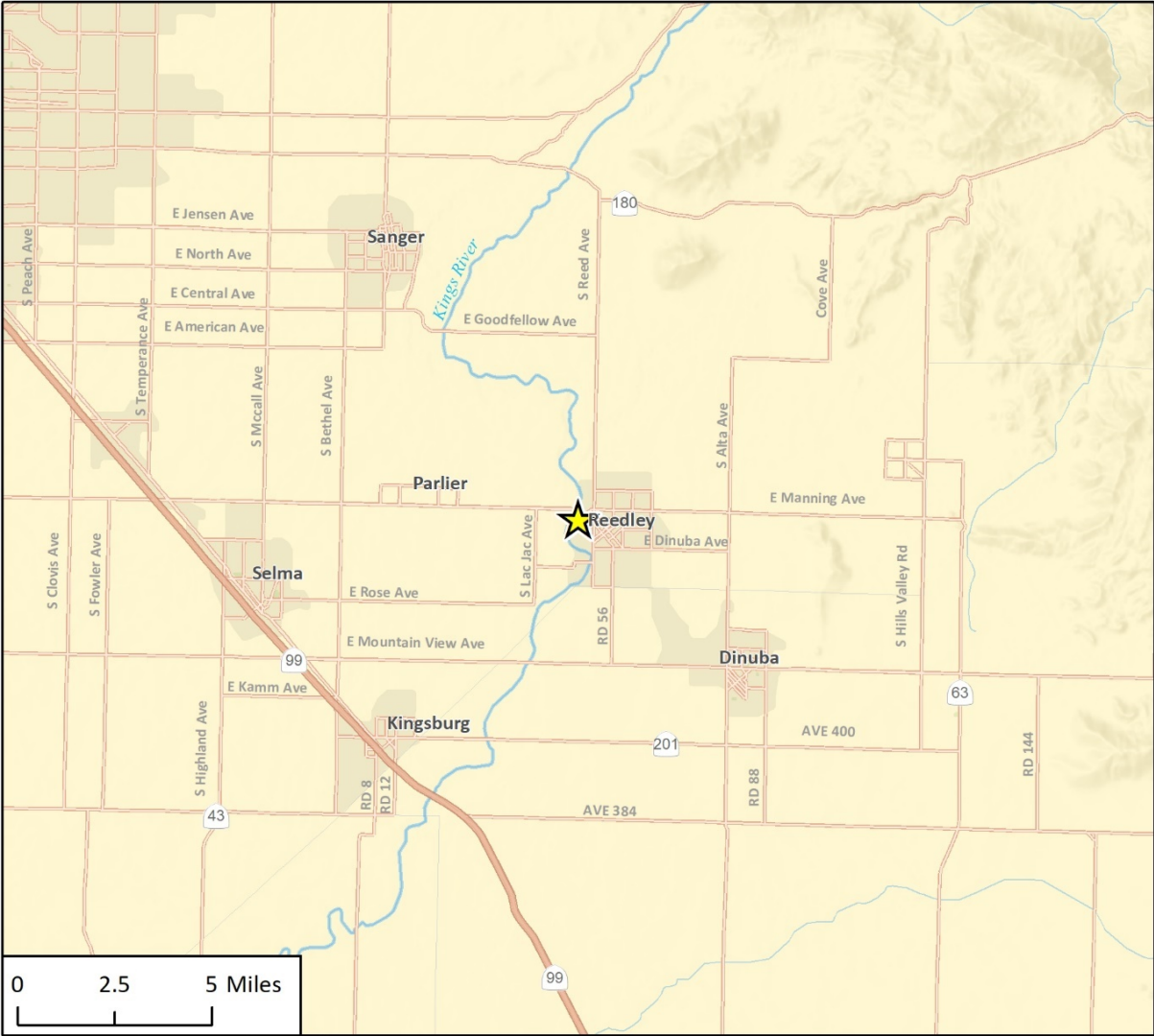
## 5. General Plan Designation

The project site is located in County of Fresno jurisdiction; however, the project is within the City of Reedley's SOI. The City of Reedley General Plan Land Use Map designates the project site as Community Commercial, Open Space and Low Density Residential (Figure 3, Figure 4). The existing County General Plan designation is Agriculture.

## 6. Zoning

The project site parcels within the County of Fresno's jurisdiction are currently zoned by the County as Limited Agricultural (AL20) and Resource Conservation (RC40) and Open Conservation (O) (Figure 4). As part of the annexation process the City has pre-zoned the project site as described below.

Figure 1 Regional Location Map



Basemap provided by Esri and its licensors © 2020.

★ Project Location



18-06295 Regional Location Figure

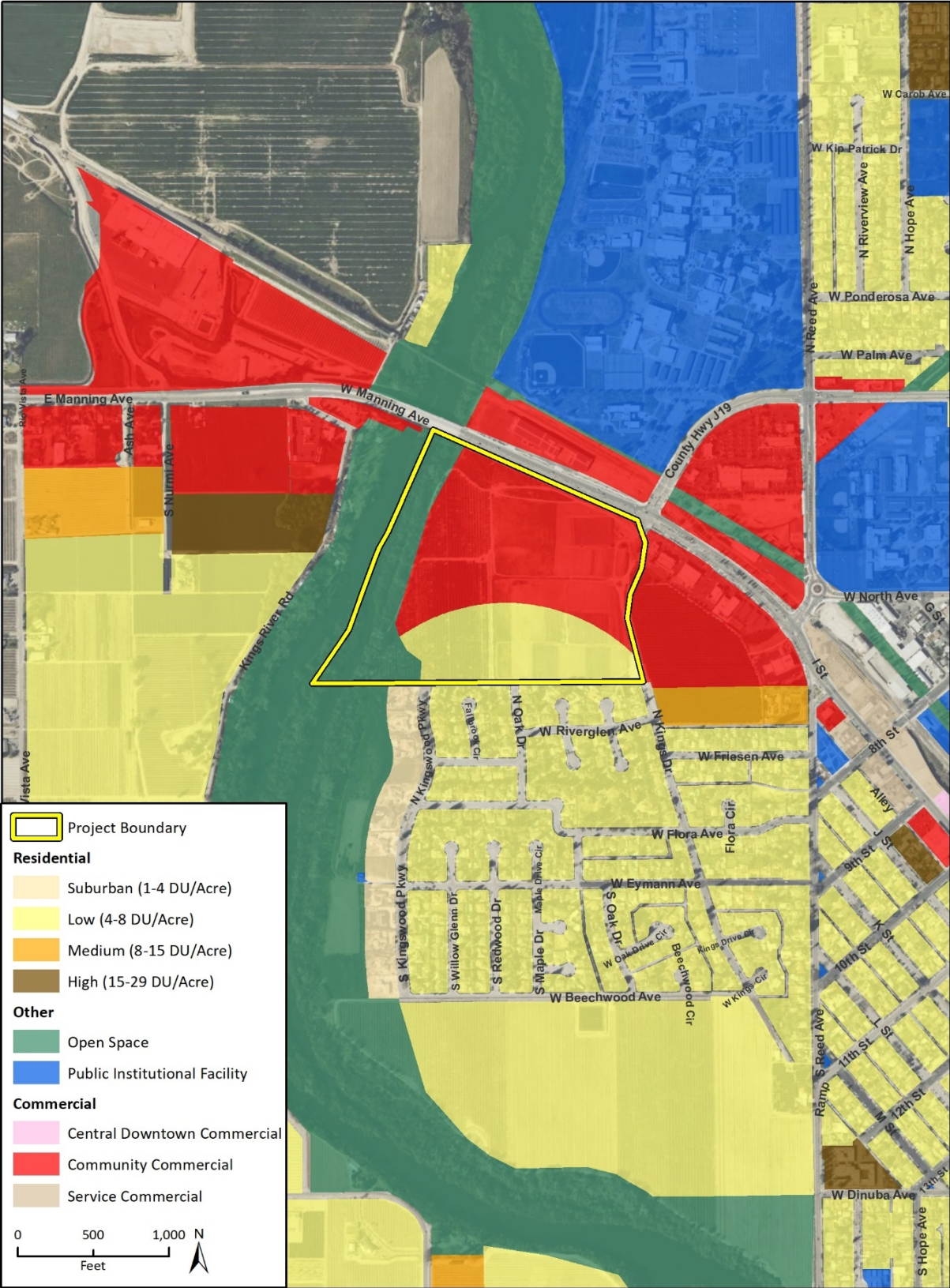


Figure 2 Project Location





Figure 3 Existing City of Reedley General Plan Land Use Designations

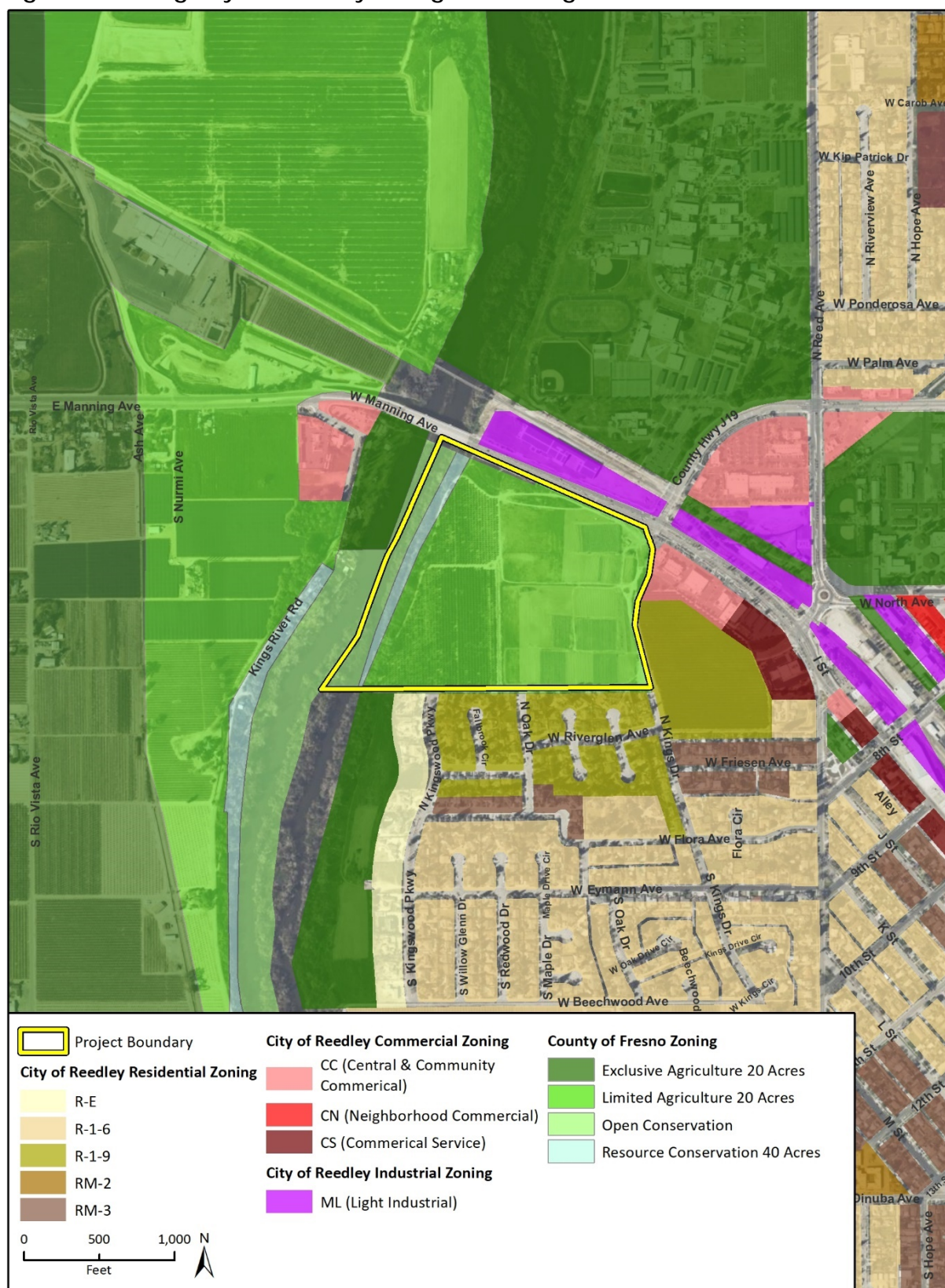


Imagery provided by Microsoft Bing and its licensors © 2021.  
Land Use data provided by City of Reedley, 2014.

FigureX City of Reedley Existing Land Use



Figure 4 Existing City and County Zoning Code Designations



FigureX City of Reedley Existing Zoning

## 7. Description of Project

This Initial Study/Mitigated Negative Declaration (ISMND) would analyze the following project components: the annexation of Fresno County parcels consisting of a total of 58 acres and the proposed master planned development that would consist of various commercial uses, gas station, convenience store, car wash and hotel (13 of the 58 acres) as described below in Table 1, (Annexation Application No. 2020-01, Conditional Use Permit Application No. 2022-05 and Pre-Zone Application No. 2020-01). The project would not include analysis on the future planned uses for the proposed Tentative Subdivision Map Application No. 2021-2 or the future open space improvements.

The proposed project would consist of four components:

- Annex six parcels into the City of Reedley (Annexation Application No. 2020-01)
- Subdivide approximately 13 acres into 10 parcels for commercial use and open space/recreational use (Tentative Subdivision Map Application No. 2021-2)
- Develop approximately 13 acres for commercial use as part of a master plan for the project site (Conditional Use Permit Application No. 2022-05)
- Pre-zone approximately 58 acres into the City (Pre-Zone Application No. 2020-01)

### **Annexation Application No. 2020-01**

The project would annex six parcels (APNs 368-350-17, 368-350-31, 368-350-32, 368-350-33, 365-072-30T, and 365-072-31) totaling approximately 58 acres from the County of Fresno into the City of Reedley. Two of the parcels (APNs 365-072-30T and 365-072-31) contain a portion of Kings River. The proposed annexation area is adjacent to the existing City of Reedley City Limits on the north, south and east sides, and is within the City of Reedley's adopted SOI. The subject property has Community Commercial, Low Density Residential, and Open Space land use designations pursuant to the City of Reedley 2030 General Plan.

### **Conditional Use Permit Application No. 2022-05**

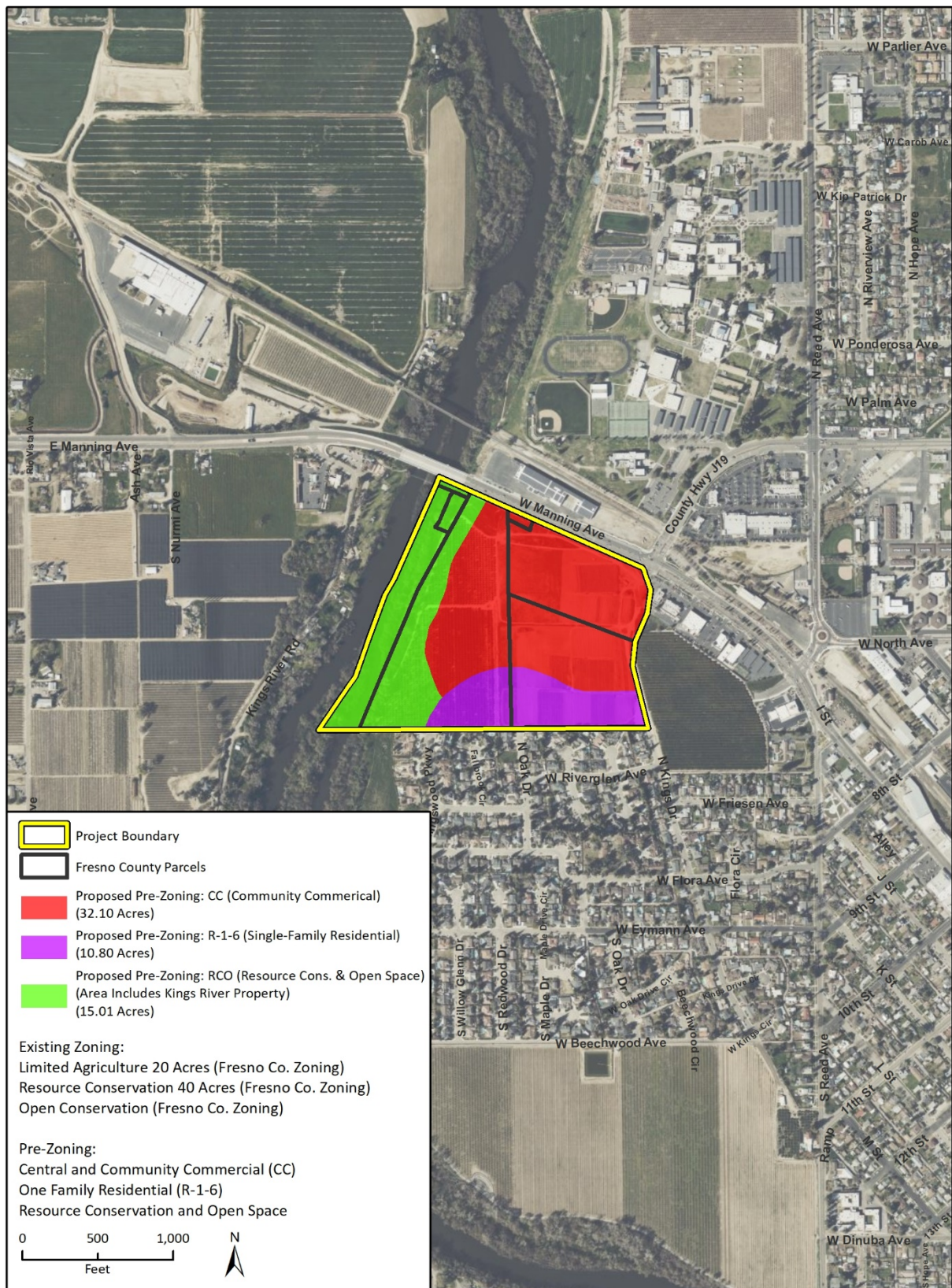
The project includes development of the subdivided parcels (APNs 368-350-17, 368-350-31, 368-350-32, and 368-350-33) as part of a master plan. This master plan includes the proposed development of 10 commercial buildings totaling approximately 56,773 square feet (SF) with a total of 542 parking spaces and 41 bicycle parking spaces (Figure 6). Features of the proposed master plan development are listed in Table 1 and described further below.

### **Pre-Zone Application No. 2020-01**

As part of the process to annex the property into the City, the project would pre-zone the site consistent with the City of Reedley's 2030 General Plan as part of the annexation process. Approximately 32 of the 58 acres would be pre-zoned into a Central and Community Commercial (CC) zone district, approximately 11 acres would be pre-zoned to the One Family Residential (R-1-6) zone district, and approximately 15 acres, which includes a portion of the Kings River, would be pre-zoned to the Resource Conservation and Open Space (RCO) zone district (Figure 5).



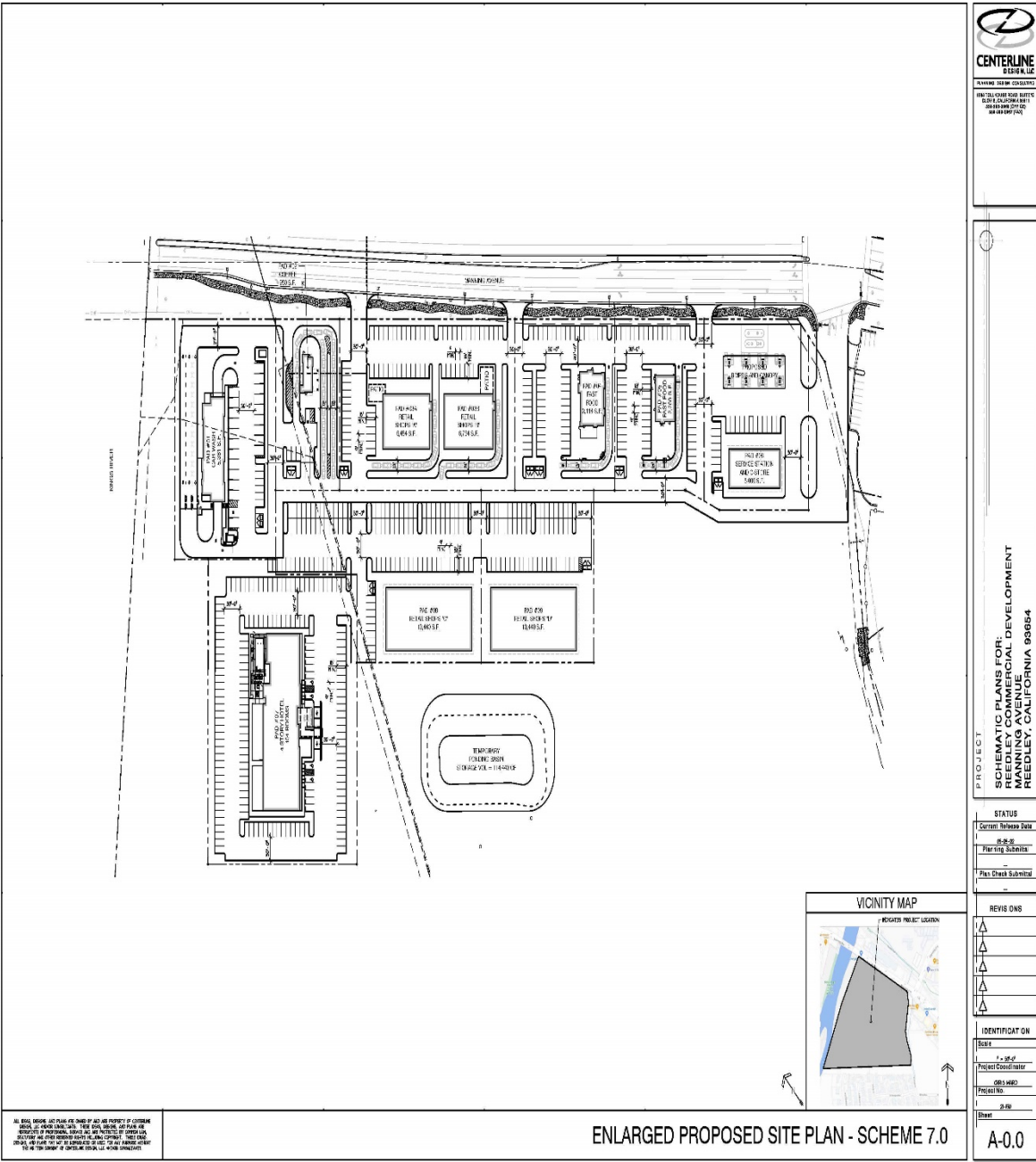
Figure 5 Proposed City of Reedley Pre-Zoning Code Designations



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 Parcel Data provided by County of Fresno, 2021.

FigureX Pre-Zoning on Project Site

Figure 6 Proposed Site Plan Map





## Tentative Subdivision Map Application No. 2021-2

The project would subdivide four of the six parcels (APNs 368-350-17, 368-350-31, 368-350-32, and 368-350-33) totaling approximately 13 acres into 15 parcels. Nine parcels for commercial use as identified in the site plan for the project, one parcel partially for open space/recreational use, and five remaining parcels for future development included in the annexation to the City. The commercial parcels would range in size from 0.62 acres up to 2.52 acres.

**Table 1 Master Plan Development Summary (Conditional Use Permit Application No. 2022-05)**

<b>Building Area</b>	
Pad #1 Drive-Thru Car Wash	5,381 sf
Pad #2 Drive-Thru Coffee Shop	950 sf
Pad #3 Retail A	6,484 sf
Pad #4 Retail B	6,764 sf
Pad #5 Fast-Casual Restaurant	3,114 sf
Pad #6 Fast-Casual Restaurant	2,000 sf
Pad #7 Gas Station (eight-dual pumps)	5,000 sf
Pad #8 Four-Story Hotel (104 rooms)	55,000 sf
Pad #9 Retail C	13,440 sf
Pad #10 Retail D	13,440 sf
<b>Total</b>	<b>111,573 sf</b>
<b>Total Project Area</b>	<b>527, 943 sf (12.12 acres)</b>
<b>Parking Stalls</b>	
<b>Total</b>	<b>542 stalls</b>
<b>Bicycle Parking</b>	
Short-term stalls	12 stalls
Long-term stalls	29 stalls
<b>Total</b>	<b>41 stalls</b>
<b>Ponding Basin</b>	
Capacity	114,443 CF

As shown in Table 1, the 13-acre master plan development would consist of:

- One drive-thru carwash and 28 self-service vacuum stations (Pad #01: 5,381 SF)
- One coffee drive-thru (Pad #02: 950 SF)
- Up to four drive-thru restaurants (Pad #03: 6,484 SF, Pad #04: 6,764 SF, Pad #05: 3,114 SF, Pad #06: 2,000 SF)
- One canopied gas station with eight dual fuel pumps and convenience store (Pad #07: 5,000 SF)
- One four-story hotel with 96 rooms (Pad #08: 55,000 SF)
- Two retail shops (Pad #09: 13,440 SF and Pad #10: 13,440 SF)
- One temporary ponding basin

The gas station would have a maximum of eight multi-product pumps (16 positions) with an estimated fuel throughput of 2.5 to 3 million gallons per year. The fuel would be stored in underground storage tanks west of the fuel island.

The proposed ingress/egress to the site would be available off of Manning Avenue and off of the proposed southern extension of Manning Avenue which would be accessed at the Manning Avenue/I Street intersection.

Project landscaping would include areas for tree wells, planters, and associated landscaping within the parking areas. A total of seven trash enclosures are proposed along the main interior road.

The project would also dedicate land directly east of the Kings River that is currently designated as Open Space by the City of Reedley 2030 General Plan for the future development of the Reedley Parkway. The proposed master site plan would meet the 25 percent imminent development requirement as part of the annexation process and application. However, the portion of the Kings River proposed to be annexed to create a logical jurisdictional boundary is not included in this calculation.

The proposed project would preserve and allow access to the existing open space adjacent to the Kings River as part of a future parkway extension. The proposed project would allow for a 66-foot access easement/community buffer west of the project's proposed car wash development that includes a 20-foot buffer for a future parkway extension.

## 8. Utility Providers

- **Electricity:** Pacific Gas and Electric (PG&E)
- **Natural Gas:** Southern California Gas
- **Water, Sewer, Wastewater Treatment, and Storm Drain Systems:** City of Reedley
- **Solid Waste:** Mid Valley Disposal

## 9. Surrounding Land Uses and Setting

The majority of the project site is active agricultural land consisting of citrus orchards, strawberry fields, and fallow fields. Manning Avenue is located directly north and crosses over the Kings River. The Kings River runs along the west side of the project site in addition to a cold storage building to the north of the project site. Residential buildings are located south of the project site with commercial including fast-food restaurants and parking lots located to the east. Topography within the project area is generally flat. Primary access to the project site is via road access to a semi-paved area that serves as access to the commercial area at the Manning Avenue and I Street intersection.

## 10. Other Public Agencies Whose Approval is Required

- City of Reedley Planning Commission
- City of Reedley City Council
- LAFCO for Annexation Approval

## 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?

According to e-mail correspondence with Ellen Moore, City of Reedley City Planner, on November 16, 2021, a Formal Notification of Determination that a project application is complete and Notice of Consultation Opportunity was mailed to the Santa Rosa Indian Community of the Santa Rosa Rancheria on March 21, 2021. Proof of delivery was provided by the United States Postal Service (USPS) indicating that the notice was delivered on March 25, 2021. No request for consultation has been received by the City of Reedley as of May 20, 2022.

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## Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

## Determination

Based on 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 to 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 “less than significant with mitigation incorporated” 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 potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

---

Signature

---

Date

---

Printed Name

---

Title

# Environmental Checklist

## 1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Scenic vistas are places from which expansive views of a highly valued landscape can be observed by the public. They can be enjoyed from elevated places in the landscape or from roadways or other public places where the views stretch far into the distance. Scenic vistas may be informally recognized, or officially designated by a public agency.

Reedley's General Plan does not identify or designate scenic vistas within the City or in the immediate unincorporated areas adjacent to the City of Reedley. The Reedley General Plan EIR found no significant impacts to scenic vistas from future buildout of the General Plan, which includes the project area. Though not officially designated, the City considers several views that could be considered aesthetically valuable including: views from the urban fringes of the City to agricultural lands that surround much of the City, the mountain views to the east, and the Kings River corridor to the west (Reedley 2013).

The project would convert agricultural land, the most common visual resource available to many residents in the City. However, the project site is not on the “urban fringes” of the City, as the site is surrounded by commercial uses to the north and east, and residential to the south along with commercial development to the west located on the west side of the Kings River within the City of Reedley. As such, the project is a continuation of existing land use patterns, and the project site is not considered a view of agriculture along the urban fringes as the site is actually surrounded by the City as a County peninsula within the City limits. Adjacent to the west of the project site is the Kings River, which could be considered a valuable scenic resource (City of Reedley 2013). The Kings River is currently used for recreational purposes. Development of the project would not obstruct views of the King River as views of the river are currently obstructed by the existing orange orchard trees and the natural sloping topography of the project site. The project would allow for future access to the Kings River as part of a parkway extension, which would enhance the public’s access to views of the Kings River. Therefore, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

The California Department of Transportation Scenic Highway program does not include a designated State Scenic Highway within Fresno County. The project site does not include any scenic resources such as trees, or rock outcroppings or historic buildings that are near or adjacent to a designated or eligible state scenic highway. The project site is adjacent to the Southern Pacific railroad and the Manning Avenue Bridge, but both were found ineligible for the National Register of Historic Places (NRHP). Therefore, as the project would not substantially damage scenic resources and the site is not located near a designated or eligible state scenic highway, no impacts would occur.

#### **NO IMPACT**

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

The project site is located in an urban area within the City of Reedley SOI. The project involves the annexation into the City of Reedley, the pre-zone of the land, and the master planning of 11 acres of commercially designated land. The project is consistent with the existing surrounding zoning as it is pre-zoned as Community Commercial (CC) and One Family Residential (R-1-6) and the portion of Kings River to be annexed would not be zoned for any development. The project would preserve views of the Kings River front and increase accessibility by implementing a 66-foot access easement west of the project’s proposed car wash development that includes a 20-foot buffer for a future parkway extension. The City of Reedley General plan includes policies to regulate developments near Kings River as follows:

**COSP 4.2.2:** Foster and maintain the scenic atmosphere of the river front area

**COSP 4.2.8:** Continue to implement provisions of the Kings River Corridor Specific Plan to ensure conservation of the riparian area.



The area near Kings River would be pre-zoned to the Resource Conservation and Open Space (RCO) zone district, which is consistent with the City's plan to manage the general visual character of land use along the river to protect open space. Additionally, the project would be consistent with the City of Reedley's General Plan Policy LU 2.4.2 to develop well-designed and landscaped major gateways or entrances to the City, specifically Manning Avenue near the Kings River. The implementation of these policies would ensure the conservation of the Kings River corridor as a valuable scenic resource. As such, the project would be consistent with regulations governing scenic quality for the project site. In addition, prior to obtaining permits, a site plan review would be required to ensure compliance to the city's regulations regarding the visual character of the Kings River are addressed and consistent with the City's zoning ordinance and other regulations that govern visual character. Therefore, the project would not conflict with the applicable zoning or regulations governing scenic quality and less than significant impacts would occur.

#### **LESS THAN SIGNIFICANT IMPACT**

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

Existing sources of light and glare on the project site include temporary lighting for agricultural uses and the fruit stand. Other sources of light and glare are from the surrounding commercial and residential land uses. The project would create a new source of light and glare during construction and operation. During the construction phase, temporary impacts to light and glare would occur from car windshields, and other highly reflective glass or metal surfaces of construction equipment and worker vehicles. After construction, daytime sources of glare from the project would include reflection of the sun off buildings, car windshields, and other highly reflective glass or metal surfaces. Nighttime lighting would be installed on the exterior of commercial buildings, for parking lot safety, street lighting, and vehicle headlights.

The City of Reedley's Municipal Code Title 10 Zoning Regulations includes lighting regulations for commercial areas, off street parking, signs, and residential areas to deflect light away from adjoining properties and prevent light spillage, glare, or annoyance to persons on or inside adjoining properties or to public or private rights of way. Required compliance with these regulations would ensure that light and glare from the project would not adversely affect daytime or nighttime views in the area. In addition, the project is surrounded on three sides to the north, south and east by commercial, industrial, and residential uses which all provide sources of light. As such, the proposed project's increase in light and glare would not be substantial compared to the existing conditions, even though the project site is vacant.

Construction of the proposed project would occur during daylight hours; no nighttime construction is proposed. This is consistent with COSP 4.8.7 (c), which prohibits continuous all-night outdoor lighting of construction sites (City of Reedley 2014). As such, no light or glare impacts would occur during construction.

Lighting and glare of the project would continue to be regulated by standards contained in Title 10, Zoning Regulations and General Plan Policies and therefore less than significant impacts on the daytime and nighttime views in the area would occur.

#### **LESS THAN SIGNIFICANT IMPACT**

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## 2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

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

The California Department of Conservation's Important Farmland Finder shows Prime Farmland and Unique Farmland exists on the project site totaling 13 acres (DOC 2022). The project site is undeveloped and currently used for agricultural purposes. The proposed project would convert Prime and Unique Farmland to non-agricultural use; this would be a potentially significant impact.

The 2030 General Plan has a set of goals which commit to the implementation of a Farmland Preservation Program (FPP) which is focused on addressing development standards that facilitate farmland preservation. The identified goals are:

- COSP 4.3A** To preserve as long as possible the prime farmland, farmland of statewide importance and farmland of local importance within the General Plan Update (GPU) Sphere of Influence.
- COSP 4.3B** To provide a greenbelt around the City's perimeter to maintain the physical separation between the City of Reedley and the Cities of Dinuba and Parlier as well as existing agricultural uses within the County of Fresno but outside the City's Sphere of Influence.

The City Council is expected to adopt the FPP by 2022 and the proposed project is expected to be subjected to FPP regulations as it is located within the City's approved SOI area and is being proposed for annexation into the City limits (City of Reedley 2021). However, as the FPP has not been adopted as of the date of this Initial Study, compliance with the FPP is not relied upon here. Rather, mitigation is required to ensure that off-site agricultural land of equal agricultural productivity is preserved, consistent with General Plan Policy COSP 4.3A and 4.3B. Preservation of equally productive agricultural land would reduce impacts related to conversion or loss of Important Farmland to a less than significant level.

#### *AG-1 Agricultural Mitigation Program*

The project applicant shall be subject to the following DOC recommendations for such programs which are required to be implemented by the Reedley General Plan, include the following regulations to ensure the conversion of farmland would be mitigated to the extent feasible:

- **Direct Acquisition (In-kind Acquisition)**
  - The City Council may approve the acquisition of any agricultural conservation easement intended to satisfy the requirements of the implementation of the DOC FPP Guidelines.
  - The location and characteristics of the agricultural preservation land shall comply with the provisions of these guidelines.
  - The development interest shall pay an administrative fee equal to cover the costs of administering, monitoring, and enforcing the farmland conservation easement.
  - The fee amount shall be determined by the Land Trust and approved by the City Council.
  - The Planning Commission shall review each agricultural conservation easement for consistency with these guidelines prior to approval by the City Council. The Commission shall make a formal recommendation to the City Council for consideration.
- **In-Lieu Fees:** The payment of an in-lieu fee shall be subject to the following provisions:
  - The in-lieu fee shall be determined case-by-case in consultation with the Land Trust and approved by the City Council. In no case shall the in-lieu fee be less than 35% of the average per acre price for five (5) comparable land sales in Fresno County.
  - The in-lieu fee shall include the costs of managing the easement, including the cost of administering, monitoring, and enforcing the farmland conservation easement, and a five percent (5%) endowment of the cost of the easement, and the payment of the estimated transaction costs associated with acquiring the easement. The costs shall be approved by the City Council based on information relating to the costs provided by the Land Trust.
  - The Planning Commission shall review the final in-lieu fee proposal for consistency with this program prior to approval by the City Council. The Commission shall make a formal recommendation to the City Council for consideration.

- The City Council shall approve the final amount and other terms of the in-lieu fee.
- Projects that qualify to pay the in-lieu fee shall be subject to a 2.5% administration fee.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

The City's Municipal Service Review and SOI Update shows that the project site is not under a Williamson Act contract (City of Reedley 2020). According to the Reedley General Plan maps, the project location is primarily bounded to the east, south, and north by land designated as Urban and Built-Up Land and to the west by land designated as Nonagricultural or Natural Vegetation. The project is directly adjacent on the south to built-up areas within Reedley City Limits. The proposed project is within the City's SOI but outside the existing boundaries of the City. The project is currently zoned for limited agriculture district (AL 20) by Fresno County and the proposed project would pre-zone approximately 32 of the 58 acres into a Central and Community Commercial (CC) zone district, approximately 11 acres to the One Family Residential (R-1-6) zone district into the City of Reedley. Though the project site is zoned for limited agricultural use, the Reedley General Plan identified the site as part of the City's SOI and planned for urban development. The proposed project would not conflict with existing City of Reedley zoning for agricultural use or a Williamson Act contract as the proposed annexation and development would require necessary approvals by City Council and LAFCO to ensure all development standards and requirements are met. Therefore, the proposed project would facilitate contiguous development which would not increase the potential cumulative consumption of agricultural land for additional development in the City of Reedley. The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract and impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

Forestry resources include forestland, timberland, and timberland production zones. Forest land is land that can support, under natural conditions, 10 percent native tree cover of any species, including hardwoods, and that allows for the preservation or management of forest-related resources such as timber, aesthetic value, fish and wildlife, biodiversity, water quality, recreational facilities, and other public benefits (PRC §12220(g)). Timberland means land on which is growing a significant stand of trees of commercial species, or potential commercial species, either in public or private ownership or that is generally capable of maintaining a stand of trees in perpetuity and not withdrawn or otherwise devoted to uses other than timber production (PRC §4789.2(g)). Timberland production zones or "TPZ" means an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h) (CGC §51104).

The project would not result in rezoning forestland, a loss of forest land, or conversion of forest land to non-forest use because there are no forest lands within or within the vicinity of the project site. Therefore, no impacts would occur.

**NO IMPACT**

- 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 involves the annexation of four parcels into the City of Reedley, the pre-zone of the parcels, and the master planning of 11 acres of commercially designated land. The project would be zoned as Central and Community Commercial, One Family Residential, and Resource Conservation and Open Space. Land uses to the north, south, and east of the proposed project is developed as a mix of Residential, Commercial, Industrial, and Research Conservation and Open Space (City of Reedley 2017). Though the project site is currently zoned for limited agricultural use by the County, the Reedley General Plan identified the site as part of the City's SOI and planned for urban development. Given the extent of urban uses surrounding the project site, the proposed project would facilitate contiguous development which would not result in conflicts between agricultural and non-agricultural uses, the results of which could hinder agricultural production or otherwise convert Important Farmland to non-agricultural use.

Additionally, Reedley General Plan Policy LU 2.5.2 would focus new development on site design standards that can be employed to reduce conflicts with adjacent agricultural operations. This policy would be implemented as part of the site plan review process prior to obtaining building permits. Implementation of these and additional policies noted in Impact 2a. and 2b. would reduce land use conflicts that could lead to premature conversion of agricultural lands to non-agricultural use (City of Reedley 2013). Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

### 3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The purpose of the section is to analyze the project's air quality emissions related to both temporary construction activity and long-term operation. Thresholds from the SJVAPCD 2002 Guide for Assessing and Mitigating Air Quality Impacts – Technical Document and the SJVAPCD rulebook for determination purposes. The guidance has been superseded by the SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI), adopted in March 2015. These adopted guidelines are used for quantifying and determining the significance of air quality emissions.

Based on the *CEQA Guidelines*, the project would have a significant impact if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan?
2. 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?
3. Expose sensitive receptors to substantial pollutant concentrations?
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The project site is in the San Joaquin Valley Air Basin (SJVAB), which occupies the southern half of the Central Valley and is comprised of eight counties: San Joaquin, Stanislaus, Fresno, Merced, Madera, Kings, Tulare, and portions of Kern. This section is based on background, methodology, and assumptions provided in the technical report summarizing the efforts of an Air Quality study, included as Appendix A.

## Criteria Air Pollutants

SJVAPCD recommends the use of quantitative thresholds to determine the significance of temporary construction-related pollutant emissions and project operations. SJVAPCD has two sets of significance thresholds for each pollutant for operational emissions depending on whether the activities are for permitted equipment and activities or non-permitted equipment and activities. Project operation does not include permitted equipment or activities such as the use of back-up generators. Therefore, only the operational thresholds for non-permitted equipment and activities and construction activities are appropriate for evaluating project impacts. These thresholds are shown in Table 2.

**Table 2 SJVAPCD Air Quality Significance Thresholds**

Pollutant	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Construction and Operational (non-permitted) Emissions Thresholds (tpy)	10	10	100	27	15	15

tpy = tons per year; ROG = reactive organic gases, NO<sub>x</sub> = nitrogen oxides, CO = carbon monoxide, SO<sub>2</sub> = sulfur dioxide, PM<sub>10</sub> = particulate matter 10 microns in diameter or less, PM<sub>2.5</sub> = particulate matter 2.5 microns or less in diameter

Source: SJVAPCD 2015

## Carbon Monoxide Hotspot

Localized CO “hotspots” can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the Federal AAQS of 35.0 ppm or the State AAQS of 20.0 ppm.

SJVAPCD recommends comparing project’s attributes with the following screening criteria as a first step to evaluating whether the project would result in the generation of CO concentrations that would substantially contribute to an exceedance. The project would result in a less than significant impact to localized CO concentrations if:

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 at one or more intersections in the project vicinity.

## Toxic Air Contaminants

To minimize health risks upon sensitive receptors from new and modifies sources, the SJVAPCD has developed thresholds for sources of toxic air containments. These thresholds for carcinogenic risk and noncarcinogenic hazard index (HI) apply to the operation of permitted and non-permitted sources. No thresholds have been established for construction-related TAC, however for the purposes of this analysis the operational thresholds for cancer risk and chronic HI are applied to the construction risk analysis. See Table 3 for TAC thresholds.



**Table 3 SJVAPCD TAC Significance Thresholds**

Scenario	TAC Threshold
Carcinogens (Cancer Risk)	MEI risk equals or exceeds 10 in one million
Non-carcinogens (HI)	Acute: HI equals to exceeds 1 for the MEI
	Chronic: HI equals or exceeds 1 for the MEI
TAC = toxic air containments; MEI = maximally exposed individual; HI = hazard index	

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

Construction and operation of the project would result in emissions of criteria pollutants including O<sub>3</sub> precursors, such as ROG and NO<sub>x</sub> as well as PM. The SJVAPCD has prepared several air quality attainment plans to achieve ozone and particulate matter standards, the most recent of which include the *2020 Reasonably Available Control Technology (RACT) Demonstration for the 2015 8-Hour Ozone Standard* and the *2013 Plan for the Revoked 1-Hour Ozone Standard, 2007 PM<sub>10</sub> Maintenance Plan and Request for Re-designation, 2012 PM<sub>2.5</sub> Plan, and 2015 Plan for the 1997 PM<sub>2.5</sub> Standard*. The SJVAB is in attainment for CO, SO<sub>2</sub>, and Pb, and there are no attainment plans for those pollutants.

Per the *GAMAQI*, the SJVAPCD has determined that projects with emissions above the thresholds of significance for criteria pollutants would conflict with/obstruct implementation of the SJVAPCD's air quality plan (SJVAPCD 2015a). As discussed below, neither project construction nor operation would exceed the SJVAPCD threshold for criteria pollutants. Additionally, the project would incorporate control measures from SJVAPCD Rule 8021 to reduce fugitive PM<sub>10</sub> during construction activities and Rule 4601 to reduce VOCs from architectural coatings. The project must also comply with SJVAPCD Rule 9510, which reduces construction and operational-related NO<sub>x</sub> and PM<sub>10</sub> emissions from new development. Therefore, project construction and operation would not conflict with implementation of existing air quality plans. As a result, the proposed project would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

**Construction Emissions**

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) and exhaust emissions from heavy construction equipment and construction vehicles in addition to ROG emissions that would be released during the drying phase of architectural coating. Table 4 summarizes the estimated annual emissions during project construction. As shown therein, construction-related emissions would not exceed SJVAPCD thresholds. Therefore, project construction would not 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. The proposed project would result in a less than significant impact.

Table 4 Estimated Construction Emissions

Emission Source	Emissions (tons per year) <sup>1</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>2023</b>						
Parcel #1	<1	<1	1	<1	<1	<1
Parcel #2	<1	<1	1	<1	<1	<1
Parcel #3	<1	<1	1	<1	<1	<1
Parcel #4	<1	<1	<1	<1	<1	<1
Parcel #5	<1	<1	<1	<1	<1	<1
Parcel #6	<1	<1	1	<1	<1	<1
Parcel #7	<1	<1	1	<1	<1	<1
Parcel #8	<1	<1	1	<1	<1	<1
Parcel #9	<1	<1	1	<1	<1	<1
<b>Total Annual Emissions</b>	<b>&lt;1</b>	<b>1</b>	<b>6</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>
<b>Annual Emissions</b>						
Threshold (tons per year)	10	10	27	100	15	15
Exceed Threshold?	No	No	No	No	No	No
<b>2024</b>						
Parcel #6	<1	<1	<1	<1	<1	<1
Parcel #9	<1	<1	<1	<1	<1	<1
<b>Total Annual Emissions</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>
<b>Annual Emissions</b>						
<b>Maximum Annual Emissions</b>	<b>&lt;1</b>	<b>1</b>	<b>6</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>
Threshold (tons per year)	10	10	27	100	15	15
Exceed Threshold?	No	No	No	No	No	No

ROG = reactive organic gases, NO<sub>x</sub> = nitrogen oxides, CO = carbon monoxide, SO<sub>2</sub> = sulfur dioxide, PM<sub>10</sub> = particulate matter 10 microns in diameter or less, PM<sub>2.5</sub> = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed made using CalEEMod. See Appendix AQ for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including SJVAPCD Rules 4601 and 8021).

## Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., fireplaces, architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating and cooking), and mobile sources (i.e., vehicle trips to and from the project site). Table 5 summarizes the project’s annual operational emissions by emission source. As shown therein, operational emissions would not exceed SJVAPCD regional thresholds for criteria pollutants.

Table 5 Estimated Operational Emissions

Source	Emissions (tons/year)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Total Annual Operations (tons/year)</b>						
Area	1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Mobile	3	4	22	<1	3	1
<b>Total (tons/year)</b>	<b>4</b>	<b>4</b>	<b>22</b>	<b>&lt;1</b>	<b>4</b>	<b>1</b>
SJVAPCD Threshold	10	10	27	100	15	15
Exceed Threshold?	No	No	No	No	No	No

ROG = reactive organic gases, NO<sub>x</sub> = nitrogen oxides, CO = carbon monoxide, SO<sub>2</sub> = sulfur dioxide, PM<sub>10</sub> = particulate matter 10 microns in diameter or less, PM<sub>2.5</sub> = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed made using CalEEMod. See Appendix AQ for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including SJVAPCD Rules 4601 and 4901) and project design features.

Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

#### LESS THAN SIGNIFICANT IMPACT

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

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. According to SJVAPCD, sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling unit(s). The sensitive receptors with the highest potential to be affected by the project include single-family residences adjacent to the project’s southern boundary. In addition, Reedley College is approximately 385 feet north of the project’s southern boundary.

#### Carbon Monoxide Hotspots

The project would result in new development that would generate additional vehicle trips on area roadways. Areas with high vehicle density, such as congested intersections, have the potential to create concentrations of CO (“CO hotspots”) and could potentially expose sensitive receptors to harmful levels of pollution. The NAAQS for CO is 35.0 ppm and the CAAQS for CO is 20.0 ppm.

As discussed above in Section 4.3.3(e), *Methodology and Significance Thresholds*, localized CO concentrations are the result of the volume of cars along a road and the level of emissions generated by vehicles, rather than the flow of traffic, and vehicle CO emissions have declined over time due to stringent State standards for vehicle emissions and would continue to decline as more stringent standards are put in place. According to Table 7 of the traffic report provided by Peters Engineering, volumes at the intersection of Manning Avenue and I Street would not be reduced to an LOS E or LOS F under Phase 1 project conditions. Therefore, the project would not result in volumes of traffic that would create, or substantially contribute to, the exceedance NAAQS or CAAQS. This impact would be less than significant.

## Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

### *Construction*

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the paragraphs below) outweighs the potential non-cancer health impacts (CARB 2020) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 12 months. According to the OEHH, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. As discussed in the methodology section, PM<sub>10</sub> is used as a surrogate for DPM.

A construction health risk assessment (CRA) was conducted as detailed in the Construction HRA. The maximum exposed receptor for the construction activities would be in the development directly to the west of the site across Kings River. The maximum potential cancer risk for these receptors is 0.46 per million. This is well below the 10 in a million threshold developed by the SJVAPCD as a level of increased risk that is protective of all sensitive receptors. The maximum chronic risk is 0.03 which is below the threshold chronic HI threshold of 1. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations, and impacts would be less than significant.

### *Operation*

The project is the construction of commercial land uses within a 13-acre portion of a 58-acre annexation area. The project would not result in the direct development of new sensitive receptors. The project would include a gasoline station which is a permitted source of TAC exposure. The SJVAPCD's *GAMAQI* recommends screening health risks for sensitive receptors using ARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) (2005). The handbook provides recommendations regarding the siting of sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). If one of these TAC sources is sited within an established buffer distance of the listed sources in the handbook, then a health risk screening or assessment should be performed. For a gasoline station the Handbook recommends a buffer distance of 300 feet from gasoline dispensing facilities with a throughput of 3.6 million gallons per year or more and 50 feet from a typical neighborhood station. The size of the project's gasoline station is anticipated to fall in the typical neighborhood station category. However, the project gas station would be located 385 feet from the edge of the Reedley College property and over 500 feet from the nearest onsite dormitory (nearest sensitive receptor). This is beyond the buffer distance required for the large stations. In addition, as part of Rule 2010, the gasoline station would be subject to permitting by the SJVAPCD. As discussed in the regulatory

section, the permitting process would ensure that the permitted source results in less than significant impacts to the nearby receptors.

The project is not anticipated to include any other substantial sources of TACs. Therefore, as the gasoline station would be both outside the recommended buffer zone for large gas stations and would be permitted through SJVAPCD, it would not result in the exposure of off-site sensitive receptors to significant amounts of carcinogenic or chronic TAC risk. As a result, TAC emissions would be less than significant.

## San Joaquin Valley Fever

Construction activities, including site preparation and grading, would have the potential to release *Coccidioides immitis* spores. However, the population of Reedley has been and will continue to be exposed to Valley Fever from agricultural and construction activities occurring throughout the region. Construction of the project would not result in comparable major ground disturbance and compliance with SJVAPCD Rule 8021 would limit spore release during grading. As discussed under *Air Pollutant Emission Thresholds*, the SJVAPCD does not have a recommended threshold for Valley Fever Impacts, but instead recommends consideration of the following factors that may indicate a project's potential to result in significant impacts related to Valley Fever:

- Disturbance of the topsoil of undeveloped land (to a depth of about 12 inches)
- Dry, alkaline, sandy soils
- Virgin, undisturbed, non-urban areas
- Windy areas
- Archaeological resources probable or known to exist in the area (Native American midden sites)
- Special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass)
- Non-native population (i.e., out-of-area construction workers)

The project would involve grading of previously undisturbed soils to a depth of 12 inches. Fresno County reported over 95 cases between January and March of 2022 with 82 reported in 2021 and 126 in 2020 (California Department of Public Health 2022). While the project site is not intended for special events or all-terrain vehicle use, there is the potential for construction workers to be from out of the area, therefore, construction of the project has the potential to release spores that could impact workers. Implementation of typical dust control measures would reduce the amount of airborne spores and implementation of Mitigation Measure AQ-1 would reduce exposure of construction workers to *coccidioides immitis* spores. With the implementation of typical dust control and MM-AQ-1, risk from valley fever would be reduced and impacts would be less than significant impact.

## Mitigation Measures

The following measures would reduce the exposure of construction workers to valley fever to less than significant levels.

- MM AQ-1:** Prior to ground disturbance activities, the project proponent/operator shall develop a “Valley Fever Training Handout” and schedule of sessions for education to be provided to all construction personnel. All evidence of the training session(s) and handout(s) shall be kept on site for review by the County or Air District as requested. Multiple training sessions may be conducted if different work crews come to the site for different stages of construction; however, all construction personnel shall be provided training prior to beginning work. Training Session(s) shall include the following:
- a) A sign-in sheet (to include the printed employee names, signature, and date) for all employees who attended the training session.
  - b) Distribution of a written flier or brochure that includes educational information regarding:
    - the health effects of exposure to Valley Fever,
    - recognition of symptoms and when to seek treatment,
    - Methods that may help prevent Valley Fever release,
    - Methods that may help prevent Valley Fever exposure.
  - d) A demonstration to employees on how to use personal protective equipment, such as masks, to reduce exposure to spores. Though use of masks is not mandatory during work, they shall be readily available and shall be provided to employees as requested.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

The project would generate oil and diesel fuel odors during construction from equipment use as well as odors related to asphalt paving. The odors would be limited to the construction period and would be temporary. With respect to operation, the SJVAPCD’s *Guidance for Assessing and Mitigating Air Quality Impacts* (2015) identifies land uses associated with odor complaints. Common land uses associated with odors include wastewater treatment facilities, sanitary landfills, food processing facilities, and feed lot/dairy facilities. Commercial land uses such as the ones described in the Air Quality Study are not listed in the guidance. Therefore, the proposed project would not generate other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

## 4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

- 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 Wildlife or U.S. Fish and Wildlife Service?*

One special-status plant species, Sanford's Arrowhead, has the potential to occur within the study area based on known ranges, habitat preferences, species occurrence records in the vicinity of the study area, and presence of suitable habitat. Five special-status wildlife species, the four animal species have a low potential to occur: burrowing owl, Swainson's hawk, San Joaquin kit fox, and western pond turtle. One of these species has a high potential to occur within the study area: Valley elderberry longhorn beetle. No sensitive species were observed within the study area during the field reconnaissance survey. Nesting special-status bird species and/or nesting birds protected under the MBTA and CFGC have potential to occur throughout the study area during the nesting season (February 1 to September 15) have potential to occur within the study area based upon observations made during the field reconnaissance survey, known ranges and habitat preferences, species occurrence records within the vicinity, and presence of suitable habitat. Implementation of Mitigation Measures BIO-1 through BIO-7 would reduce potential impacts to biological resources to a less than significant level.

#### *BIO-1 Worker Environmental Awareness Program*

Prior to initiation of construction activities (including staging and mobilization), all personnel associated with project construction shall attend WEAP training, conducted by a qualified biologist, to aid workers in recognizing special-status resources that may occur in the construction area. The specifics of this program shall include identification of special-status species and habitats, a description of the regulatory status and general ecological characteristics of sensitive resources, and review of the limits of construction and mitigation measures required to reduce impacts to biological resources within the work area. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction. All employees shall sign a form provided by the trainer indicating they have attended the WEAP and understand the information presented to them.

#### *BIO-2 Mitigation Measures for Burrowing Owl*

A preconstruction clearance survey for burrowing owls shall be conducted by a qualified biologist no less than 14 days prior to the start of construction activities in accordance with the protocols adopted by the CDFW *Staff Report on Burrowing Owl Mitigation* (2012). If burrowing owls are observed on site or within 500 feet of the site, the following avoidance and minimization measures shall be implemented:

- A no-disturbance buffer shall be established around occupied burrows. The buffer size may range from 150 feet to 650 feet depending on the time of year and the level of construction activity (refer to CDFW 2012).
- A qualified biologist shall monitor the nest to ensure construction activities will not adversely impact the nesting birds and determine when the burrow is no longer occupied.

If construction activities cannot avoid the active burrowing owl nest, CDFW shall be consulted regarding passive eviction. If necessary, burrowing owls may be relocated from burrows after an exclusion plan is prepared and approved by the CDFW.



*BIO-3 Mitigation Measures for San Joaquin Kit Fox*

A pre-construction clearance survey for San Joaquin kit fox (SJKF) shall be conducted no less than 14 days and not more than 30 days prior to the initiation of ground-disturbing activities. The survey area shall include the entire study area and all accessible undeveloped habitat within 200 feet. If potential dens are observed, they must be avoided to the maximum extent possible.

- The following minimum non-disturbance buffers shall be established prior to construction activities (consistent with USFWS guidance [2011]):
  - Potential den: 50 feet
  - Atypical den: 50 feet
  - Known den: 100 feet
  - Natal/pupping den: at least 500 feet, and **USFWS must be contacted**.
- Buffer establishment shall be established in accordance with USFWS Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 2011) under "Exclusion Zones."
- If known San Joaquin kit fox dens are observed on the site, and cannot be avoided, **USFWS and CDFW must be contacted** regarding incidental take permits.

Construction activities shall adhere to the avoidance and minimization measures outlined in the USFWS 2011 Standardized Recommendations for Protection of the Endangered San Joaquin Kit Fox Prior to or During Ground Disturbance, outlined below:

Project-related vehicles shall observe a 20-mph speed limit in all study areas, except on county roads and State and Federal highways; this is particularly important at night when kit foxes are most active. To the extent possible, night-time construction shall be minimized. Off-road traffic outside of designated study areas shall be prohibited.

To prevent inadvertent entrapment of kit foxes or other animals during the construction phase of a project, all excavated, steep-walled holes or trenches more than 2 feet deep shall be covered at the close of each working day by plywood or similar materials or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped or injured kit fox is discovered, the USFWS shall be notified within three days of the discovery.

All food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in closed containers and removed at least once a week from a construction or project site.

Use of rodenticides and herbicides in study areas shall be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds shall observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent control must be conducted, zinc phosphide shall be used because of proven lower risk to kit fox.

*BIO-4 Mitigation Measures for Swainson's Hawk*

To avoid impacts to nesting Swainson's hawk, all construction activities shall be limited to the time period between August 30 and February 1. If construction activities cannot be completed within this timeframe, a protocol-level survey should be conducted in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee, 2000). If active Swainson's hawk nests are found, up to a 0.5 mile non-disturbance buffer should be established by a qualified biologist based on the nest location in relation to the project activity, the line-of-sight from the nest to the project activity, and observed hawk behavior at the nest.

All construction personnel should be notified as to the existence of the buffer zones and to avoid entering buffer zones during the nesting season. No ground disturbing activities should occur within the buffer until the qualified biologist has confirmed that breeding/nesting is complete, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

*BIO-5 Mitigation Measures for Valley Elderberry Beetle*

Prior to construction, a qualified biologist will survey the project footprint to confirm the absence of Valley elderberry longhorn beetle host plants (blue elderberry). If elderberry plants are present, the biologist shall flag all individual shrubs within the project footprint for avoidance.

Temporary high visibility plastic mesh-type construction fence shall be installed at least 20 feet from the driplines of elderberry shrubs, riparian corridor, or edge of the designated conservation zone, whichever is closer to the work area, to prevent encroachment by construction vehicles and personnel. Fencing shall also include Environmentally Sensitive Area signage every 200 feet. If Valley elderberry longhorn beetle habitat cannot be avoided, the applicant shall provide evidence to the City that a Section 2081 Incidental Take Permit (ITP) from CDFW for Valley elderberry longhorn beetle (if determined to be required) has been obtained. If it is determined that an ITP is not required, the project developer/operator shall provide a letter describing the consultation process and wildlife agency determination, indicating that an ITP is not required. The letter shall also identify the CDFW point of contact and contact information.

*BIO-6 Mitigation Measures for Western Pond Turtle*

A qualified biologist shall conduct a pre-construction survey for western pond turtle within 48 hours prior to initiation of construction activities. If western pond turtle is observed in the work area a qualified biologist shall relocate the individual to a suitable location no less than 200 feet outside of the construction area. If western pond turtle is observed within the work area during construction, all work shall stop until the turtle has left the site or can be relocated by a qualified biologist.

*BIO-7 Mitigation Measures for Raptors and Nesting Birds*

Ground disturbance and vegetation removal activities shall be restricted to the non-breeding season (September 16 to January 31) when feasible. If construction activities occur during the nesting bird season (February 1 to September 15), the following mitigation measures are recommended to reduce impacts to protected raptor species, and protected nesting birds.

- A preconstruction nesting bird survey shall be conducted no more than 14 days prior to initiation of ground disturbance and vegetation removal. The survey shall be conducted within the study area and include a 150-foot buffer for passerines and 500-foot buffer for other raptors, as feasible. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in the region.
- If nests are found, an appropriate avoidance buffer based on the nest location in relation to the project activity, the line-of-sight from the nest to the project activity, and bird behavior shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to mark the boundary.
- All construction personnel shall be notified as to the existence of the buffer zones and to avoid entering buffer zones during the nesting season. No ground disturbing activities shall occur within the buffer until the qualified biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

One sensitive plant community was observed within the study area, *Quercus labata* Forest and Woodland Alliance or Great Valley Oak Riparian Forest (Holland 1988). This vegetation community is not within the areas designated for development under the Master Plan and will be a designated conservation zone. Impacts could occur through encroachment by construction equipment or accidental release (spills/runoff) during construction. These impacts would be considered significant, however mitigation measures BIO-8 through 10 would reduce impacts to these sensitive communities to less than significant.

#### **NO IMPACT**

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

There are two potential jurisdictional water features located within the study area. The Kings River falls under the jurisdiction of USACE, RWQCB, and CDFW, and the West Reedley Ditch may fall under jurisdiction of RWQCB and CDFW. The proposed master plan has been designed to minimize impacts to jurisdictional areas and would avoid development in the riparian corridor and Kings River. However, impacts could occur through encroachment by construction equipment or accidental release (spills/runoff) during construction. Impacts to West Reedley Ditch may also occur from accidental release or from diversion to the underground stormwater system. If West Reedley Ditch would be diverted to an underground system consultation with CDFW and/or RWQCB and possible permitting may be required. Debris or runoff from the construction area that may enter water features on site or adjacent to the project and would be considered a significant impact under CEQA. Compliance with the Construction General Permit will require the development of a stormwater pollution prevention plan (SWPPP) for projects disturbing more than one acre. The SWPPP will include Best Management Practices (BMPs) that address runoff. Mitigation measure BIO-8, 9 and 10 are recommended to reduce impacts to potentially jurisdictional waters and wetlands to less than significant.

*BIO-8 Conduct Jurisdictional Delineation*

Within 2 years prior to development under the Master Plan a qualified biologist shall complete a jurisdictional delineation of West Reedley Ditch and map the edge of riparian habitat along the Kings River for avoidance. The jurisdictional delineation shall determine the extent of the jurisdiction for CDFW and RWQCB and shall be conducted in accordance with the requirement set forth by each agency. The result shall be a preliminary jurisdictional delineation report that shall be submitted to the City, RWQCB, and CDFW, as appropriate, for review and approval. Jurisdictional areas shall be avoided to the maximum extent possible. If jurisdictional areas are expected to be impacted, then the RWQCB would require a Waste Discharge Requirements (WDRs) permit and/or Section 401 Water Quality Certification (depending upon whether or not the feature falls under federal jurisdiction). If CDFW asserts its jurisdictional authority, then a Streambed Alteration Agreement pursuant to Section 1600 et seq. of the CFGC would also be required prior to construction within the areas of CDFW jurisdiction. In this event, the applicant shall provide evidence to the City that permits have been obtained from the RWQCB and CDFW.

*BIO-9 Perform Restoration for Impacts to Waters and Wetlands*

Impacts to waters and wetlands shall be mitigated through one or more options to meet the required amount of mitigation as required based on direct impacts from project development under the mitigation ratios outlined below. Mitigation for impacts to waters and wetlands can be achieved through the acquisition and in-perpetuity management of similar habitat or through the in-lieu funding of such through an existing mitigation bank. Internal mitigation lands, or in lieu funding sufficient to acquire lands shall provide habitat at a 1:1 ratio for impacted lands, comparable to habitat to be impacted by individual project activity. On site restoration of existing agricultural areas within the conservation zone may be sufficient to mitigate for impacts.

*BIO-10 General Mitigation Measures for Jurisdictional Waters and Wetlands*

Potential jurisdictional features identified in the jurisdictional delineation report shall be avoided. The edge of riparian habitat at the Kings River shall be fenced for avoidance with high visibility plastic mesh-type construction fence, at least 20 feet from the dripline of the riparian corridor, or edge of the designated conservation zone, whichever is closer to the work area, to prevent encroachment by construction vehicles and personnel. Fencing shall also include Environmentally Sensitive Area (ESA) signage every 200 ft. If potential jurisdictional areas at West Reedley Ditch can be avoided ESA fencing shall be installed around this feature too. Additional measures to prevent impacts to jurisdictional features include: Any material/spoils generated from project activities shall be located away from jurisdictional areas or special-status habitat and protected from storm water run-off using temporary perimeter sediment barriers such as berms, silt fences, fiber rolls (non-monofilament), covers, sand/gravel bags, and straw bale barriers, as appropriate.

Materials shall be stored on impervious surfaces or plastic ground covers to prevent any spills or leakage from contaminating the ground and generally at least 50 feet from the top of bank or edge of riparian at the Kings River.

Any spillage of material shall be stopped if it can be done safely. The contaminated area will be cleaned, and any contaminated materials properly disposed. For all spills, the project foreman or designated environmental representative will be notified.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

- 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?*

Agricultural areas of the site provide limited opportunities for local wildlife movement, given the extent of disturbed land from agricultural practices being the study area's primary use. The Kings River is an important corridor for local wildlife movement; however, this area would be zoned for conservation and no development in this area is proposed under the Master Plan. Development under the Master Plan is not expected to interfere with potential wildlife corridors within the study area or surrounding areas. Therefore, impacts to wildlife movement would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The study area is currently located in unincorporated Fresno County. The County's 2000 General Plan includes goals and policies for conservation and open space. Under Fresno County's zoning code, the study area is currently zoned as Limited Agricultural (AL20) and Resource Conservation (RC40) and Open Conservation (O). The Proposed Master Plan includes Resource Conservation and Open Space (RCO) zoning for the riparian corridor and Kings River, therefore annexation and development under the Master Plan would not conflict with this ordinance.

The study area is located in the City of Reedley's SOI under the 2030 General Plan, which includes open space, conservation, and land use elements. Proposed development under the Master Plan would not conflict with any elements of the General Plan as development would be located in agricultural zoning, and the Master Plan includes Resource Conservation and Open Space (RCO) zoning. The City of Reedley does not have any significant tree or protected tree municipal codes. Therefore, the project will not conflict with local policies or ordinances protecting biological resources and no further mitigation is recommended.

**NO IMPACT**

- 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?*

The study area is not included in any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plans. Therefore, there would be no conflict and no impacts.

**NO IMPACT**

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## 5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<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 §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based on information provided in the confidential technical memorandum summarizing the efforts of a Phase I cultural resources study. CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (*CEQA Guidelines*, Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

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

Rincon requested a search of the California Historical Resources Information System (CHRIS) at the Southern San Joaquin Valley Information Center (SSJVIC) located at California State University, Bakersfield, which was conducted by SSJVIC staff on November 20, 2020. The search was performed to identify all previously recorded cultural resources, as well as previously conducted cultural resource studies within the project site and a 0.25-mile radius surrounding it. The CHRIS search included a review of the National Register of Historical Places (NRHP), the California Register of

Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Built Environment Resources Directory, and the Archaeological Determinations of Eligibility list.

The SSJVIC records search identified five previously conducted cultural resources studies that have been performed within a 0.25-mile radius of the project site, one of which was located within the project site (FR-01680). FR-01680 included a cultural resources assessment which did not result in the identification of cultural resources within the project site and noted that the project site had been highly disturbed by agricultural activity. The SSJVIC records search identified 41 previously recorded cultural resources within a 0.25-mile radius of the project site, one of which was located adjacent to the project site: P-10-003999, Manning Avenue Bridge, which has been demolished and replaced.

A Sacred Lands File (SLF) search was completed by the Native American Heritage Commission (NAHC) for the project sites. The results of the SLF search were negative for the project vicinity. The NAHC provided a list of Native American contacts that may have more information. Rincon contacted the 16 local tribes in the region listed by the NAHC. No responses from any tribe provided information about known resources in the project site or indicated concern for the current project.

Rincon conducted a pedestrian survey of the project site on December 30, 2020. The site had signs of heavy agricultural activity and other disturbances. Where possible, a Rincon archaeologist inspected soils for evidence of cultural materials. No archaeological resources were identified during the survey. Three metal pillars were identified in the northwestern section of the project site that are likely remnants of the former Manning Avenue Bridge.

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

Results of the pedestrian survey identified one potential historic resource within the project site: three metal pillars that likely are remnants of the former Manning Avenue Bridge. The Manning Avenue Bridge consisted of a standard steel and concrete bridge that has now been demolished and replaced. The former bridge has also been determined ineligible for listing in the NRHP by the California Department of Transportation, and the Manning Avenue Bridge Replacement Project IS-MND (indicated that the bridge was ineligible for listing in the CRHR (City of Reedley 2009; California Department of Fish and Game 2012). Therefore, the remnants of the former Manning Avenue Bridge is not a historical resource under CEQA. No historic resources were identified within the project site; therefore, the project would have no impact to historical resources.

**NO IMPACT**

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

Results of the records search, Native American outreach, and pedestrian survey concluded that no known archaeological resources exist within the project site. The project site has also been highly disturbed by agricultural activity, such as the current orchard, strawberry fields, and melon fields. Based on the findings of the cultural resources study prepared for the project, the project site is not considered archaeologically sensitive. Nevertheless, the unanticipated discovery of archaeological resources is always a possibility during ground disturbing activities. Therefore, project construction could potentially have a significant impact on archaeological resources. Implementation of



Mitigation Measures CUL-1 would reduce potential impacts to archaeological resources to a less than significant level.

*CUL-1 Unanticipated Discovery of Archaeological Resources*

If archaeological resources are encountered during ground-disturbing activities, work within 50 feet of the find shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983), shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

While the project site is unlikely to contain human remains, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, existing regulations outlined in the State of California Health and Safety Code Section 7050.5 state no further disturbance may occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD must complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner. With adherence to existing regulations, impacts to human remains would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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## 6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Setting

#### *Electricity and Natural Gas*

In 2019, California used 277,704 gigawatt-hours (GWh) of electricity, of which 32 percent were from renewable resources (CEC 2019a). California also consumed approximately 12,638 million U.S. therms (MMthm) of natural gas in 2018 (CEC 2019b). The project site would be provided electricity by Pacific Gas and Electric (PG&E). Table 6 and Table 7 show the electricity and natural gas consumption by sector and total for the PG&E service area. In 2018, PG&E provided approximately 36.4 percent of the total electricity used in California (CEC 2019c). Also, in 2018, PG&E provided approximately 38.2 percent of the total natural gas usage in California (CEC 2019b).

**Table 6 Electricity Consumption in the PG&E Service Area in 2019**

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
4,490	29,560	4,349	9,710	1,642	28,014	308	78,072

Notes: All usage expressed in GWh

Source: CEC 2019c

Table 7 summarizes the 2020 petroleum fuel consumption for Fresno County, in which the project site would be located, as compared to statewide consumption.

**Table 7 2020 Annual Gasoline and Diesel Consumption**

Fuel Type	Fresno County (gallons)	California (gallons)	Proportion of Statewide Consumption <sup>1</sup>
Gasoline	347,000,000	12,572,000,000	2.7%
Diesel	66,000,000	1,744,000,000	3.7%

<sup>1</sup> For reference, the population of Fresno County (1,026,681 persons) is approximately 2.6 percent of the population of California (39,466,855 persons) (DOF 2021).

Source: CEC 2020

Energy consumption has a direct effect on environmental quality in that consumption of nonrenewable energy resource releases criteria air pollutant and greenhouse gas emissions into the atmosphere.

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

## Construction Energy Demand

During project construction, energy would be consumed in the form of petroleum-based fuels used to power construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The proposed project would require site preparation, grading, and installation of 10 commercial buildings.

## Operational Energy Demand

The proposed project would consist of 10 commercial buildings which would all require electricity to meet operational needs.

### NO IMPACT

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

The proposed project would develop approximately 11 acres into Central and Community Commercial buildings. The City has several policies in place to reduce emissions related to energy consumption and area sources. Relevant policies include:

- COSP 4.8.3** As many energy-conserving features as possible shall be included in each new project. Examples include, but are not limited to, increased wall and ceiling insulation, EPA-certified fireplace inserts and/or wood stoves or natural gas fireplaces, electrical and natural gas outlets installed around the exterior of the units to encourage use of electric yard maintenance equipment and gas-fired barbeques, and each home wired for computers/internet and electronic meter reading.
- COSP 4.8.7** The City will establish outdoor lighting standards in the zoning ordinance, including:
- Requirements that all outdoor lighting fixtures be energy efficient.
  - Requirements that light levels in all new development, parking lots, and street lighting do not exceed state standards.
- COSP 4.8.10** The City will require that new commercial, industrial, or major rehabilitation (e.g., additions of 25,000 square feet commercial, or 100,000 square feet industrial) development projects consider renewable energy generation either on- or off-site to provide 15% or more of the project's energy needs.
- COSP 4.8.11** The City will promote and encourage cogeneration projects for commercial and industrial facilities that provide a net reduction in GHG emissions associated with energy production.

- COSP 4.8.12** The City will require that, where feasible, all new buildings be constructed to allow for easy, cost-effective installation of solar energy systems in the future.
- COSP 4.8.13** The City will require that any building constructed in whole or in part with City funds incorporate passive solar design features, such as day lighting and passive solar heating, where feasible.

The proposed project would have to adhere to the 2019 California Energy Code's regulations on Nonresidential Outdoor Lighting and outdoor lighting zones (California Energy Code 2019), as detailed in COSP 4.8.7. Additionally, the proposed project totals approximately 56,773 square feet of commercial use, exceeding the 25,000 square foot threshold outlined in COSP 4.8.10. Thus, the proposed project would have to consider renewable energy generation to provide energy needs to a minimum of 15 percent as well as account for passive solar design features and potential future solar installation.

The proposed project will have to adhere to several of these energy policies, including COSP 4.8.4, COSP 4.8.7, COSP 4.8.10, COSP 4.8.12 and COSP 4.8.13. Mitigation via building design is necessary, so impact can be considered less than significant with mitigation incorporated.

*ENR-1 Adherence to General Plan policies CSOP 4.8.3, COSP 4.8.7, and COSP 4.8.10-13*

Applicant shall adhere to General Plan policies CSOP 4.8.3, COSP 4.8.7, and COSP 4.8.10-13 to the extent feasible as determined by the City's Community Development Director or assignee.

#### **LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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## 7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. 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 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?*

The City has no known active earthquake faults and is not within the Alquist-Priolo Special Studies Zone (CGS 2021). Known major fault lines, including the San Andreas, the Long Valley, Owens Valley, and White Wolf/Techachapi fault system, that are over 50 miles away from the site (City of Reedley 2014). Because there are no mapped faults on or immediately near the project site, there is no potential for fault rupture. As such, the project would not result in direct or indirect impacts associated with fault rupture. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

Although there are no mapped faults on or immediately near the project site, shaking may be felt from earthquakes whose epicenter lie to the east, west, and south. The closest known major fault is the San Andreas Fault, located approximately 70 miles to the west. The project site is within Seismic Zone 3 (County of Fresno 2000). In this zone, the amplification of shaking that would affect low-to-medium rise structures is relatively high. The most serious threat to the project site from a major earthquake in the Eastern Sierra would be flooding that could be caused by damage to dams on the upper reaches of the San Joaquin River. However, there is sufficient distance to major fault lines that the effects at the project site would be minimal (County of Fresno 2000).

Although no active faults have been mapped across the project site, seismic events caused by active and potentially active faults in the region could result in seismic ground shaking on site. A seismic hazard cannot be completely ruled out; however, effects can be minimized by implementing requirements specified in the California Building Code (CBC). Compliance with existing building standards would minimize potential safety hazards from seismic ground shaking and potential ground failure/liquefaction, and ensure impacts associated with the project would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*

The 2030 General Plan notes that hazards due to landslides, subsidence and settlement, liquefaction, and seiches are minimal in the area. Additionally, the California Department of Conservation's CGS Information Warehouse shows there are no known liquefaction or landslide zones on or in the vicinity of the project site (DOC 2021). Prior to approval of building permits, the City requires site plan review by the city's Public Works Department and the City Engineer. Though the project is not in an area known for landslides, subsidence and settlement, liquefaction, and seiches, due to the project site's existing changes in slopes in the area where the proposed carwash and hotel would be located, adherence to the provisions of Government Code section 50022.2 would be required. The City has adopted rules and regulations of the CBC, including Appendix J: Grading (City of Reedley 2007). This would be applicable as follows: the slope of fill surfaces shall not be steeper than it is safe for the intended use, and that fill slopes greater than 50 percent shall



be justified by a geotechnical report or engineering data (California Building Standards Commission 2013).

A Grading Plan completed by Vang Inc. Consulting Engineers in October 2021 shows there is roughly a 20-foot elevation difference over a 66-foot gap from the centerline between Kings River and the proposed car wash and hotel (VICE 2021). This would not result in slopes greater than 50 percent and does not need to be justified by a geotechnical report.

Because the site does not present hazards related to liquefaction or other seismic-related hazards, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*

The project site is located on the level San Joaquin Valley floor, as such, risks from landslides would be minimal (SSJID 2011). The grading plan for the proposed project shows that most of the site is undeveloped and relatively flat, with elevations ranging from roughly 317 feet near Kings River to roughly 345 feet on the eastern end of the project site (VICE 2021). However, the grading plan also shows there is roughly a 20-foot elevation difference over a 66-foot gap from the center line between the Kings River and the proposed car wash and hotel (VICE 2021). Since the project site is located on the level San Joaquin Valley floor, risks from landslides would generally be less than significant. Data provided by U.S. Landslide Inventory shows there have been no known landslides on the project site and one probable landslide northwest of the project site (USGS 2021). Prior to approval of building permits, the City requires site plan review and conformance with CBC requirements, which would ensure that the project would not directly or indirectly cause substantial adverse effects involving landslides. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

As mentioned above, the 2030 General Plan EIR identified soil types located within the existing SOI generally have low to moderate potential for water and wind erosion. Soils found within the project site primarily consist of Hanford fine sandy loam, and include Grangeville soils, channeled, and Pollasky sandy loam with 9 to 15 percent slopes (USDA 2006). Most of the soil on the project site is Hanford fine sandy loam and is considered a well-drained, permeated moderately rapid soils that has low runoff rates (USDAa 1999). Grangeville soils have negligible to very low runoff (USDAb 1999). Pollasky sandy loam has medium to rapid runoff rates (USDA-NRCSa 2006). The 2030 General Plan notes moderate to severe water erosion potential does exist along the bluffs of the Kings River. This is due to the steep slope conditions found in that area. The 2030 General Plan notes that gullies can be started during rainy seasons, and can cut back into adjacent, level soils. The 2030 General Plan also notes in areas of the Kings River bluffs where there are gopher or squirrel burrows, tunnel erosion may result due to collapsed burrows. Due to these instabilities, the City's Safety Element policies require preliminary on-site soil surveys. It notes where erosion potential is sufficiently high, it may be necessary to limit development. The specific policies are as follows:

- SE 5.2.1** Proposed development projects may be subject to a variety of discretionary action and conditions of approval. The actions and conditions are based on adopted City plans and policies essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community, For

example, the City may require a preliminary soil (Reedley Municipal Code, Section 11-4-2-D), geotechnical or seismic reports when the subject property is located on land exhibiting potentially unstable soil conditions, suitability for additional development, or other hazardous geologic conditions.

**SE 5.2.2** Development should be prohibited in areas where corrective measures to affect the geologic hazard are not feasible

**SE 5.2.3** The City Ordinance shall be amended continually to reflect changes in policy and code requirements.

Additionally, the 2030 General Plan EIR includes the following policy:

**COSP 4.14.3** An open space buffer of approximately 200 feet shall be maintained between urban development and the Kings River corridor. The Planning Commission may approve exceptions to the open space buffer subject to a Conditional Use Permit (CUP) if the finding can be made that the river and riparian areas will not be negatively impacted by the exception.

During construction, the project site would be graded to level lower elevations along the Kings River with higher elevations found east of the Kings River. Grangeville soils primarily exist along the bluffs of the Kings River on the west side of the project site which would be disturbed during grading. The grading and excavation phase, when soils are exposed, has the highest potential for erosion. During operation, there would also be erosion potential and tunnel erosion potential could threaten the stability of soil. However, the project would be required to comply with RMC Section 8-5-9, Best Management Practices for Construction Sites, which requires all construction to comply with the City's Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion and Sediments. All projects requiring a grading permit are required to submit a Stormwater Pollution Prevention Plan (SWPPP) to the City for control of erosion and stormwater runoff quality during construction. These standards provide direction concerning erosion control, including keeping debris and dirt out of the city's storm drain system during construction, requiring submittal of a SWPPP, and requiring low impact development strategies or structural treatment control best management practices (BMPs). Additionally, Policy COSP 4.14.3 requires a buffer to be maintained from urban development and the Kings River. This policy addresses the need to mitigate for all forms of potential geologic and soil hazards and assure new development would not be possible along the margin of the Kings River. As part of the approval process, the project requires a Conditional Use Permit (CUP) and would include a 66-foot buffer between the proposed car wash boundary and the Kings River.

Since the project would disturb more than one acre of land, the project applicant would be required to obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit), administered by the State Water Resources Control Board (SWRCB). Section 10, *Hydrology and Water Quality*, describes how coverage under the NPDES Permit would require implementation of a SWPPP and various BMPs to reduce erosion and loss of topsoil during project construction and operation. Implementation of the general plan policies and compliance with the NPDES permit, identified BMPs, and with appropriate sections of the RMC would ensure impacts related to erosion and loss of topsoil would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

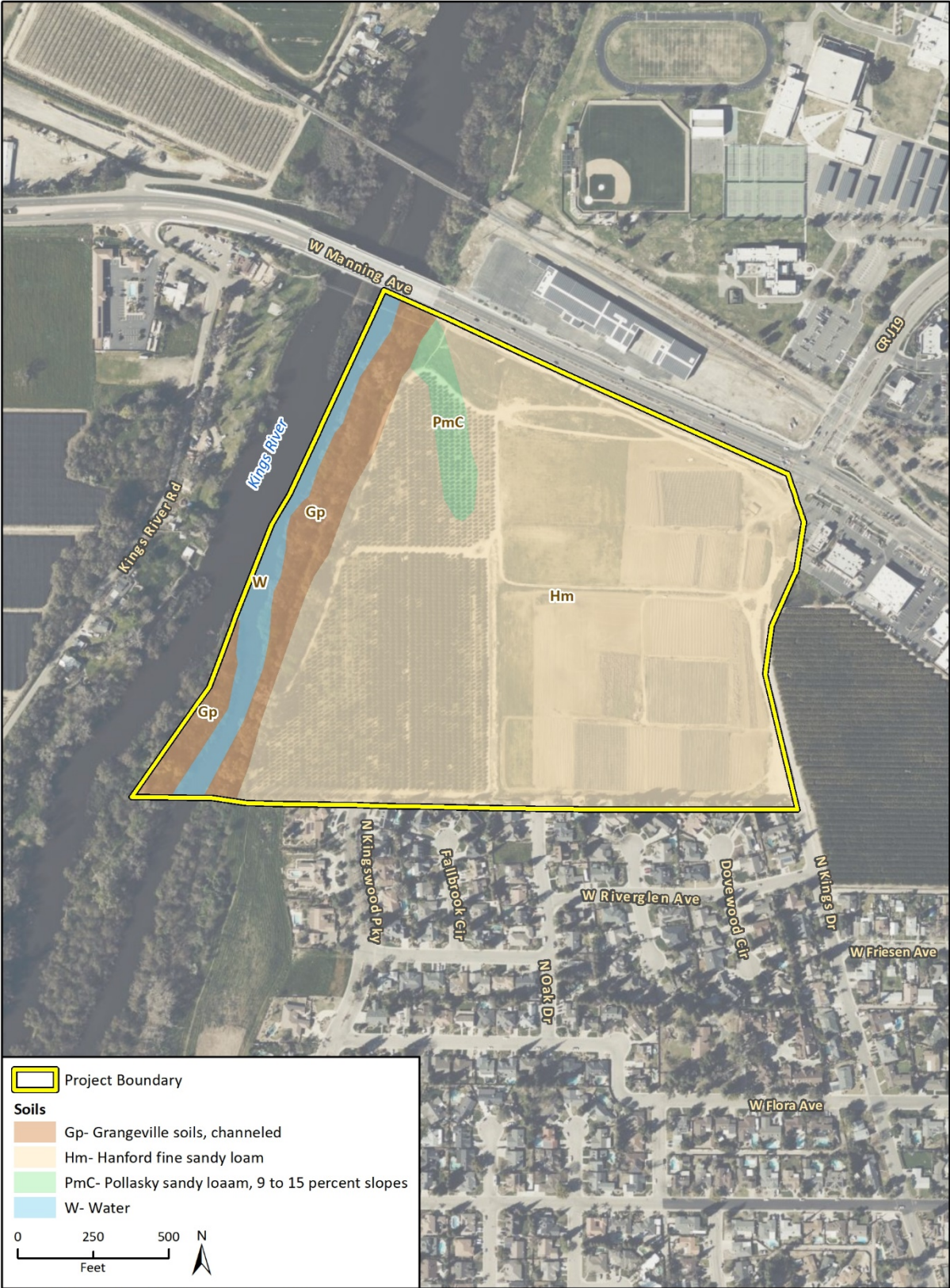
- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

There are soils with low expansion capacity found on the project site, and typically cause damage to only substandard structures and flatwork. These soils are generally found near the Kings River and have a limitation rating with respect to allowable pressure for building foundations based on the 2019 CBC (City of Reedley 2014). Pollasky sandy loam is found on the project site and not listed for urban use (USDA-NRCS). The project site plan notes the car wash, coffee drive-thru, and a parking lot would occupy the space Pollasky sandy loam sits on. However, Pollasky soil only occupies a small northwest portion of the project site as shown in Figure 7.

The project would move approximately 33,043 cubic yards of soil on site and fill in approximately 25,526 cubic yards of soil to other portions of the project site. No additional soil would be imported to the site or moved off site (VICE 2021). The Grading Plan lists the following requirements to reduce potential impacts related to 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 following conditions of approval must be met prior to grading work and/or occupancy permit issuance (VICE 2021):

- The owner shall obtain a grading permit and pay the plan check fee prior to grading.
- The grading contractor shall remove all organic matter, debris, and other deleterious material from the site and spread on remaining property or stockpile for backfill of planters.
- Subgrade to be compacted to 95% relative compaction based on the ASTM D-1557-78. Provide compaction reports prepared by an approved testing agency.
- No drainage shall be permitted onto adjacent properties (except where covenants apply).
- Any survey monuments within the area of work shall be preserved or reset by a registered civil engineer or licensed land surveyor.
- Any vertical cut or fill differential equal or greater than twelve (12) inches between adjacent properties shall be supported by an approved retaining wall. Differentials less than 12 inches shall have a maximum slope of 2 horizontal to 1 vertical.
- The City shall be provided with an "As-graded" plan, certified by a registered engineer prior to issuance of an occupancy permit. A "Hold on occupancy" will be in effect until such a time as this development is certified "as graded" by the Engineer of record.
- All grading shall comply with 2019 CBC. If building permits are submitted after January 2023, grading shall comply with 2022 CBC.
- All site clearing, excavations, fills and grading to be under the direction of a Geotechnical Engineer with full time observation of the engineer or his qualified representative. A soils investigation report and a report of satisfactory placement of fill, both acceptable to the building official, shall be submitted.
- The overall site shall have a minimum slope of 0.5% in all areas, to an approved drainage facility or a public street. The slope gradient from the building is to be a minimum of 2% away from swales located within 10' of the building, which shall be sloped at a minimum of 2% to an approved drainage facility.
- Topsoil Import Requirements: 1. A contractor shall stockpile site topsoil for future use. 2. Prepare all planting areas so subgrade is 6 inches below finished grades shown for placement of topsoil (See Landscape Plans).

Figure 7 Soil Types Map



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18-06295 Soils Figure

- Landscape areas are to be graded 6-inches low from the grades shown in the Grading Plan; Contractor shall import previous planting soil as part of the project's Best Management Practices Plan. The planting soil shall be mixed with the native soil to achieve a landscaped area with 12-inches of highly pervious soil. Landscape mounding shall be of the same imported material.
- All required retaining walls will need to be finalized before As-grade can be approved.
- Any person, contractor, or subcontractor planning to conduct any excavation shall contact USA North at 811 at least two working days, but no more than 14 calendar days, prior to commencing any excavations.

Compliance with the above grading requirements and the 2019 CBC or 2022 CBC if building permits are submitted after January 2023 would ensure less than significant impacts related to construction on unstable soils, on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

The soils on the project site are Hanford fine sandy loam, Grangeville soils, channeled, and Pollasky sandy loam with 9 to 15 percent slopes. None of the listed soils are considered vertisols which are known to be highly expansive. None of the soils on the project would exhibit a clay content greater than 18 percent. These soils are considered to have a low expansion capacity and are not expected to create substantial direct or indirect risks to life or property (USDA-NRCS 2021). Compliance with the grading requirements mentioned in Impact 7c and the 2019 CBC or 2022 CBC if building permits are submitted after January 2023 would ensure construction on potentially expansive soils is designed to withstand potential soil movement. Therefore, potential impacts from expansive soils would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The proposed project would connect to the City's existing wastewater system. As such, the project would not require the use of septic tanks or alternative wastewater disposal systems. There would be no impact.

#### **NO IMPACT**

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

Development of the project would require grading and other soil-disturbing activities. To be considered a fossil, an object must be more than 10,000 years old. According to the 2030 General Plan EIR, which included the project area, the geologic materials underlying Reedley (non-marine deposits and non-marine terrace deposits) are less than 10,000 years old. Given its geological age, the City, and thereby the project site, would not be conducive to paleontological resources. To date, no paleontological resources have been found in the City according to the Burke Museum's

paleontology database (Burke 2021). Although unlikely, there is always a possibility to encounter unanticipated paleontological resources during ground disturbing activities. Project ground disturbance would include cuts up to 10-15 feet in depth at the temporary ponding basin. Other grading is on the order of five less than five feet in depth. During project construction, the possibility exists that unanticipated paleontological resources may be uncovered, particularly in areas of deeper excavation. If paleontological resources are discovered, a standard city Condition of Approval (COA) relating to unanticipated fossil discovery would ensure that if any resources are uncovered, the appropriate assessments are conducted, and qualified personnel are retained for further site investigation and preservation measures. The COA would ensure that such resources would not be destroyed. Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**



## 8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

The purpose of the section is to analyze the project's greenhouse gas (GHG) emissions related to both construction activity and long-term operation. Because individual projects do not generate sufficient GHG emissions that would substantially affect climate change; the issue of climate change typically involves an analysis of whether a project's contribution toward an impact is cumulatively considerable. As defined by the California Environmental Quality Act (CEQA Guidelines) Section 15355, "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

Section 15064.4(b) states that "In determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of the project's emissions to the effects of climate change," and that the following factors should be considered:

- 1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting.
- 2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- 3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions (see, e.g., section 15183.5(b)). Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project. In determining the significance of impacts, the lead agency may consider a project's consistency with the State's long-term climate goals or strategies, provided that substantial evidence supports the agency's analysis of how those goals or strategies address the project's incremental contribution to climate change and its conclusion that the project's incremental contribution is not cumulatively considerable.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance for GHG emissions. Lead agencies have the discretion to establish significance thresholds for their respective jurisdictions, and in establishing those thresholds, a lead agency may appropriately look to thresholds developed by other public agencies or suggested by other experts (see CEQA Guidelines Section 15064.7(c)). Pursuant to CEQA Guidelines Section 15064.7(b), “Thresholds of significance to be adopted for general use as part of the lead agency’s environmental review process must be adopted by ordinance, resolution, rule, or regulation, and developed through a public review process and be supported by substantial evidence.”

The City of Reedley has developed a Climate Action Plan (CAP). Pursuant with CEQA Guidelines Section 15183.5, the CAP would not meet the requirements of a qualified CAP and future projects developed under the Plan would not be able to tier from the CAP for analysis purposes. However, the reduction measures listed under the CAP would provide guidance in reducing emissions, which would aid the City in meeting thresholds under AB 32 and SB 375.

In August 2008, the SJVAPCD Governing Board adopted the Climate Change Action Plan (CCAP) (SJVAPCD 2008a). The CCAP directed the SJVAPCD Air Pollution Control Officer to develop guidance to assist lead agencies, project proponents, permit applicants, and interested parties in assessing and reducing the impacts of project specific GHG emissions on global climate change. In 2009, the SJVAPCD adopted the *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects Under CEQA* and the *District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards, to assess significance of project-specific GHG emissions on global climate change during the CEQA review process (SJVAPCD 2009a and 2009b). SJVAPCD’s adopted Best Performance Standards (BPS) reduce GHG emissions from permitted stationary sources as well as development projects. BPS for development projects focus on ways to improve energy efficiency and reduce vehicle miles travelled. These standards were established in compliance with CARB’s baseline emissions inventory and to meet the 2020 emission reduction targets. The proposed project would be developed subsequent to 2020 and therefore reliance only on the adopted Best Performance Standards would not necessarily be sufficient to meet emission reduction targets beyond 2020. Therefore, compliance with the SJVAPCD’s BPS is not used as a determination of significance. However, the BPS listed under the SJVAPCD Guidance would provide guidance in reducing emissions, which would aid in meeting thresholds under AB 32 and SB 37.

To date, no quantitative GHG emissions significance threshold applicable to the proposed project has been adopted by a local, regional, or State agency per the requirements of CEQA Guidelines Section 15064.7(b). As such, for this analysis, the potential significance of the project’s GHG emissions will be qualitatively evaluated based on the “extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions” (CEQA Guidelines Section 15064.4(b)). The project would be required by the City to comply with applicable regulations or requirements adopted to implement statewide, regional, or local plans for the reduction or mitigation of greenhouse gas emissions. The project’s consistency with such plans is discussed in the Plan Consistency evaluation provided below.

Construction and operation of the proposed project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation. Construction and operational GHG emissions have been quantified and are provided for



informational purposes. This section is based on background, methodology, and assumptions provided in the GHG letter, included as Appendix B.

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

Construction of the proposed project would generate temporary GHG emissions primarily from operation of construction equipment on-site, vehicles transporting construction workers to and from the project site, and heavy trucks for material import and export. The SJVAPCVD does not have guidance to address construction related GHG emissions. Therefore, recommendations from the South Coast Air Quality Management District's (SCAQMD) were used. GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions (SCAQMD 2008). As shown in Table 8, construction of the proposed project would generate an estimated total of 949 MT of CO<sub>2</sub>e. Amortized over a 30-year period per SCAQMD guidance, construction of the proposed project would generate an estimated 32 MT of CO<sub>2</sub>e per year.

**Table 8 Estimated Construction GHG Emissions**

Year	Emissions (MT of CO <sub>2</sub> e)
2023	645
2024	304
<b>Total</b>	<b>949</b>
<b>Amortized over 30 years</b>	<b>32</b>

MT = metric tons; CO<sub>2</sub>e = carbon dioxide equivalents  
 Notes: Emissions modeling was completed using CalEEMod. See Appendix B - GHG for modeling results.

## Operational GHG Emissions

Operation of the proposed project would generate GHG emissions associated with area sources (e.g., fireplaces, landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. As shown in Table 9, annual operational emissions generated by the proposed project combined with amortized construction emissions would total approximately 3,759 MT of CO<sub>2</sub>e per year.

**Table 9 Combined Annual GHG Emissions**

Emission Source	Annual Emissions (MT of CO <sub>2</sub> e per year)
Construction	32
Operational	
Area	<1
Energy	427
Mobile	3,181
Solid Waste	100
Water	19
<b>Total Emissions</b>	<b>3,759</b>

See Appendix B - GHG for modeling results.

As discussed, these emissions are identified for informational purposes and, as discussed in detail below, because the project would be consistent with the reduction plans adopted for the State and project area, therefore emissions of GHGs would be less than significant.

## LESS THAN SIGNIFICANT IMPACT

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

In accordance with CEQA guidelines Section 15064.4(b), the project would be required by the City to comply with applicable regulations or requirements adopted to implement statewide, regional, or local plans for the reduction or mitigation of GHG emissions. Applicable GHG-reduction plans include Reedley General Plan, Fresno County's 2022-2046 Regional Transportation and the CARB's 2017 Scoping Plan. Additional applicability includes measures from the Reedley Climate Action Plan and standards from SJVAPCD Guidance that would support reductions are also discussed under applicable plans consistency as follows:

### Reedley General Plan Policies

The City of Reedley has established a series of goals, policies, and implementation measures in the 2030 General Plan to address climate change and reduce GHG emissions (City of Reedley 2014). The following General Plan policies under the City of Reedley would be applicable to the project. As shown in Table 10, the project would comply with measures identified in the City's General Plan and would not require mitigation.

**Table 10 Project Consistency with City of Reedley General Plan Policies**

Strategy/Action	Project Consistency
<b>4.5 Congestion Management/Transportation Control Measures Policy COSP 4.5.4</b>	
Require major new development to provide on-site facilities that encourage employees to use alternative transportation modes as air quality and transportation mitigation measures. Some examples include: (a) Showers and lockers provided in office buildings. (b) Safe and secure bicycle parking areas. (c) On-site or nearby cafeterias and eating areas.	<b>Consistent.</b> Per applicant provided information, the project would include short-term and long-term bicycle parking at a rate of 5 percent of the total vehicle stalls with a minimum of one per building. Additionally, long-term parking is planned for each building with over 10 tenant-occupants at a rate of 5 percent of the tenant-occupant vehicular parking spaces.
<b>4.8 Energy Policy COSP 4.8.2</b>	
The City shall encourage new residential, commercial, and industrial development to reduce air quality impacts from area sources and from energy consumption.	<b>Consistent.</b> Per applicant provided information, the project would include efficient outdoor Light Emitting Diode (LED) fixtures with compliant Backlight, Uplight, Glare (BUG) rating.
<b>4.8 Energy Policy COSP 4.8.5</b>	
Support the use of electric vehicles, including golf carts and NEVs, where appropriate.	<b>Consistent.</b> Per applicant provided information, the project would include EV stations to be installed for all future commercial facilities upon demand.

Strategy/Action	Project Consistency
<b>4.8 Energy Policy COSP 4.8.7</b>	
<p>The City will establish outdoor lighting standards in the zoning ordinance, including:</p> <ul style="list-style-type: none"> <li>(a) Requirements that all outdoor lighting fixtures be energy efficient.</li> <li>(b) Requirements that light levels in all new development, parking lots, and street lighting not exceed state standards.</li> <li>(c) Prohibition against continuous all-night outdoor lighting in sports stadiums, construction sites, and rural areas unless required for security reasons.</li> </ul>	<p><b>Consistent.</b> Per applicant provided information, the project would include efficient outdoor (LED) fixtures with compliant BUG rating.</p>
<b>4.9 Land Use Pattern Policy COSP 4.9.2</b>	
<p>The City shall encourage projects proposing pedestrian-oriented designs to improve the image of pedestrian-oriented neighborhoods and the downtown (pedestrian amenities, street trees, transit facilities, etc.</p>	<p><b>Consistent.</b> Per applicant provided information, the project would include pedestrian friendly paths from public right of ways to each building which would be consistent with the pedestrian-oriented development of Policy COSP 4.9.2 of the General Plan.</p>
<b>4.9 Land Use Pattern Policy COSP 4.9.23</b>	
<p>The City will mitigate climate change by decreasing heat gain from pavement and other hard surfaces, including:</p> <ul style="list-style-type: none"> <li>(a) Reduce street rights-of-ways.</li> <li>(b) Reinstate parkway strips to allow shading of streets by trees.</li> <li>(c) Include shade trees on south and west facing sides of structures.</li> <li>(d) Include low-water landscaping in place of hardscaping around transportation infrastructure and in parking areas.</li> <li>(e) Install cool roofs, green roofs, and use cool paving for pathways, parking, and other roadway surfaces.</li> <li>(f) Establish standards that provide for pervious pavement options.</li> </ul>	<p><b>Consistent.</b> The project would include incorporate cool roof technology for roof material including materials with high reflectivity and low heat gain. The project would also include water fixtures that would meet current flow rate requirements.</p>
<b>4.12 Conservation and Open Space Policies Policy COSP 4.11.4</b>	
<p>The City will participate in the Sustainable Communities Strategy/Regional Blueprint Planning effort and ensure that local plans are consistent with the Regional Plan.</p>	<p><b>Consistent.</b> Per applicant provided information, the project would incorporate policies with the Regional Plan as demonstrated in Table 13.</p>
<b>4.12 Conservation and Open Space Policies Policy COSP 4.12.2</b>	
<p>City will establish a water conservation plan that may include such policies and actions as:</p> <ul style="list-style-type: none"> <li>(a) Restrictions on time of use for landscape watering, and other demand management strategies.</li> <li>(b) Performance standards for irrigation equipment and water fixtures</li> </ul>	<p><b>Consistent.</b> Per applicant provided information, the project would include a drip irrigation system with moisture sensing programmable controllers.</p>

Strategy/Action	Project Consistency
<b>4.12 Conservation and Open Space Policies Policy COSP 4.12.4</b>	
<p>The City will promote the planting of shade trees and will establish shade tree guidelines and specifications, including:</p> <ul style="list-style-type: none"> <li>(a) Recommendations for tree planting based on the land use (residential, commercial, parking lots, etc.).</li> <li>(b) Recommendations for tree types based on species size, branching patterns, whether deciduous or evergreen, whether roots are invasive, etc.</li> <li>(c) Recommendations for placement, including distance from structures, density of planting, and orientation relative to structures and the sun.</li> </ul>	<p><b>Consistent.</b> Per applicant provided information, the project would include mature plants for enhanced CO<sub>2</sub> absorption and shading.</p>
Source: Reedley, City of 2014	

## Reedley Climate Action Plan

By promoting a mixed-use development, and alternative transportation modes, the project would be consistent with the reduction measures provided in the City's CAP to reduce GHG emissions (see Table 11). The project would not conflict with applicable plans, policies, or regulations aimed at reducing GHG emissions, making this impact less than significant. Therefore, mitigation measures are not required.

**Table 11 Project Consistency with City of Reedley CAP Policies**

Strategy/Action	Project Consistency
<b>Cool Roof</b>	
Cool Roof: Light-colored, high albedo roof	<b>Consistent.</b> Per applicant provided information, the project would incorporate cool roof technology for roof material including materials with high reflectivity and low heat gain to reduce energy consumption. This would be consistent with the CAP's cool roof reduction measure.
<b>Water Efficiency</b>	
Drip irrigation or low precipitation spray heads	<b>Consistent.</b> Per applicant provided information, the project would include a drip irrigation system with moisture sensing programmable controllers. This would be consistent with the CAP's water efficiency reduction measure.
<b>Miscellaneous</b>	
Install electric vehicle (EV) charging stations	<b>Consistent.</b> Per applicant provided information, the project would include EV stations to be installed for all future commercial facilities. This would be consistent with the CAP's miscellaneous reduction measure.
<b>Land Use Based Trip and/or VMT Reduction.</b>	
Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions. The percent reduction will be determined based upon a traffic impact study demonstrating trip reductions and/or reductions in vehicle miles traveled  Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled. The percent reduction will be determined based upon a traffic impact study demonstrating trip reductions and/or reductions in vehicle miles traveled	<b>Consistent.</b> The project would include the development of a 13-acre mixed commercial use area. The commercial buildings would include retail, a car wash, a gas station, fast food with drive-thru, and a hotel. Additionally, the project would be near residences west approximately 0.1 mile across Kings River, which would be within biking distance of the nearby residential areas. Therefore, the project would be consistent with the CAP's land use-based reduction measures.
Source: Reedley, City of 2012	

## SJVAPCD Guidance and Best Performance Standards

The project would be consistent with the reduction measures provided in the guidance to reduce GHG emissions (see Table 12). The project would not conflict with applicable BPS aimed at reducing GHG emissions, making this impact less than significant. Therefore, mitigation measures are not required.

**Table 12 Project Consistency with SJVAPCD Guidance & Best Performance /Standards**

Strategy/Action	Project Consistency
<b>Codes and Standards Strategies</b>	
Broader standards for new types of appliances and for water efficiency	<b>Consistent.</b> Per applicant provided information, the project would include a drip irrigation system with moisture sensing programmable controllers. Additionally, the project's water fixtures would meet or exceed current flow rate requirements and be lead- free This would be consistent with the following BPS.
Improved compliance and enforcement for existing standards	<b>Consistent.</b> Per applicant provided information, the project would meet 2019 Title 24 California's Building Energy Efficiency Standards. Therefore, the project would be consistent with the following BPS.
Voluntary efficiency and green building targets beyond mandatory codes	<b>Consistent.</b> Per applicant provided information, the project would incorporate cool roof technology for roof material including materials with high reflectivity and low heat gain to reduce energy consumption. The project would include EV stations to be installed for all future commercial facilities upon demand. the project would include a drip irrigation system with moisture sensing programmable controllers. Additionally, the project would incorporate water fixtures would meet or exceed current flow rate requirements and will be lead- free. Therefore, the project would be consistent the following BPS.

Source: SJVAPCD 2009

## CARB 2017 Scoping Plan

The principal state plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installing energy-efficient LED lighting, water-efficient faucets and toilets, water efficient landscaping and irrigation, and EV charging stations. The project would be served by Pacific Gas and Electric which is required to increase its renewable energy procurement in accordance with SB 100 targets. Additionally, the project would improve the jobs-housing balance by creating job opportunities in Reedley and reducing the trip length between the commercial use and residents. These factors would reduce future employees' VMT and associated fossil fuel usage. Furthermore, the project would be required to comply with the State's recycling and composting requirements for commercial businesses under AB 341, which requires businesses generating four or more cubic yards of solid waste per week to recycle, and AB 1826, which requires businesses generating two or more cubic yards of solid waste per week to recycle organic waste. Compliance with these state laws would maximize the project's recycling and solid waste diversion. Therefore, the project would be consistent with the 2017 Scoping Plan.

The project also would be served by Pacific Gas and Electric, which is required to increase its renewable energy procurement in accordance with SB 100 targets. SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. It requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. Furthermore, the project would create several commercial and recreational destinations serving the nearby residences south of the project site, which would reduce future residents' VMT and associated fossil fuel usage. Therefore, the project would be consistent with the 2017 Scoping Plan and impacts related to GHG emissions and global climate change would be less than significant.

### **Fresno Council of Governments (FCOG) 2022-2046 Regional Transportation Plan/ Sustainable Communities Strategy**

SB 375 requires CARB to set regional targets for GHG emissions from use of light duty vehicles associated with land use decisions. Metropolitan Planning Organizations (MPOs) must address their regional GHG reductions targets in an SCS as part of the MPO's RTP. FCOG's 2022-2046 RTP/SCS provides land use and transportation strategies to reduce regional GHG emissions, such as:

- Limit Growth Footprint
- Support Efficient Land Uses and Livable Communities
- Encourage Equitable Redevelopment
- Maintain Existing Streets and Roads
- Improve transit and shared mobility
- Co-benefit Strategies

The 2022-2046 RTP/SCS includes goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies (FCOG 2022). Table 13 summarizes policies contained in SCAG's RTP/SCS that are applicable to the project and evaluates the Plan's consistency with these policies. By promoting a mixed-use development, and alternative transportation modes, the project would be consistent with the major initiatives identified in the 2022-2046 RTP/SCS to reduce GHG emissions (see Table 13). The project would not conflict with applicable plans, policies, or regulations aimed at reducing GHG emissions, making this impact less than significant. Therefore, mitigation measures are not required.

**Table 13 Project Consistency with 2022-2046 RTP/SCS**

Strategy/Action	Project Consistency
<b>RTP/SCS Chapter 5 – Sustainable Communities Strategy</b>	
<b>Land Use</b>	
<b>Limit Growth Footprint/ Support Efficient Land Uses and Livable Communities.</b> Encourage sustainable development that focuses growth near activity centers and mobility options that achieve greater location efficiency.	<b>Consistent.</b> The project would include the development of a 13-acre commercial area. The commercial buildings would include retail, a car wash, a gas station, fast food with drive-thru, and a hotel. The project would be located near Reedley College and Reedley High School to the north and northeast of the project across Manning Avenue, which would typically be considered as active student-body areas. Therefore, the project would be consistent with supporting efficient land use and nearby residential communities to the south and west across Kings River.
<b>Transportation</b>	
<b>Improve Bike and Pedestrian Infrastructure.</b> Support investment in and promotion of active transportation and transit to improve public health and mobility, especially in historically underinvested areas.	<b>Consistent.</b> The project would include the development of a 13-acre commercial area. Per applicant provided information, the commercial buildings would include short-term and long-term bicycle parking at a rate of 5 percent of the total vehicle stalls with a minimum of one per building. Additionally, long-term parking is planned for each building with over 10 tenant-occupants at a rate of 5 percent of the tenant-occupant vehicular parking spaces. Due to the development of sidewalks between each parcel of the project site, the project would accommodate for more efficient pedestrian access. Per the Fresno County Rural Transit Agency Services Map, the project would be located approximately 0.3 miles west of the Dinuba Station Transit Stop. Therefore, the project would be consistent with improving bike and pedestrian infrastructure.
Source: FCOG 2022	

As described in the sections above, the project would not conflict with an applicable plan, policy, or regulation adopted to reduce GHG emissions. Impacts would be less than significant.

## **LESS THAN SIGNIFICANT IMPACT**



## 9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 0.25 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 material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. 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"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The project includes the development of a gas station, which would entail the use of hazardous and flammable substances during operation.

During the construction phase of the project, limited amounts of hazardous materials would be used, including standard construction materials (e.g., paints and solvents) and petroleum-based products (e.g., vehicle fuel and degreasers). The project would be required to comply with all federal, state, and local standards and regulations while handling, storing, and disposing of these hazardous materials. Compliance with all federal, state, and local standards and regulations would ensure that project impacts related to the routine transport, use, and disposal of hazardous materials would be less than significant. Transport of these materials would be performed by commercial vendors who would be required to comply with various federal and state laws regarding hazardous materials transportation (e.g., Federal Motor Carrier Safety Administration regulations and 49 Code of Federal Regulations [CFR] Parts 100-185). Additionally, the retail/commercial part of the project would comply with all applicable laws regarding the use, storage, and disposal of hazardous materials, including provision of spill prevention kits in accordance with Cal/OSHA standards.

During the operation phase of the project, hazardous or potentially hazardous materials would be routinely handled, stored, and dispensed on the project site. Since the proposed project includes a gas station, an underground storage tank (UST) would store gas on the project site. Because of the nature of the proposed project, and in particular the gas station component, the project would be subject to routine inspection by federal, state, and local regulatory agencies with jurisdiction over fuel dispensing facilities. In order to remain operational, the proposed project, including the UST and all associated fuel delivery infrastructure (i.e., gas pumps), would be required to comply with all applicable federal, state, and local regulation, including but not limited to those provisions established by Section 2540.7, Gasoline Dispensing and Service Stations, of the California Occupational Safety and Health Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code; the Resource Conservation and Recovery Act (RCRA); and the Reedley Fire Department. Collectively, the routine inspection of the gas station, the UST, and all associated fuel delivery infrastructure, along with the continued mandated compliance with all federal, state, and local regulations would ensure that the proposed project is operated in a non-hazardous manner. Therefore, long-term impacts associated with handling, storing, and dispensing of hazardous materials would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- 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 above, the project includes a gas station, which would require the routine handling of fuel. Any handling, storing, or dispensing activities associated with hazardous or potentially hazardous materials would comply with all applicable federal, state, and local agencies and regulations. Both short-term construction and long-term operation of the proposed project would comply with all applicable federal, State, and local agencies and regulations with the policies and programs established by agencies such as the EPA, (Caltrans, California Department of Toxic Substances Control (DTSC), Cal/OSHA, RCRA, and the OCFA. Adherence to the applicable policies and programs of these agencies would ensure that any transport or interaction with hazardous

materials would occur in the safest possible manner, reducing the opportunity for the accidental release of hazardous materials into the environment. Any handling of hazardous materials would be limited in both quantities and concentrations. As mandated by OSHA, all hazardous materials stored on-site would be accompanied by a Material Safety Data Sheet, which, in the case of accidental release, would inform on-site personnel as to the necessary remediation procedures. Although there are several sites that represent HRECs and RECs in the vicinity of the project site there is no environmental history on the project site itself. Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

Two schools are within 0.25 mile of the project site: Reedley College and Reedley High School. The proposed gas station would emit hazardous emissions and handle hazardous or acutely hazardous materials and substances on-site due to the fueling operations. However, all fuel would be stored in USTs and a Phase I Environmental Assessment (ESA) prepared for the site found no immediate threats of hazardous materials to surrounding schools (SALEM 2021). As noted in Impact 9a and 9b the proposed project must comply with applicable regulations regarding safe handling of hazardous materials, substances and/or emittance/waste including all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Adherence to the applicable policies and programs of these agencies would ensure that any transport or interaction with hazardous materials would occur in the safest possible manner, reducing the opportunity for the accidental release of hazardous materials into the environment. Any handling of hazardous materials would be limited in both quantities and concentrations. As mandated by OSHA, all hazardous materials stored on-site would be accompanied by a Material Safety Data Sheet, which, in the case of accidental release, would inform on-site personnel as to the necessary remediation procedures.

Compliance with these existing regulations would ensure that impacts related to emitting or handling hazardous materials within 0.25 mile of a school to a less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- d. *Would the project be located on a site that is included on a list of hazardous material 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?*

According to the State Water Resources Control Board GeoTracker database, there are no leaking underground storage tank cleanup sites on the project site, and most leaking underground storage tank cleanup sites surrounding the site have been completed, aside from one on the southwest corner of Reedley High School (Case #: 5T10000832). A Phase I ESA prepared for the project noted no obvious evidence of USTs were located at the project site (SALEM 2021). The California Department of Toxic Substances Control's EnviroStor data management system shows there are no federal superfund sites within the project site or its vicinity. The U.S. Environmental Protection Agency's CERCLIS database confirms there are no superfund sites in the City. According to the United States Department of Transportation online National Pipeline Mapping, System Database the closest hazardous liquid pipeline is roughly 7.7 miles from the project site. Therefore, the project

would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. There would be no impact.

**NO IMPACT**

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

The closest airport is the Reedley Municipal Airport, approximately 5.4 miles north of the project site. The site is not within Primary or Secondary Review Area Boundaries identified in the Reedley Municipal Airport Land Use Compatibility Plan and, as such, would not result in a safety hazard or excessive noise for people residing or working in the proposed project area (Fresno County Airport Land Use Commission 2007). Therefore, no impacts would occur.

**NO IMPACT**

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

The City's emergency operations plan has been updated to reflect response plans for a range of relevant emergency situations that are relevant to conditions in the Reedley area (City of Reedley 2013). Development of the project would be required to comply with applicable City codes and regulations pertaining to emergency response and evacuation plans maintained by the Reedley Fire and Police Departments.

While the proposed project would lead to traffic increases along Manning Avenue, this is not expected to interfere with the City's Fire and Police Department's emergency protocols. No roads would be permanently closed as a result of the construction or operation of the proposed project, and no structures would be developed that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project would be accessed primarily from Manning Avenue and I Street on the northside of the project site. Manning Avenue would provide sufficient capacity for passenger vehicles and light- and heavy-duty trucks that would frequent the project site during construction and operation. The project would be developed in accordance with applicable geotechnical, hazardous materials, transportation, and fire safety standards.

If temporary lane closures during construction of the project (potentially on Manning Avenue and I Streets) occur, construction activities would avoid interference with an emergency plan through the use of traffic control measures to maintain traffic flow and access and/or road detours. Due to the temporary nature of construction and the use of traffic control measures to avoid interference with an emergency plan, potential impacts from construction of the project would be less than significant. In addition, as discussed in Section 17, *Transportation*, the project would not have a significant impact on any area intersections that would be used for emergency access or evacuation. As such, operation of the project would not interfere with existing emergency evacuation plans or emergency response plans in the area.

Furthermore, new development is required to help provide fire and police protection facilities necessary to provide adequate response times through the collection of development fees. A building permit application for the project would be reviewed by the Department of Public Works and the Reedley Fire and Police Departments for potential problems with emergency access within the city. Therefore, the proposed project would not result in buildings that would block emergency

response or evacuation routes or interfere with adopted emergency response and emergency evacuation plans. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The project site is designated Local Responsibility Area for fire protection responsibility and is not located in a designated very high fire hazard severity zone (VHFHSZ). There are no wildland areas near the project site, as urban area surrounds the site and surrounding non-urban areas are developed with light industrial, commercial, and residential uses. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, and no impacts would occur.

**NO IMPACT**

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# 10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) 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"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The federal Clean Water Act establishes the framework for regulating discharges to Waters of the United States in order to protect their beneficial uses. The Porter-Cologne Water Quality Act regulates water quality within California and establishes the authority of the SWRCB and the nine Regional Water Quality Control Boards (RWQCBs). The SWRCB requires construction projects to provide careful management and close monitoring of runoff during construction, including on-site erosion protection, sediment management, and prevention of non-storm discharges. The SWRCB and RWQCBs issue NPDES permits to regulate specific discharges. The NPDES Construction General Permit regulates stormwater discharges from construction sites that disturb more than one acre of land.

Excavation, grading, and other activities associated with construction of the project would result in soil disturbance that could cause water quality violations through potential erosion and subsequent sedimentation of receiving water bodies. Construction activities could also cause water quality violations in the event of an accidental fuel or hazardous materials leak or spill. If precautions are not taken to contain contaminants, construction activities could result in contaminated stormwater runoff that could enter nearby waterbodies. Construction activities resulting in ground disturbance of one acre or more are subject to the permitting requirements of the NPDES General Permit for Stormwater Discharges associated with Construction and Land Disturbance Activities (Construction General Permit Order No. 2009-0009-DWQ). The Construction General Permit requires the preparation and implementation of a SWPPP, which must be prepared before construction begins. The SWPPP includes specifications for BMPs implemented during construction to minimize or prevent sediment or pollutants in stormwater runoff.

Construction of the project would comply with the requirements of the Construction General Permit. The RMC, Stormwater Management Section 8-5-1, sets forth the local governing regulations for implementing stormwater quality management strategies consistent with its General Construction permit from the Central Valley Regional Water Quality Control Board. The project applicant would be required to implement BMPs identified in the SWPPP to prevent construction pollution via stormwater and minimize erosion and sedimentation into waterways as a result of construction. The City of Reedley's Stormwater Management Implementation Plan was prepared in support of the City's application for a Municipal Stormwater (MS4) Permit to the Central Valley Regional Water Quality Control Board. The plan includes information on federal, state, and local storm water quality regulations, stormwater quality control strategies and programs to be implemented in Reedley, storm water quality monitoring and assessment, and plan implementation requirements. The City is currently in compliance with all State Stormwater regulations and in the process of updating its Storm Drainage Master Planning Report (Reedley 2018). Additionally, the regulations are applicable to all storm water generated on any developed or undeveloped urban land within the City or conveyed by the public storm drain system.

The project would be required to include such facilities in the final design plans such as the ponding basin (which as 114,443 cubic feet of capacity), to comply with relevant water quality standards and waste discharge requirements. To support these and other storm drainage facilities the City has created and implemented an impact fee program (Reedley 2018). The proposed project would be subject to this development impact fee to ameliorate potential impacts to the stormwater drainage system. The development impact fee is charged and collected at the time a building permit is issued. Therefore, compliance with the NPDES Construction General Permit and RMC Section 8-5-1 would



ensure that development of the project would not violate any water quality standards or WDRs, and impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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

The City of Reedley's Department of Public Works, Water Division is responsible for the distribution and management of the City's water supply. The City's water infrastructure consists of groundwater wells with on-site disinfection and remediation facilities, a water distribution system, and associated water storage facilities (LAFCO 2020). The City of Reedley lies directly over the Kings Basin from which the City extracts its domestic water supply. The Kings Basin is a large groundwater subbasin located within the southern part of the San Joaquin Valley Basin, in the Central Valley of California. The groundwater basin covers an area of 1,530 square miles (Reedley 2013).

The City of Reedley depends entirely on groundwater pumping from the Kings Basin. The topography of the Reedley area is relatively flat, and the primary slopes within the SOI are those found within the Kings River corridor. Subsurface lateral movement of runoff from the Sierra Nevada Mountains to the east and some general surface runoff in creeks, irrigation ditches and open space, percolation ponds and the Kings River are all a source of replenishment of the groundwater table. The City's groundwater supply is pumped from wells located entirely on the eastern side of the Kings River. The City does not pump or operate any groundwater wells on the westerly side of the Kings River (Reedley 2013).

The City has historically provided domestic water supply solely through groundwater extraction. The City operates seven active domestic supply water wells that pump water directly into the water system which includes approximately 82 miles of pipeline and three elevated storage tanks (Reedley 2017). It is common practice for the City to drill its water production wells at depths greater than 800-feet to ensure sufficient supply and to meet State Water Quality standards. This is because water quality in the Kings Basin is generally very good and groundwater quality in the Reedley vicinity is also generally good. In the City of Reedley 2016 Water Quality Report, the City reported that after testing for over 100 constituents, the City's groundwater supply met all health-related standards established by the California Department of Public Health, and the U.S. Environmental Protection Agency. According to the City's UWMP adopted on March 8, 2022, the City manages water quality risks by monitoring contaminants to maintain concentrations below the required maximum control level (MCL), as well as other regulatory health-based objectives, when feasible (Reedley 2017). Table 14 illustrates the City's water consumption from 2015 through 2020.

**Table 14 City of Reedley Water Consumption 2015-2020**

Year	Water Consumed (millions of gallons)	Difference from Previous Year (millions of gallons)
2015	1,302	N/A
2016	1,365	+63
2017	1,403	+38
2018	1,534	+131
2019	1,509	-25
2020	1,639	+130

Source: City of Reedley 2015, City of Reedley 2016, City of Reedley 2017, City of Reedley 2018, City of Reedley 2019, City of Reedley 2020

As shown in Table 14, the City has experienced an overall increase in water consumption since 2015.

As of June 2019, the Water Division provides potable water to approximately 6,400 active service connections for domestic, commercial, institutional, and industrial uses (LAFCO 2020). As shown in Table 15, commercial water demand accounts for 11-12 percent of the overall demand for water usage in the City. The City estimates new water service accounts with the assumption of a three percent growth rate until 2040. Based on assumptions that the gas station would employ three people, and the coffee/fast food would employ 15 people, the total demand for water usage would be approximately 13.54 MG. The proposed car wash demand is approximately 12.7 MG of water per year (2.8 MG is reclaimed water and 5.7 MG is fresh water) (Appendix AQ).

**Table 15 Water Demand (million gallons per year)**

	Future Demand Projections				
	2020	2025	2030	2035	2040
Commercial (MG)	159	184	213	247	286
Demand Totals (MG)	1,447	1,616	1,818	2,049	2,316
<b>% of Total Demand</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>12</b>

Note: Rates from LAFCO Municipal Service Review and SOI Update (April 2020)

Through the Reedley Municipal Code (RMC) the City has implemented regulations for the conservation of potable water. Pursuant to RMC, Water Conservation, Section 8-1-12(A), the goals of this section are to minimize water use and reduce unnecessary use of potable water supplies. This section of the code provides a definition of “waste of water”, irrigation design guidelines, watering schedules and the enforcement process and penalties.

Therefore, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*
- c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?*
- c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*

A Phase I ESA showed there were no waste or wastewater discharges to the surface or surface waters within the project site's existing conditions (SALEM 201). However, as part of this development, areas of impervious surfaces would be created which would replace pervious soils that are largely in agricultural use. City storm water flows into street collection systems and enters the storm drain inlets where it is conveyed through sub-surface drainage piping to one of several storm water retention basins located throughout the City of Reedley. The design of the storm drainage collection system is based upon the peak flow that the pipeline collection system can carry and the topographic slope (or gradient) available in the area. The design of a storm water retention basin is based upon the total volume of runoff that the retention basin must be capable of storing (Reedley 2018).

The City has ten drainage zones. The project's stormwater runoff would flow directly to the on-site basin and, if necessary, the Alta Irrigation District (AID) facility in the northern area of the City which is generally bound by Parlier, Frankwood, Manning and Hollywood Avenues. The AID facility area consists of approximately 20 acres of land (Reedley 2018). The storm drain runoff from this 20-acre area is an indirect source of groundwater recharge for AID. The collected stormwater runoff drains into irrigation ditches and canals which are an excellent opportunity for groundwater recharge. Any runoff not absorbed through seepage is available to AID for further recharge or delivery to their customers, which in turn reduces the potential need for drawing more water from the Basin for remaining service needs.

Uncontrolled storm water runoff has the potential to flow over soil surfaces, thereby resulting in an increased erosion and siltation of downstream water bodies (City of Reedley 2013), but the City has systems and policies put into place which counteract this potential. Stormwater flows into street collection systems and enters storm drain inlets where it is conveyed through sub-surface drainage piping to one of several stormwater retention basins located throughout the City. The design of a stormwater retention basin is based upon the total volume of runoff that the retention basin must be capable of storing (City of Reedley 2018). All of the City's storm water runoff is eventually discharged into the Kings River or sent to ponding basins (City of Reedley 2007). The City removes the top one-foot of soil for 25' around the outfall structure of each City owned ponding basin annually. The City also removes the top one-foot of soil in the low flow areas of the City's ponding

basin every three years (City of Reedley 2007). The ponding basins are allowed to grow grasses and reeds which helps to remove pollutants from the storm water entering the basin. These actions comply with the NPDES Municipal Storm Water Permit in accordance with Phase II Rule requirements (City of Reedley 2007).

The project would alter the existing drainage pattern on site. Grading activities would occur within several areas of the project site, including the commercial/retail, gas station area along Manning Avenue, the car wash and hotel near the Kings River. The grading plan for the proposed project shows that the majority of the project site is undeveloped and relatively flat, with elevations ranging from roughly 317 feet near Kings River to roughly 345 feet on the eastern end of the project site (VICE 2021). The grading plan also shows there is roughly a 20-foot elevation difference over a 66-foot gap (Centerline 2020) between the Kings River and the proposed car wash and hotel. Due to the proposed uses and alteration to the existing drainage pattern, the project would increase the amount of pervious to impervious surfaces that would increase flooding, runoff, and redirect/impede flood flows. To address the increase in impervious surfaces, the project includes the construction a temporary ponding basin with a capacity of 114, 443 cubic feet to collect the additional runoff due to the increase in impervious surfaces (such as the parking lots for the associated commercial, hotel and car wash uses). Additionally, the project is also subject to the City's Stormwater Ordinance as runoff has the potential to drain to the Kings River (City of Reedley 2016). RMC Section 8-5-10-1 discusses Minimum Performance Requirements that the project must comply with. The City shall confirm that projects comply with site design and runoff reduction performance requirements (City of Reedley 2016). Therefore, based on project design features such as the ponding basin and compliance with regulations described above, impacts related to flooding, runoff and redirecting or impeding flood flows would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

Special Flood Hazard Areas (SFHA) and Other Areas of Flood Hazard are found on the project site on and abutting the Kings River (Federal Emergency Management Agency [FEMA] 2021a). The City identifies the Kings River as a Base Flood Boundary and the abutting land on the project site an Area of Moderate Flood Hazard (City of Reedley 2013). These are equivalent of a zone between the limits of the 100-year and 500-year floodplain (FEMA 2021b). City policies that lower risk of impacts due to inundation are:

- SE 5.1.2** Flood hazard regulations shall be applied to all property subject to a 100-year flood. Staff shall evaluate all permits for development located within a 100-year flood and apply the following:
- Portions of the 100-year flood hazard area to remain free of all new obstructions in order to reasonably provide for the passage of floodwaters of a given magnitude.
  - Limited development, subject to City policies and Federal Flood Insurance Program requirements, may be permitted if adequate flood-proofing measures are constructed.
- SE 5.1.3** Areas identified on Figure 5-1 of the General Plan EIR as subject to flooding, but on which detailed flood studies (delineating the area and depth of a 100-year flood) are not yet available, shall be treated as Flood-Fringe areas unless conclusive

evidence is presented to the contrary. Any development requiring a City permit in these flood-hazard lands shall be subject to review and approval by the City Engineer. The following conditions should apply:

- In cases of uncertainty as to the exact area and depth of flooding, the subdivider or developer may, at his expense, have a qualified registered civil engineer report either: (a) the area and depth of a 100-year flood, or (b) that the particular parcel is not subject to inundation in a 100-year flood. If the developer chooses not to provide an engineer's report, then development may be permitted under other provisions of this section in conjunction with applicable zone districts.
- The lowest floor to be inhabited should be at least two (2) feet above the 100-year flood elevation or one (1) foot above the top of curb of adjacent street, whichever is higher.
- In areas where no detailed food studies exist, but where topography or flood history indicated the area is subject to flooding above the required elevations the height rise may be increased as determined by the City Engineer.

**SE 5.1.7** Open space uses should be encouraged in flood-hazard areas and Land Conservation Contracts and Open Space and Scenic Easements should be made available by the County to property owners within 100-year flood areas located in the unincorporated area.

Policies 5.1.2 and 5.1.3 are important as they set criteria and conditions that must be met by new development if potential impacts from flood hazards are to be avoided. Policy 5.1.7 encourages the use of flood hazard areas for open space uses, thereby reducing potential for flooding to cause hazards. No development is proposed in the flood zone. Therefore, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

The project falls within Central Valley Regional Water Quality Control Board jurisdiction under the Water Quality Control Plan for the Tulare Lake Basin (CVRWQCB 2018). The plan addresses water quality concerns and identifies water quality objectives within the Tulare Lake Basin. The City's Stormwater Management Implementation Plan describes all measures which must be implemented by the City and by future development to comply water quality protection requirements (City of Reedley 2013). Furthermore, the Alta Irrigation District regulates municipal storm water discharged into its facilities through the City's storm water management system by enforcing the terms of permits granted to the City (City of Reedley 2013). The project would be required to comply with City policies that meet these requirements which will ensure Basin Plan goals are not obstructed.

The Kings River East Groundwater Sustainability Agency (GSA) is responsible for sustainably managing groundwater in their respective defined basins and sub-basins. The project is located within the jurisdiction of the GSA. In 2019, the GSA adopted a Groundwater Sustainability Plan (GSP) pursuant to California Water Code Section 10727. Because the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, the proposed project

would not conflict with or obstruct implementation of the GSA GSP. Therefore, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

# 11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project physically divide an established community?*

The project site is currently used for agricultural purposes and is located within the County of Fresno. It is surrounded by the City of Reedley on the northern, southern, and eastern project boundaries. The proposed project and buildout of the commercial areas would not physically divide an established community as the proposed project would annex parcels that are already within the City of Reedley's SOI into the City. Implementation of the project would also pre-zone the project site and develop 11 of the 58 acres as part of a master plan for commercial uses which would be consistent with the 2030 General Plan. In addition, the project would not require major future infrastructure (i.e., highways) that could be perceived as a major barrier between existing developed uses or future developed uses. Therefore, less than significant impacts would occur.

**LESS THAN SIGNIFICANT IMPACT**

*b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The project site is currently zoned as limited agriculture district (AL 20) by the County of Fresno. The proposed project includes pre-zoning approximately 32 of the 58 acres into a Central and Community Commercial (CC) zone district, approximately 11 acres to the One Family Residential (R-1-6) zone district, and approximately 15 acres, which includes a portion of the Kings River, to the Resource Conservation and Open Space (RCO) zone district, all within the City of Reedley. The project would not conflict with any adopted land use plans, policies, or regulations. The project is within the City's SOI and the 2030 General Plan designates the project site as Community Commercial, Open Space and Low Density Residential. As such, the proposed zoning would be consistent with the General Plan land use designations. The proposed project would also be consistent with the following 2030 General Plan Goals and Land Use Element Policies:

- LU 2.7G** Ensure adequate commercial shopping opportunities and office space to meet anticipated need for economic development.

- LU 2.7H** Provide for the timely development of planned commercial areas as determined by community needs and the availability of urban services.
- LU 2.7K** Designate sufficient commercial land to accommodate growth for the entire planning horizon.
- LU 2.7L** Provide for the compatibility of commercial land uses with surrounding land uses.
- LU 2.7M** Encourage “big box” retail to locate in the community commercial planned land use designation.
- LU 2.7.40** Community Commercial designations shall be located primarily at the following locations:
  - (b) Manning Avenue west of Reed Avenue
- LU 2.7.41** Community Commercial areas should be concentrated into unified retail centers of five to forty acres in size and shall be comprehensively planned. Visual compatibility with surrounding residential neighborhoods shall be required.
- LU 2.7.42** Community Commercial designations shall be primarily at arterial/arterial or arterial/collector intersections to ensure adequate surface transportation accessibility.

Additionally, the 2030 General Plan includes the following policy:

**Community Buffer**

Shall mean land designated for the purpose of urban landscaping that will provide beautification and protection along selected public streets and serve as a transition to high intensity urban uses. Buffers shall be at least 20 to 50 feet in width from face of curb (this includes public right of-way and 10 to 40 feet of landscaping). Buffers may incorporate trees, ground cover, sidewalks, walls, and architectural design features of aesthetic appeal. Buffer strips may be provided on private property or dedicated to the City for maintenance, subject to establishment of a Lighting and Landscape Maintenance District or similar funding mechanism for maintenance. The proposed buffer strip along the west side of Kings River Road shall be landscaped in a manner which is compatible with the Kings River riparian area.

In addition to consistency with the 2030 General Plan, the project would be consistent with LAFCO statutes and policies. LAFCO’s role as a planning and regulatory agency oversees the growth of local agencies in Fresno County, in order to help contribute to the logical and reasonable development. The project would be consistent by implementing the City’s General Plan, supporting orderly growth consistent with surrounding uses, and by conducting Municipal Service Reviews to ensure annexation is properly assessed by providers.

The proposed project would be consistent with the Land Use element by implementing the 2030 General Plan and LAFCO goals and policies that would support orderly growth consistent with the surrounding uses. Annexation of the project site would convert existing agricultural land on the project to commercial uses; however, the project would be consistent with the Conservation, Open Space, Parks and Recreation Element and Mitigation Measure AG-1 would ensure the preservation of agricultural land at a 1:1 ratio in the City.

The proposed pre-zoning designations of the project site are R-1-6, CC, and RCO. The annexation and development of residential uses are by-right in the R-1-6 and CC zone districts, and certain uses are subject to a conditional use permit depending on the type and intensity of the proposed use. Therefore, the project approval of the pre-zone and annexation of the project site by City Council



and LAFCO would ensure the project would be consistent with Reedley General Plan as well as LAFCO and Reedley Municipal Code policies and goals. Therefore, subject to approval of the project, impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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## 12 Mineral Resources

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

- 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?*
- 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?*

The Fresno County General Plan Update Background Report provides information on the location and types of mineral resources located in the County. The Background Report shows that there are no areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists (classified as Mineral Resource Zone MRZ-2) (Fresno County 2000). The City has not previously or currently designated important mineral resources recovery areas within or immediately adjacent to the City. Since the project would not preclude future mineral extraction in areas where significant mineral deposits occur and would not result in the exploration or mining of mineral resources, no impacts would occur.

### NO IMPACT

*This page intentionally left blank.*

# 13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Overview of Noise and Vibration

### Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

### HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2013).

## SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions.

Sound levels are described as either a “sound power level” or a “sound pressure level,” which are two distinct characteristics of sound. Both share the same unit of measurement, the dB. However, sound power (expressed as  $L_{pw}$ ) is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers, such as an eardrum or microphone, which is the sound pressure level. Sound measurement instruments only measure sound pressure, and noise level limits are typically expressed as sound pressure levels.

Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidance indicates that modern building construction generally provides an exterior-to-interior noise level reduction of 10 dBA with open windows and an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

## DESCRIPTORS

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the equivalent noise level ( $L_{eq}$ ), Day-Night Average Level ( $L_{dn}$ ), and the community noise equivalent level (CNEL).

$L_{eq}$  is one of the most frequently used noise metrics; it considers both duration and sound power level. The  $L_{eq}$  is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a 1-hour period is assumed. The  $L_{max}$  is the highest noise level within the sampling period, and the  $L_{min}$  is the lowest noise level within the measuring period. Normal conversational levels are in the 60 to 65-dBA  $L_{eq}$  range; ambient noise levels greater than 65 dBA  $L_{eq}$  can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level ( $L_{DN}$ ), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL or  $L_{DEN}$ ), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).<sup>1</sup> The relationship between the peak-hour  $L_{eq}$  value and the  $L_{DN}$ /CNEL depends on the distribution of noise during the day, evening, and night; however noise levels described by  $L_{DN}$  and CNEL usually differ by 1 dBA or less. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range (FTA 2018).

### *Groundborne Vibration*

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. The American Association of State Highway and Transportation Officials (AASHTO) has determined vibration levels with potential to damage nearby buildings and structures; these levels are identified in Table 16.

**Table 16 AASHTO Maximum Vibration Levels for Preventing Damage**

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2020

<sup>1</sup> Because DNL and CNEL are typically used to assess human exposure to noise, the use of A-weighted sound pressure level (dBA) is implicit. Therefore, when expressing noise levels in terms of DNL or CNEL, the dBA unit is not included.

Numerous studies have been conducted to characterize the human response to vibration. The vibration annoyance potential criteria recommended for use by Caltrans, which are based on the general human response to different levels of groundborne vibration velocity levels, are described in Table 17.

**Table 17 Vibration Annoyance Potential Criteria**

Human Response	Vibration Level (in/sec PPV)	
	Transient Sources	Continuous/Frequent Intermittent Sources <sup>1</sup>
Severe	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

in/sec = inches per second; PPV = peak particle velocity

<sup>1</sup> Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: Caltrans 2020

## Project Noise Setting

### *Sensitive Receivers*

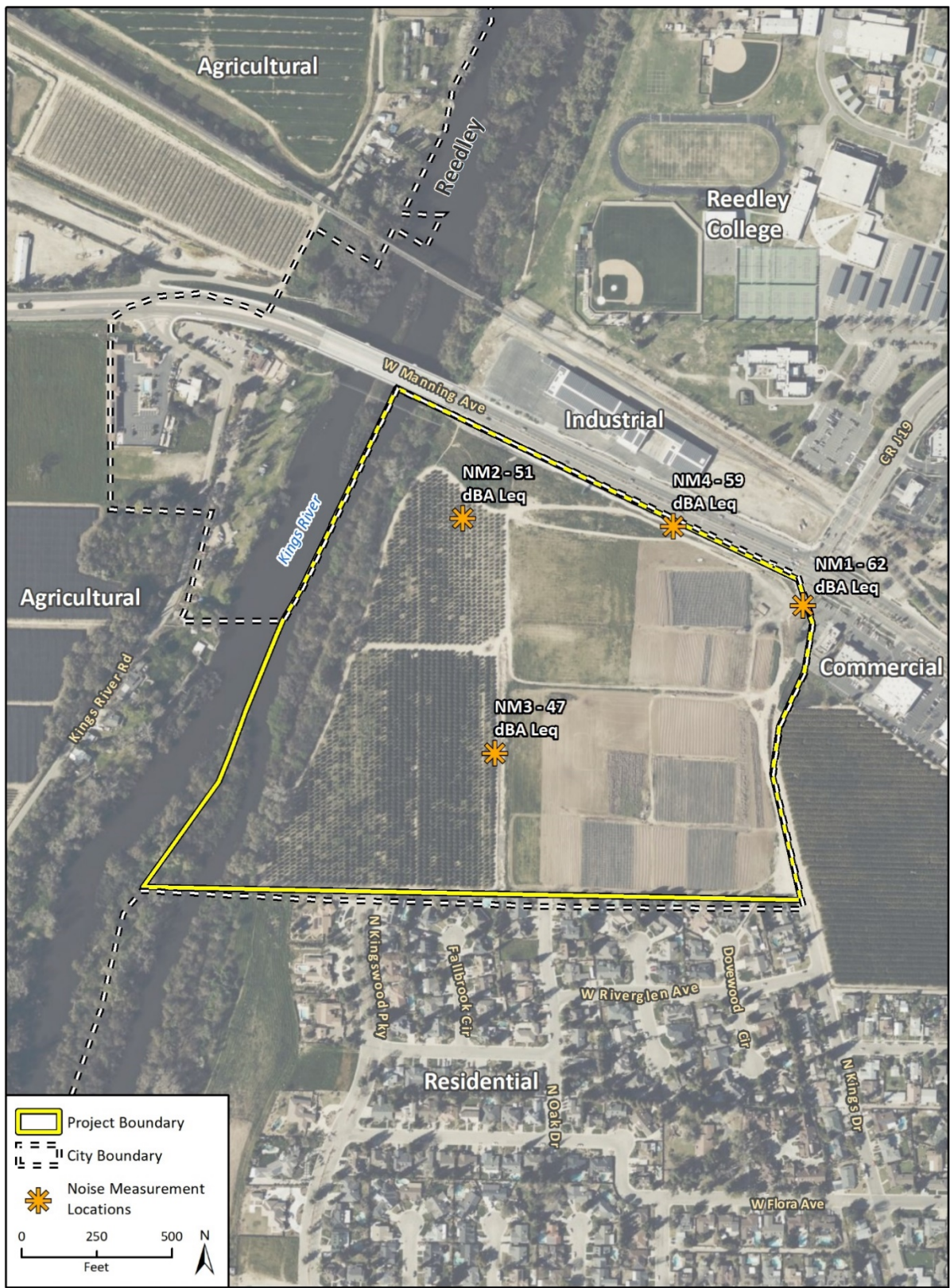
Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The Reedley General Plan Noise Element identifies noise-sensitive land uses as residential land uses, transient lodging, schools, libraries, churches, hospitals, and nursing homes. (City of Reedley 2014). The nearest noise-sensitive receiver is the Reedley College campus located approximately 475 feet north of the project site across Manning Avenue. Additional sensitive receivers include the Wake House Campground approximately 700 feet west of the project site and single-family residential uses located approximately 780 feet to the south of the project site.

### *Noise Measurements*

The most prevalent source of noise in the project site vicinity is vehicular traffic on Manning Avenue and North Kings Drive. To characterize ambient sound levels at and near the project site, four 15-minute sound level measurements (Noise Measurement [NM] 1, thru NM4) were conducted on December 8, 2020. An Extech Model 407780A ANSI Type 2 integrating sound level meter was used to conduct the measurements. Figure 8 shows the noise measurement locations. The short-term noise measurement results are shown in Table 18 and detailed sound level measurement data are included in Appendix E NOI-1.



Figure 8 Noise Measurement Locations



**Table 18 Project Vicinity Sound Level Monitoring Results**

Measurement Location		Sample Times	Approximate Distance to Primary Noise Source <sup>1</sup>	L <sub>eq</sub> (dBA)	L <sub>min</sub> (dBA)	L <sub>max</sub> (dBA)
NM1	Northeastern portion of the project site adjacent to North Kings Drive	1:43– 1:57 p.m.	50	62	48	82
NM2	Northwestern portion of the project site	3:06 – 3:21 p.m.	340	51	41	74
NM3	South of the project site adjacent to future noise sensitive land uses	2:39 – 3:54 p.m.	945	47	35	59
NM4	Northern portion of the project site adjacent to Manning Avenue	2:06 – 2:21 p.m.	70	59	51	79

L<sub>eq</sub> = average noise level equivalent; dBA = A-weighted decibel; L<sub>min</sub> = minimum instantaneous noise level; L<sub>max</sub> = maximum instantaneous noise level

<sup>1</sup> Primary noise source is traffic from Manning Avenue

Detailed sound level measurement data are included in Appendix E NOI-1.

## Regulatory Framework

### Noise

The City Noise Element establishes a land use compatibility standard of 60 dBA L<sub>dn</sub> for exterior noise levels in outdoor activity areas of new residential developments. Outdoor activity areas generally include backyards of single-family residences and patios and common open space areas in multi-family developments. The intent of the exterior noise level requirement is to provide an acceptable noise environment for outdoor activities and recreation. Furthermore, the Noise Element also requires that interior noise levels attributable to exterior noise sources not exceed 45 dBA L<sub>dn</sub>. The intent of the interior noise level standard is to provide an acceptable noise environment for indoor communication and sleep. Table 19 shows allowable noise exposure for transportation sources and Table 20 shows allowable noise exposure for stationary sources.

**Table 19 Allowable City-Wide Transportation Source Noise Exposure**

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

Notes: This table is applicable to noise sources created by either new development and/or new transportation projects. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB L<sub>dn</sub> where practical application of construction practices has been used to mitigate exterior noise exposure.

Source: Table 6.1.2-A of the 2030 Reedley General Plan Noise Element

**Table 20 Allowable Stationary Noise Exposure**

	Daytime (7:00 AM to 10:00 PM)	Nighttime (10:00 PM to 7 AM)
Hourly $L_{eq}$ , dBA	55 dBA	50 dBA
Maximum Level, dBA	70 dBA	65 dBA

Note: 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. Based on an evaluation of the existing condition and proposed project, the Community Development Director may allow exterior exposure up to 65 dB  $L_{dn}$  where practical application of construction practices has been used to mitigate exterior noise exposure.

Source: Table 6.1.2-B of the 2030 Reedley General Plan Noise Element

### *Vibration*

No quantitative vibration standards are established within the City's Noise Element. Vibration impacts are analyzed using the thresholds from Caltrans' *Transportation and Construction Vibration Guidance Manual* and the FTA's *Transit Noise and Vibration Impact Assessment Manual* (Caltrans 2020; FTA 2018). From these documents, the applicable thresholds for the vibration analysis are 0.4 in/sec PPV at residential structures and the human "distinctly perceptible" threshold of 0.25 in/sec PPV.

### *Noise Level Increases over Ambient Noise Levels*

The operational and construction noise limits used in this analysis are set at reasonable levels at which a substantial noise level increase as compared to ambient noise levels would occur. Operational noise limits are lower than construction noise limits to account for the fact that permanent noise level increases associated with continuous operational noise sources typically result in adverse community reaction at lower magnitudes of increase than temporary noise level increases associated with construction activities that occur during daytime hours and do not affect sleep. Furthermore, these noise limits are tailored to specific land uses; for example, the noise limits for residential land uses are lower than those for commercial land uses. The difference in noise limits for each land use indicates that the noise limits inherently account for typical ambient noise levels associated with each land use. Therefore, an increase in ambient noise levels that exceeds these absolute limits would also be considered a substantial increase above ambient noise levels. As such, a separate evaluation of the magnitude of noise level increases over ambient noise levels would not provide additional analytical information regarding noise impacts and therefore is not included in this analysis.

## **Methodology**

### *Construction Noise*

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment.

Variation in power imposes additional complexity in characterizing the noise source level from construction equipment. Power variation is accounted for by describing the noise at a reference

distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the  $L_{eq}$  of the operation (FHWA 2018). Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels.

Construction activity would result in temporary noise in the project area, exposing surrounding sensitive receivers to increased noise levels. The project would involve demolition, site preparation, grading, building construction, paving, and architectural coating. Construction noise would typically be higher during the heavier periods of initial construction (i.e., grading) and would be lower during the later construction phases. Typical heavy construction equipment during project grading could include excavators, scrapers, loaders, and rollers. It is assumed that diesel engines would power all construction equipment. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

A potential construction scenario includes a dozer, an excavator, and a grader working to grade the site. Therefore, a dozer and a grader were analyzed together for construction noise impacts due to their likelihood of being used in conjunction at the same time and therefore a reasonable scenario for the greatest noise generation during construction. At a distance of 50 feet, a dozer and a grader would generate a noise level of 84 dBA  $L_{eq}$  (RCNM calculations are included in Appendix E NOI-2).

### *Groundborne Vibration*

Operation of the proposed project would not include any substantial vibration sources. Thus, construction activities have the greatest potential to generate ground-borne vibration affecting nearby receivers, especially during grading and excavation of the project site. The greatest vibratory source during construction would be a dozer. Neither blasting nor pile driving would be required for construction of the proposed project. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020, FTA 2018). Table 21 shows typical vibration levels for various pieces of construction equipment used in the assessment of construction vibration (FTA 2018).

**Table 21 Vibration Levels Measured during Construction Activities**

Equipment	PPV at 25 ft. (in./sec.)
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003
Source: FTA 2018	

Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors and the vibration level threshold for human perception is assessed at occupied structures (FTA 2018). Therefore, vibration impacts are assessed at the structure of an affected property.

### *Operational Noise Sources*

Noise sources associated with operation of the proposed project would consist of low speed on-site vehicular noise, landscaping maintenance, general conversations, and mechanical equipment (e.g.,

heating, ventilation, and air conditioning [HVAC] units, packaged terminal air conditioner units [PTAC], car wash, and drive-thru speaker box). Due to the distances and low noise levels associated with general site activities, on-site traffic, and landscape maintenance, these sources are not considered substantial and are not analyzed further. The primary noise sources of concern would be associated with HVAC, fast food restaurant drive through speakers, car wash, car wash vacuums, and loading area activities as there are no specific regulations beyond the limitation of noise levels.

On site-noise sources were modeled with SoundPLAN. Propagation of modeled stationary noise sources was based on ISO Standard 9613-2, "Attenuation of Sound during Propagation Outdoors, Part 2: General Method of Calculation." The assessment methodology assumes that all receivers would be downwind of stationary sources. This is a worst-case assumption for total noise impacts since only some receivers would be downwind at any one time.

### Heating, Ventilation, and Air Conditioning Units

The project would include HVAC units for each proposed building. HVAC units would be associated with the hotel (Pad 8), fast food buildings (Pads 5 and 6), coffee building (Pad 2), service station and convenience store building (Pad 7), as well as with each of the retail buildings (Pads 3, 4, 9, and 10). Each hotel room would contain a PTAC located in exterior walls. In the modeling, units were conservatively placed in likely locations of each unit, i.e., in the walls of the units facing the exhaust to the adjacent property lines. Forty-six (46) PTAC units were assigned to the east façade and forty-six (46) PTAC units to the west façade of the proposed hotel. The PTAC units used in this analysis is the LG Model LP090CED1. The AC condensers associated with all other buildings are anticipated to be roof mounted. HVAC and PTAC units were conservatively assumed to operate at 100 percent of the hour both day and night and were modeled without screening.

New development typically requires one ton of HVAC per 600 square feet of building space. This analysis conservatively assumes that the fast food buildings (Pads 5 and 6), coffee building (Pad 2), car wash (Pad 1), and service station and convenience store (Pad 7) would require one 8-ton condenser; retail buildings (Pads 3 and 4) would require two 8-ton condensers; and the other retail buildings (Pads 9 and 10) would require three 8-ton condensers. An example 8-ton condenser would be a Carrier 38AUD12, which generates a sound power level of 78 dBA (see Appendix E NOI-3 for specifications sheets).

### Fast Food Drive-Through

For the purpose of this analysis, the quick service restaurants were assumed to operate 24 hours a day. The project's drive-throughs were assumed to use a drive-through speaker similar to a 3M XT-1 Intercom System. Quick service restaurants would include one drive-in lane and speaker. There would be a total of three speakers on the project site. According to 3M's specifications for the system, the speaker would generate a noise level of 65 dBA at a distance of 4 feet (see Appendix E NOI-4 for specifications sheets)

### Car Wash Equipment

The primary noise-generating components of the car wash would be the blowers used to dry the cars. For this analysis, a PDQ Laser Wash 360 with four on-board dryers as the blowers was assumed. According to the manufacturer's specifications (see Appendix E NOI-5 for manufacturer's specifications), the blowers generate a noise level of 88 dBA  $L_{eq}$  at five feet from the exit with the doors open and 75 dBA  $L_{eq}$  at five feet from the exit with the doors closed. For a conservative analysis, it was assumed that the car wash would operate with the doors open. This analysis also

conservatively assumes the equipment would operate continuously for a full hour (100 percent for 60 minutes) during all hours of operation. For this analysis, the car wash would be operational during the daytime hours of 7:00 a.m. to 10:00 p.m. only. The car wash would not operate during the nighttime hours of 10:00 p.m. to 7:00 a.m.

## Vacuums

The project would include three vacuums (individual units to clean car interiors) located outside to the west of the car wash. For this analysis, a J.E. Adams Industries' Commercial VACs is assumed for the project vacuums (see Appendix E NOI-5 for manufacturer's specifications). The product used for modeling is Model No. 9235-2, which has a sound power level of 98.7 dBA. This analysis conservatively assumes the equipment would operate continuously for a full hour (100 percent for 60 minutes) during all hours of operation.

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

## Construction

### *Construction Equipment*

Construction activity would result in temporary noise in the project area, exposing surrounding receivers to increased noise levels. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading work) and would be lower during the later construction phases (i.e., building construction, architectural coating). Typical heavy construction equipment during project grading and site preparation would include backhoes, graders, and dozers. It is assumed that diesel engines would power the construction equipment. Construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the eight-hour operating day.

Mobile equipment moves around the construction site with power applied in cyclic fashion, such as dozers, graders, and loaders (FTA 2018). Therefore, noise impacts from construction equipment are assessed from the center of the equipment activity area (i.e., construction site). Construction noise at nearby receivers was modeled using the FHWA's Roadway Construction Noise Model (RCNM). The closest off-site receivers to project construction would be the Jack in the Box fast food commercial use located 315 feet from the center of the construction site to the southeast, Kelly's beach recreational use located 800 feet from the center of the construction site to the west, and single-family residential uses located 1,000 feet from the center of the construction site to the east, and 500 feet to the south.

The loudest construction phase would be site preparation, during which noise levels would be approximately 68 dBA  $L_{eq}$  at the nearest receiver, the Jack in the Box. Noise levels at the nearest noise sensitive recreational use and residential uses would reach up to 60 dBA and 58 dBA  $L_{eq}$ , respectively. Therefore, project construction would not exceed the City's 65 dBA residential noise limit for construction at noise sensitive residential property lines and be conducted within acceptable daily construction hours of 7:00 a.m. to 5:00 p.m. Impacts would be less than significant.



*Operational***STATIONARY NOISE**

Noise levels from proposed stationary noise sources (e.g., HVAC units, PTAC units, car wash blowers, and drive-thru speaker boxes) were modeled at six receivers in the project vicinity. As shown in Table 22, noise levels would not exceed City noise limits of 55 dBA  $L_{eq}$  from 7:00 AM to 10:00 PM and 50 dBA  $L_{eq}$  from 10:00 PM to 7:00 AM. Noise levels from stationary sources would be less than significant.

**Table 22 Operational Noise Levels at Off-site Receivers**

Receiver	Description	Operational Noise Levels (dBA $L_{eq}$ )	Exceed Threshold? <sup>1</sup>
OFF1	Reedley College	42	No
OFF2	Edgewater Inn	37	No
OFF3	9240 Kings River Road	30	No
OFF4	314 North Kingswood Parkway	26	No
OFF5	295 Robinwood Circle	27	No
OFF6	309 North Kings Drive	31	No

<sup>1</sup> The City noise limits would be 55 dBA  $L_{eq}$  from 7:00 AM to 10:00 PM and 50 dBA  $L_{eq}$  from 10:00 PM to 7:00 AM. .

**OFF-SITE TRAFFIC NOISE**

According to traffic counts conducted by the City, Manning Avenue has an ADT of 21,070 (City of Reedley 2004). Per the project's Traffic Study, (Peters Engineering Group 2022), the project would generate an ADT of 11,794. This additional traffic to Manning Avenue would increase noise levels by approximately 2 dBA. This would not exceed a barely perceptible noise increase of 3 dBA at off-site receivers. Therefore, impacts would be less than significant.

**ON-SITE NOISE COMPATIBILITY**

Using the City's traffic counts for Manning Avenue and the project's ADT as identified above, the traffic volumes on Manning Avenue are estimated to be 32,864 ADT. This roadway has a speed limit of 55 miles per hour. The project's noise sensitive land use would be the hotel, which is located approximately 450 feet to the south of the centerline of Manning Avenue. With these assumptions, noise levels from Manning Avenue were calculated at the hotel using the Department of Housing and Urban Development's Day/Night Noise Level Calculator. Using this calculator, exterior noise levels at the hotel were estimated to be 60 dBA  $L_{dn}$ . This would not exceed the City's allowable city-wide noise exposure for a noise sensitive land use of 60 dBA  $L_{dn}$  at outdoor uses. In addition, with typical architectural materials typically capable of reducing exterior to interior noise levels of at least 20 dBA, the interior noise levels at the hotel would not exceed the 45 dBA  $L_{dn}$  standard. Therefore, the project is consistent with City of Reedley noise compatibility standards.

**LESS THAN SIGNIFICANT IMPACT**

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

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted by the project. The greatest anticipated source of vibration during general project construction activities would be from dozers and graders, which may be used at various stages of project construction. While such equipment would operate throughout the project site, the equipment may be used as close as approximately 150 feet from the nearest off-site structure. A dozer would generate the greatest amount of ground-borne vibration, creating approximately 0.089 in/sec PPV at a distance of 25 feet or 0.012 in/sec PPV at a distance of 150 feet (Caltrans 2020). This would be lower than what is considered a distinctly perceptible impact for humans of 0.25 in/sec PPV, and the structural damage impact to structures of 0.4 in/sec PPV. Therefore, temporary impacts associated with a dozer (and other potential equipment) would be less than significant.

The project does not include substantial vibration sources associated with operation. Therefore, no impact associated with operational vibration would occur.

**LESS THAN SIGNIFICANT IMPACT**

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

The airport nearest to the project site, Reedley Municipal Airport, is located approximately 4.5 miles to the northeast. The project would not be located within the noise contours of the airport, as shown in Figure 6.2 of the City of Reedley General Plan 2030 (Reedley 2014). Therefore, no substantial noise exposure from airport noise would occur to construction workers, users, or residences of the project, and no impacts would occur.

**NO IMPACT**



# 14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., 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 people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The 2030 General Plan projects the City's population to almost double over its planning horizon. To support anticipated growth, the 2030 General Plan notes new housing opportunities must be accommodated, a greater range of retail shopping must be available, and employment opportunities for community members must be developed. Specific goals are as follows:

- LU 2.7G** Ensure adequate commercial shopping opportunities and office space to meet anticipated need for economic development.
- LU 2.7H** Provide for the timely development of planned commercial areas as determined by community needs and the availability of urban services.
- LU 2.7K** Designated sufficient commercial land to accommodate growth for the entire planning horizon.
- LU 2.7L** Provide for the compatibility of commercial land uses with surrounding land uses.

The project would result in indirect population growth, as commercial uses would result in both temporary and permanent employment during construction and operation phases, respectively. However, these jobs would be filled by the existing City of Reedley population. The commercial development of the project would be consistent with the goals outlined by the 2030 General Plan, and thereby not be unplanned as the project is designated for this type of development and would be zoned for such development. Therefore, the project would not induce substantial unplanned population growth, either directly or indirectly. This impact would be less than significant impact.

## LESS THAN SIGNIFICANT IMPACT

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

The project site is currently undeveloped. As such, the proposed project would not displace existing housing or people. Furthermore, the pre-zoned 11-acre R-1-6 (Low Density Residential) designation would contribute to the future housing stock of the City. Because the proposed project would not displace housing units or people or necessitate the construction of replacement housing elsewhere, no impact would occur.

**NO IMPACT**

# 15 Public Services

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

*a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

Fire protection services are provided by the City of Reedley Fire Department (RFD). The typical response time by the RFD is five to eight minutes (Reedley 2013). The fire department receives funding through a voter approved public safety sales tax override, which supports staffing, facility maintenance and equipment purchase. The fire department also receives funding from development impact fees, which may be used for the purchase of land and construction of new facilities. The RFD provides protection service in the unincorporated areas in and around the project site, with aid provided by the Fresno County Fire Protection District. The City has an instant aid agreement with the County Fire District. The City has one fire station, at 1060 D Street, located approximately 0.8 mile southeast of the project site.

The project includes the development of several commercial and hotel uses, which would generate an increase in demand for fire services. Prior to obtaining building permits and city approval, the City requires RFD review of the project application and site plans. Correspondence with RFD Chief Jerry Issak, on March 27, 2020, did not identify the project demand or proposed uses would necessitate the construction or physical alteration of new fire facilities to accommodate the project.

Additionally, the City requires payment of a fire facilities development impact fee to ensure RFD can maintain acceptable service ratios, response times or other performance objectives remain at a less than significant level. Consistent with these requirements, the project applicant would be required to pay a fee of \$.330 per SF, or \$29,858.40. Pursuant to payment of required fees, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

*a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

Police protection services are provided by the Reedley City Police Department. The police department operates out of a station located at 843 G Street approximately 0.5 mile southeast of the project site. The Fresno County Sheriff's Department provides service in the unincorporated areas of the County. The City has adopted a community facilities 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 public approved public safety sales tax override. The project would involve the development of commercial and hotel uses that would increase demand for police services. However, the increase would be incremental and within the growth projections of the Reedley General Plan, which accounted for the annexation of the site into the City. The project does not propose any residential uses that would create excessive demand for police services or introduce development to areas outside of normal service range that would necessitate new police protection facilities. Additionally, the City requires payment of development impacts fees for law enforcement facilities. The project applicant would be required to pay a fee of \$.038 per SF, or \$3,939. Pursuant to payment of these fees, the project would not place an unanticipated burden on police protection services or affect response times or service ratios such that new or expanded police facilities would be needed. Therefore, there will be no impact.

#### **NO IMPACT**

*a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

The project site is currently within the attendance area of Riverview K-8 School (8862 S. Lac Jac Avenue) and Reedley High School (740 W. North Avenue). The City of Reedley received a comment letter from the Kings Canyon Unified School District (KCUSD) on May 1, 2020, stating that the proposed project is expected to generate 115 students in grades K-8, and 55 students in grades 9-12. However, as noted in the *Project Description*, the pre-zone residential portion of the project would not be proposed or constructed at this time; therefore, the proposed project would not generate these new students into the school district.

The project does include the development of commercial uses, which would affect the District by generating employees. KCUSD states the potential children of employees working in the District would need to attend District schools. However, as noted previously, these jobs would be filled by the existing City of Reedley population. Additionally, employees would not be from one area of the city. As such, all students of employees would not likely attend the same schools.

Because the project does not include residential uses and would not induce population, the project would not generate new students and impacts to KCUSD would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

- a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

The City operates and manages about 72 acres of developed City-owned parks, trails, and other recreational facilities. Of that total, approximately 68 acres are developed parks and trails. The City plans for parkland needs based on a standard of a total of four acres of parkland per 1,000 residents. Currently, the Community Services Department manages parklands that in total constitute about 2.75 acres of parkland per 1,000 residents. The project would preserve portions of the existing Kings River and ensure approximately 15.01 acres remain as open space. The project would not generate additional residents to the city's population, and the employees for the proposed commercial uses would be from the existing workforce or are currently residents of the City. Therefore, the project would not result in overuse of parks such that substantial physical alteration of parks would occur or require the construction of new park facilities. Additionally, the project applicant would be required to pay development impact fees for park and recreation facilities at rate of \$0.427 per SF, or \$38,612.34. Payment of these fees would further ensure and maintain acceptable service ratios or other performance objectives for parks within the City. For the reasons provided above, there is no impact.

**NO IMPACT**

- a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

The project would not include development of residential uses that would generate population that would require new or physically altered public facilities such as a library, hospital, or other emergency medical service. Employees for the proposed commercial and hotel uses would be from the existing workforce or are currently residents of the City. Therefore, no impacts would occur.

**NO IMPACT**

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# 16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<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"/>

- 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 project would not include the construction of new residential uses as part of the initial phased commercial development and would not increase the demand for recreational facilities as the existing facilities were planned for the proposed development and growth of the City until 2030. Therefore, no impact to existing neighborhood and regional parks or other recreational facilities would occur.

## NO IMPACT

- 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 project would dedicate land directly east of the Kings River that is currently designated as Open Space by the City of Reedley 2030 General Plan for the future development of the Reedley Parkway. However, as described in the *Project Description*, the development of Reedley Parkway is not part of the proposed project and is not analyzed herein. Future development of this recreational facility would be required to undergo project-specific CEQA review. Therefore, potential adverse physical effects associated with the Reedley Parkway would not be attributed to the proposed project.

The project does not include residential uses that would generate new demand for recreational facilities. The project would result in indirect population growth, as commercial uses would result in both temporary and permanent employment during construction and operation phases, respectively. However, these jobs would be filled by the existing City of Reedley population. Therefore, the project would not require the construction or expansion of recreational facilities, the construction of which would have an adverse physical effect on the environment. No impact would occur.

## NO IMPACT

*This page intentionally left blank.*



# 17 Transportation

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

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

Several regionally- and locally adopted land use plans, policies, and regulations apply to the proposed project. These include the City of Reedley General Plan Circulation Element, the City of Reedley Bicycle and Pedestrian Mobility Plan, the Fresno Council of Governments (FCOG) 2022-2046 Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS), and the FCOG Short Range Transit Plan for the Rural Fresno County Area.

The City of Reedley General Plan is a long-range planning document that was developed to guide the growth and development of the City. The General Plan serves as the City's constitution and blueprint for community growth and development across the planning horizon. Specifically, the Circulation Element is intended to function as a comprehensive transportation plan covering not only streets and highways, but also bikeways, public transportation, railway and airport systems, and truck routes. The General Plan Circulation Element is intended to set up local Goals and guiding Policies regarding transportation, such as the intent to design and maintain an integrated local transportation network that provides for the movement of people and goods and to provide a street and highway system that can accommodate alternative modes of travel (City of Reedley 2014).

The City of Reedley Bicycle and Pedestrian Mobility Plan is a comprehensive document that coordinates the planning efforts of the City and unincorporated areas of Fresno County from a regional transportation planning perspective. The Plan is intended to provide long-range guidance and connectivity for the development of an extensive bicycle and pedestrian transportation network in the Reedley area. The Bicycle and Pedestrian Mobility Plan includes a variety of goals, objectives, and policies to provide safe, accessible, and continuous bicycle and pedestrian facilities as an

integral component of a multi-modal transportation network; to recognize bicycle and walking as viable alternative modes of transportation that necessitates inclusion in local, regional, and state transportation planning efforts; to promote bicycle and pedestrian safety through the education and enforcement of traffic laws; to advance the development of a continuous bicycle and pedestrian transportation network through the maximization of funding opportunities; and to implement the Fresno County Regional Active Transportation Plan. One specific objective of the Bicycle and Pedestrian Mobility Plan related to the proposed project is the required provision of bicycle and pedestrian support facilities, including bike racks, at popular destination areas (City of Reedley 2019). There are two existing multi-use trails in the vicinity of the proposed project: the Reedley Rail Trail and the Kings River Trail. Both trails are located on the north side of Manning Avenue, opposite the proposed project.

The 2022-2046 FCOG RTP/SCS is a long-range planning document that establishes a set of regional transportation goals, policies, and actions intended to guide development of the planned multimodal transportation system in Fresno County. Overall, the 2022-2046 RTP/SCS aims to improve mobility and accessibility for all, create vibrant communities that are accessible by sustainable transportation options, develop a safe, well-maintained, efficient, and climate-resilient multimodal transportation network, maintain and a transportation network that supports a sustainable and vibrant economy, and foster a region that embraces clean transportation, technology, and innovation (FCOG 2022).

The FCOG Short Range Transit Plan for the Rural Fresno County Area is a short-range planning document that provides a five-year, action-oriented program to implement the Public Transportation Element of the Regional Transportation Plan. As such, the Short-Range Transit Plan adopts applicable goals and policies from FCOG's 2018 RTP/SCS, including the desire to provide a transit system that meets the public transportation needs of the service area (FCOG 2021). Three public transit providers operate routes on or near Manning Drive in the vicinity of the proposed project including Kingsburg to Reedley College Transit, Dinuba Connection, and Sanger-Reedley College Transit. The transit stop associated with each of these routes is located at Reedley College on the north side of Manning Avenue, opposite the proposed project.

The proposed project would not result in the alteration or closure of existing roadways during project construction or operation, nor would it result in the construction of new roadways in the vicinity of the project site. Implementation of the project would not affect use of the existing trails in its vicinity, and trail access would be maintained during project construction and operation. In addition, the project would provide 12 short term bike parking stalls and 29 long term bike parking stalls, which is consistent with the Bicycle and Pedestrian Mobility Plan's objective to provide bicycle and pedestrian support facilities at popular destination areas. Implementation of the proposed project would increase commercial development. However, the project would provide ample bicycle parking and operation of the project would not cause an increase in traffic, as described further under criterion b. The proposed project would not interfere with the existing transit routes in its vicinity during construction or operation, as access to the Reedley College stop would be maintained.

Overall, project implementation would not alter the existing roadways, transit stop, sidewalk, or trails in its vicinity. In addition, the project would not generate growth or increase regional travel. The project is consistent with the City of Reedley General Plan Circulation Element, the City of Reedley Bicycle and Pedestrian Mobility Plan, the FCOG 2022-2046 RTP/SCS, and the FCOG Short Range Transit Plan for the Rural Fresno County Area. Therefore, the proposed project would not

conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, or pedestrian facilities. This impact would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

CEQA Guidelines 15064.3 states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts and CEQA Guidelines 15064.3 subdivision (b) provides criteria for analyzing transportation impacts. The City of Reedley adopted SB 743 which replaced auto delay and level of service with VMT for CEQA impact determination. Therefore, the VMT analysis included therein relies upon the State of California Governor's Office of Planning and Research document, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, which is used as guidance for determining the project's transportation impacts. According to the Technical Advisory, new retail development typically redistributes shopping trips rather than creating new trips. Therefore, estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts. With regard to significance criteria for retail projects, the Technical Advisory indicates that a net increase in total VMT may indicate a significant transportation impact (OPR 2018).

The Fresno Council of Governments (FCOG) maintains a travel model that is the primary tool used in the County for estimating project VMT. Project-specific traffic modeling was performed, including metrics for total regional VMT with and without the project and a select zone analysis for each phase of the project to estimate the regional distribution of project trips. According to the Traffic Study (Appendix D), the results of the traffic modeling indicated that the total regional VMT without the proposed project would be 21,703,674, while the total regional VMT with the proposed project would be 21,611,178 (refer to Appendix D of the Traffic Study for detailed modeling results). Therefore, the proposed project would not create a significant transportation impact. This impact would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

The proposed project would not alter or affect the existing street network, intersections, or roadways adjacent to the approximately 58-acre project site. Development of the project, including the commercial development planned as part of the project's master plan, could affect circulation patterns on the nearby roadways. In addition, construction activities, such as the movement of heavy trucks and equipment on roadways, could result in minor traffic delays. However, staging equipment and temporary work areas utilized during construction of the proposed project would be located within the project site and would not require closure of existing roadways in the vicinity of the proposed project. Direct access to the project site would be provided from three right-in/right-out driveways connecting to Manning Avenue and one additional driveway that would connect to the south leg of the intersection of Manning Avenue and I Street. Development of the project site would adhere to the requirements outlined in the City of Reedley's Engineering Department Standard Plans pertaining to street widths; emergency and maintenance access; curb, gutter, and sidewalk specifications; concrete construction details; radius curb returns; curb ramps; commercial driveway approaches; median opening requirements for emergency vehicles; parking lot drainage

and pavement details; street connections; lighting standards; landscaping; and, specifications for low-impact development (City of Reedley 2019). In addition, the City Engineering Department would also be responsible for providing plan development review, inspection services, and design/construction management services to ensure the proposed project is consistent with City development standards. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature. The project would not introduce new incompatible uses, such as vehicles or equipment, to the project site or the surrounding area and the project would not substantially increase hazards due to incompatible use. Overall, this impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

*d. Would the project result in inadequate emergency access?*

The proposed project would adhere to the City of Reedley's Engineering Department Standard Plans and would be reviewed by the City Engineering Department to ensure consistency with emergency and maintenance access requirements and median opening requirements for emergency vehicles (City of Reedley 2019). Construction activities, such as the movement of heavy trucks and equipment on roadways in the vicinity of the project site, could disrupt the operations of emergency service providers. However, such disruption would be temporary in nature and staging equipment and temporary work areas utilized during construction would be located within the project site, which would not require closure of roadways in the vicinity of the proposed project. As a result, the proposed project would not result in inadequate emergency access. This impact would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

# 18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Resources 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"/>

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

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

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is 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)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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?*

Pursuant to Public Resources Code section 21080.3.1, according to e-mail correspondence with Ellen Moore, City of Reedley City Planner, on November 16, 2021, a Formal Notification of Determination that a project application is complete and Notice of Consultation Opportunity was mailed to the Santa Rosa Indian Community of the Santa Rosa Rancheria on March 21, 2020. Proof of delivery was provided by the United States Postal Service (USPS) indicating that the notice was delivered on March 30, 2020. To the date of the preparation of this initial study, there was no request for consultation received by the City of Reedley.

Rincon contacted the NAHC to request a Sacred Lands File (SLF) search for the project site on November 11, 2020. On December 2, 2020, the NAHC responded to state that the SLF search results were negative for the project site (Appendix E).

Although no tribal cultural resources are expected to be present on-site, there is the possibility of encountering undisturbed subsurface tribal cultural resources. Project ground disturbance would include approximately 33,043 cubic yards of grading, including cuts up to 10-15 feet in depth at the temporary ponding basin. Other grading is on the order of less than five feet in depth. During project construction, the possibility exists that unanticipated tribal cultural resources may be uncovered, particularly in areas of deeper excavation. The project could result in potentially significant impacts to tribal cultural resources. However, impacts from the unanticipated discovery of tribal cultural resources during construction would be less than significant with Mitigation Measure TCR-1.

*TCR-1 Unanticipated Discovery of Tribal Cultural Resources*

In the event that cultural resources of Native American origin that may be considered tribal cultural resources are identified during construction, all earth disturbing work within 50 feet of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find and an appropriate Native American representative, based on the nature of the find, is consulted. If the archaeologist and Native American representative determine that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, the plan shall outline the appropriate treatment of the resource in coordination with the archeologist and the appropriate Native American tribal representative(s). This might include re-burying the cultural material, radiocarbon dating, faunal analysis, lithic analysis, etc.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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# 19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

## Water

Water impacts are discussed in detail in Section 10, *Hydrology and Water Quality*. The City of Reedley lies directly over the Kings Basin from which the City extracts its domestic water supply and within the Kings Basin Water Authority. The Kings Basin is a large groundwater subbasin located

within the southern part of the San Joaquin Valley Basin, in the Central Valley of California. The groundwater basin covers an area of 1,530 square miles (Reedley 2013).

Water for the proposed commercial and hotel uses would be provided by the City's Water Division via existing utilities on and adjacent to the project site. Development of the project would increase demand for water above existing conditions on the project site. According to CalEEMod outputs (Appendix A), the hotel's estimated water demand would be approximately 10.8 acre-feet per year (AFY) at full buildout, which is approximately a 30 percent decrease below the Kings Basin's 2020 water demand of 16.5 AFY. Based on normal year water supply estimates, the increase in water demand from the proposed project would not exceed available water supplies of 23.56 AFY in the Kings Basin. Existing supplies would be sufficient to meet forecasted water demand for the proposed project.

## **Stormwater**

As discussed in Section 10, Impact 10a, Hydrology and Water Quality, the project is required to meet all City policies and discharge requirements, and design elements of the project to ensure proper drainage of storm water. The project includes a 114,443 cubic yard ponding basin which would provide storm water drainage for the proposed project which would comply with relevant water quality standards and waste discharge requirements. To support these and other storm drainage facilities the City has created and implemented an impact fee program (Reedley 2018). The proposed project would be subject to this development impact fee to ameliorate potential impacts to the stormwater drainage system. The development impact fee is charged and collected at the time a building permit is issued. Compliance with the NPDES Construction General Permit and RMC Section 8-5-1 would ensure that development of the project would provide adequate stormwater drainage.

## **Wastewater**

The City currently operates its own Waste Water Treatment Plant (WWTP) located at 1701 West Huntsman Avenue. The WWTP Phase 1 project was completed which expanded the plant's capacity to five million gallons per day (mgd) and constructed new percolation ponds. The WWTP has also been designed to accommodate future expansion to a total capacity of seven mgd. At total plant build-out, the WWTP could accommodate anticipated growth for the next 20 years. The WWTP is currently operating at approximately 2.3 mgd and contains three additional stormwater basins (City of Reedley 2016). The project would generate approximately 50 mgd, which was estimated using wastewater generation assumption rates from the City of LA Engineering Department Sewerage Facilities Charge and CalEEMod Appendix A Table 9.1 and shown in Table 26. The project would incrementally increase demand on the City's WWTP facilities. This demand in commercial use was accounted for in the growth projections by the City's General Plan.

## **Electricity/Natural Gas**

The primary electrical provider for the City is Pacific Gas and Electric (PG&E) and the natural gas provider is Southern California Gas (City of Reedley 2013). PG&E has noted in correspondence with the City that the Annexation Application, Pre-Zone Application, and Conditional Use Permit Application found no issues to affect any existing PG&E facilities.

The proposed project would utilize private utilities located with City street rights of way for electrical, natural gas adjacent to the site. The increment of additional service demand would be minimal and well within the available capacities of each of the public and private utility systems.

As described above, the project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. The project is within the City's SOI and the City's General Plan study area which accounted for this growth and demand for utilities on the project site. Therefore, impacts would be less than significant.

#### LESS THAN SIGNIFICANT IMPACT

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

The project would increase water demand at the project site. Future projections for the City's water service reliability are summarized within Table 23 through Table 25 below.

Table 23 Water Service Reliability – Normal Year

	Normal Year Supply and Demand Comparison				
	2025	2030	2035	2040	2045
Supply Totals (MG)	1,795	2,051	2,307	2,562	2,818
Demand Totals (MG)	1,795	2,051	2,307	2,562	2,818
<b>Difference</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: Rates from City of Reedley 2020 Urban Water Management Plan March 2022

Table 24 Water Service Reliability – Single Dry Year

	Single Dry Year Supply and Demand Comparison				
	2025	2030	2035	2040	2045
Supply Totals (MG)	1,795	2,051	2,307	2,562	2,818
Demand Totals (MG)	1,795	2,051	2,307	2,562	2,818
<b>Difference</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: Rates from City of Reedley 2020 Urban Water Management Plan March 2022

**Table 25 Water Service Reliability – Five Consecutive Dry Years**

		Normal Year Supply and Demand Comparison				
		2025	2030	2035	2040	2045
First Year	Supply Totals (MG)	1,795	2,051	2,307	2,562	2,818
	Demand Totals (MG)	1,795	2,051	2,307	2,562	2,818
	<b>Difference</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Second Year	Supply Totals (MG)	1,795	2,051	2,307	2,562	2,818
	Demand Totals (MG)	1,795	2,051	2,307	2,562	2,818
	<b>Difference</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Third Year	Supply Totals (MG)	1,795	2,051	2,307	2,562	2,818
	Demand Totals (MG)	1,795	2,051	2,307	2,562	2,818
	<b>Difference</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Fourth Year	Supply Totals (MG)	1,795	2,051	2,307	2,562	2,818
	Demand Totals (MG)	1,795	2,051	2,307	2,562	2,818
	<b>Difference</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Fifth Year	Supply Totals (MG)	1,795	2,051	2,307	2,562	2,818
	Demand Totals (MG)	1,795	2,051	2,307	2,562	2,818
	<b>Difference</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Note: Rates from City of Reedley 2020 Urban Water Management Plan March 2022

The future demand projections are based on future population projections and the implementation of required policies (City of Reedley 2021). The future supply projections are based on reasonably available groundwater. The City produces only what it needs and considers the quantities listed to sufficiently serve existing and future demands under normal, single dry year, and five consecutive dry years conditions. The City's Urban Water Management Plan considers the reliability of meeting customer demand by analyzing plausible hydrological variability, regulatory variability, climate conditions, and other factors that could affect the City's water supply and its customers' water uses (City of Reedley 2021). No factors were found that indicate variation in supply reliability or customer demand due to drought (City of Reedley 2021). Although the project would increase water demand, service demand would be well within the available capacities of the City's Water Division as indicated in Table 25. In addition, the project is within the City's SOI and the City's General Plan which accounted for growth and water usage at the project site. Therefore, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT/LESS THAN SIGNIFICANT IMPACT**

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

Estimated wastewater generation associated with the proposed project is provided in Table 26 below.

**Table 26 Estimated Wastewater Generation**

Land Use	Size	Individual Generation Rate* (GPD)	GPD for All Buildings	Total (g/year)	Total (g/day)
Retail Shops (2)	26,880 sf	25/1000 sf	672	245,280	672
Drive-thru Restaurants (4)	18,562 sf	1,291.63/1000 sf	23,975	5,993,809	23,975
Drive-thru Coffee Shop (1)	950 sf	720/1000 sf	N/A	249,660	684
Gas Station (1)	5,000 sf	477.89/1000 sf	2,389.44	597,360	2,389
Four-Story Hotel (1)	104 rooms	112.74/room	N/A	2,931,344	11,725
Drive-thru Car Wash (1)	5,381 sf	12.94/car	N/A	3,880,500	10,632
<b>Total</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>13,897,953</b>	<b>50.077</b>

Notes: GPD = gallons per day; g = gallons; sf = square feet; W.C.= Water Column

\* Rates estimated from City of LA Engineering Department Sewerage Facilities Charge and CalEEMod Appendix A Table 9.1

The project would generate approximately 50 gpd, which is an incremental increase in demand on the City's WWTP facilities as mentioned in Impact 19a. The WWTP facilities would have adequate capacity to accommodate this demand. Furthermore, the project was accounted for in the growth projections by the City's General Plan as part of the City's SOI. As discussed in Section 10, *Hydrology and Water Quality*, the project is required to abide by State and regional water district rules and regulations, including the incorporation of BMPs, design features, such as the ponding basin, to comply with relevant water quality standards and waste discharge requirements. Therefore, impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

The City of Reedley has an exclusive franchise agreement with Mid Valley Disposal, which includes curb-side garbage and recycling pick up and hauling within the City. Mid Valley Disposal collects recycling and normal household waste once a week (City of Reedley 2021). The solid waste is then disposed at the American Avenue Disposal Site. The landfill has a capacity of approximately 32,700,000 cubic yards with remaining capacity of 29,358,535 cubic yards (Calrecycle 2019). At the currently permitted 2,200 tons per day, the landfill has capacity to accept waste through 2059 (City of Reedley 2013).

Estimated solid waste generation associated with the proposed project is provided in Table 27 below.

**Table 27 Estimated Solid Waste Generation**

Land Use	Size	Individual Generation Rate	Generation Rate for All Buildings (lb/day)	Total (lb/year) <sup>1</sup>
Retail Shops (2)	26,880 sf	2.5lb/1000 sf/day	67.2	24,528
Drive-thru Restaurants (4)	18,562 sf	17lb/employee/day	255 <sup>2</sup>	93,075
Drive-thru Coffee Shop (1)	950 sf	3.12lb/100 sf/day	29.64	10,818
Gas Station (1)	5,000 sf	10.53lb/employee/day	31.59 <sup>3</sup>	11,530
Four-Story Hotel (1)	104 rooms	2lb/room/day	208	75,920
Drive-thru Car Wash (1)	5,381 sf	3.12lb/100 sf/day	167.89	61,280
<b>Total</b>	–	–	<b>759.32</b>	<b>277,151</b>

GPD = gallons per day; g = gallons; sf = square feet

Note: Rates estimated from Cal Recycle. 2021. Generation Rates.

<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#:~:text=Residential%20Sector%20Generation%20Rates%20%20%20Waste,%20Cor%20...%20%208%20more%20rows%20>

<sup>1</sup> Assumption based on 365 days

<sup>2</sup> Assumption based on 15 employees per day

<sup>3</sup> Assumption based on 3 employees per day

As shown in Table 27, the project would generate an estimated 277,151 pounds per year or 164 cubic yards per year of solid waste. This is less than approximately 0.0001 percent of the remaining capacity of the American Avenue Landfill. Therefore, the project would not exceed daily capacity of the landfill serving the project and that the landfill has sufficient capacity to serve the project. Impacts would be less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

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

To comply with the California Integrated Waste Management Act of 1989 (AB 939), the County must divert at least 50 percent of its solid waste from landfills. In addition, Assembly Bill 341 (AB 341) sets a statewide 75 percent recycling goal by 2020. AB 341 also requires businesses generating more than four cubic yards of solid waste to recycle. The project is required to comply with federal, state, and local management and reduction statutes and regulations. This includes CalRecycle regulations found in Title 14 and Title 27 of the California Code of Regulations and 2030 General Plan goals and policies. Therefore, impacts are less than significant.

#### **LESS THAN SIGNIFICANT IMPACT**

## 20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The project site is designated within a Local Responsibility Area for fire protection responsibility and is not located in a designated very high fire hazard severity zone (VHFHSZ) (Calfire 2021). There are no wildland areas near the project site. The City's Emergency Operations Plan was developed to protect and preserve life, property, and the environment in the city. As discussed in Section 9, *Hazards and Hazardous Materials*, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The submittal of project plans in conformance with the City's Emergency Operations Plan and California Fire Code standards is required as a Condition of Approval for the project. Compliance would be confirmed as part of the Building Permit plan check process. As with any development, access to and through the area of the project would be required to comply with required street widths as determined in the 2019 California Building Code, City of Reedley Municipal Code and Standard Plans and

Specifications, and the California Fire Code. Development of the site would not differ substantially in terms of its character or types of emergency situations that could arise from it; therefore, the impairing implementation or physically interfering with an adopted emergency response plan or emergency evacuation plan would not occur. Therefore, no impacts would occur.

**NO IMPACT**

- b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

As noted above, the project site is not in or near a state responsibility area or lands classified VHFHSZ (Calfire 2021). There are no wildland areas near the project site. As such, the project would not exacerbate wildfire risks and would not expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to slope, prevailing winds, and other factors. Therefore, no impacts would occur.

**NO IMPACT**

- c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

As noted above, the project site is not in or near a state responsibility area or lands classified VHFHSZ (Calfire 2021). There are no wildland areas near the project site. The project does not include the installation or maintenance of infrastructure that may exacerbate fire risk. Development on the project site would be required to comply with the 2019 CBC, City of Reedley Municipal Code and Standard Plans and Specifications, and the California Fire Code prior to obtaining building permits. No impact would occur.

**NO IMPACT**

- d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

As noted above, the project site is not in or near a state responsibility area or lands classified VHFHSZ (Calfire 2021). There are no wildland areas near the project site. The project would not expose people or structures to significant wildland fire risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impacts would occur.

**NO IMPACT**



## 21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

As discussed in Section 4, *Biological Resources*, there are five special status species within the project area. However, mitigation measures Bio-1 through Bio-10 reduce the potential to substantially reduce habitats, special species populations, and the range of rare or endangered plant species. With these mitigation measures in place, the project would not substantially degrade the environment or wildlife within the project area.

Regarding major periods of California history or prehistory, the project site has also been highly disturbed by agricultural activity, such as the current orchard, strawberry fields, and melon fields.

Based on the findings discussed in Section 5, Cultural Resources, the cultural resources study prepared for the project did not conclude the project site as archaeologically sensitive. However, this may change due to the possibility of the unanticipated discovery of archaeological resources during ground disturbing activities. Therefore, project construction activities could potentially impact major periods of California history or prehistory. However, implementation of Mitigation Measures CUL-1 would reduce these potential impacts to a less than significant level.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

The proposed project does not have the potential to substantially degrade the quality of the environment. All potentially significant impacts have been reduced to a less than significant level with mitigation, therefore no impacts are cumulatively considerable.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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

In summary, given the preceding analysis, conditions of approval applied to the project and identified mitigation measures, it may be concluded that the proposed development project would not have environmental impacts which will cause substantial adverse effects on human beings, either directly or indirectly; would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish/wildlife or native plant species (or cause their population to drop below self-sustaining levels), does not threaten to eliminate a native plant or animal community, and does not threaten or restrict the range of a rare or endangered plant or animal; would not eliminate important examples of elements of California history or prehistory, and would not have impacts which would be cumulatively considerable even though individually limited.

Therefore, there are no mandatory findings of significance, and the preparation of a Mitigated Negative Declaration is warranted for this project.

**LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED**

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